

**Budget 2024-2025 Submission Log - Summary (public)**

Ref #	Submission Details
1	<p>Thanks for the opportunity to review and provide feedback on the 2025–26 Draft Budget.</p> <p>Overall, I appreciate the budget's direction and how it reflects many of the priorities raised by the community—especially the continued investment in core infrastructure like roads, drainage, and public facilities, and the emphasis on sustainability and climate resilience. These are clearly the right areas to be focusing on. A few points stood out to me that I'd like to raise for consideration:</p> <p>1. Environment &amp; Climate Response</p> <p>There's strong alignment between the budget and community values around caring for Country, protecting biodiversity, and addressing climate change. Programs like the Nature Plan, Ribbons of Green, and the move to zero-emissions technology are great to see. My only caution is to ensure these programs stay practical and transparent—not just high-level or symbolic. I'd support more clear performance measures and public updates on how these are tracking.</p> <p>2. Community Equity &amp; Resilience</p> <p>Investment across all life stages—from early years to aged care, youth support, and mental health—is essential. I was disappointed, however, to see the withdrawal from aged care services. I understand the funding model has changed, but I hope Council will stay close to how this impacts vulnerable residents and keep working with local providers to make sure no one is left behind.</p> <p>3. Financial Sustainability &amp; Debt</p> <p>I recognise the difficult position councils are in, with rising costs and limited revenue options. Borrowing \$8M to fund capital works seems reasonable, but I'd urge caution to ensure future repayments don't start cutting into service delivery—particularly those services that support people over infrastructure. Similarly, the \$2.5M underlying operating deficit should be closely watched.</p> <p>4. Community Engagement &amp; Decision Making</p> <p>The broad engagement across townships is encouraging. I'd love to see this taken further—maybe with more participatory budgeting or community-directed project funds in future years. This could build even stronger local ownership and allow for grassroots priorities to rise more easily within the process.</p> <p>5. Waste Charges &amp; Accessibility</p> <p>The move to remove 'bin packages' and let people choose their service level is sensible. That said, the 7.3% increase in waste charges is not insignificant. Clear communication and support to help residents reduce waste and pick the most cost-effective service for their needs will be key to making this work equitably.</p> <p>All up, this budget reflects the realities of the moment while staying largely aligned with community values. I appreciate the efforts being made to balance it all. Thanks again for the chance to contribute.</p>
2	<p>Seville east footpath and bus stops. Upgrade for wheelchair access both side of hwy at peters/ old Warburton hwy</p> <p>Foot paths for safety for pedestrians (refer to Attachment 1.1)</p>
3	<p>Hi Peter, I understand the Council is looking for a 3% increase in rates. I live in Kallista and over 44 years have received very little return for the rates I've paid, probably only occasional grading of my road.</p> <p>As most of my rates seem to be spent anywhere but Kallista I am not in favour of an increase.</p>
4	<p>1. Shire of Yarra Ranges 2025-26 Budget must include provision for a footbath along Old Warburton Highway between Glenvalley Crescent park and Warburton Highway Seville East. This will eliminate the frequent hazard of road traffic to school children and parents with small children and strollers walking on the road to reach the bus stop(s) on Warburton Highway to access public transport. This roadside is hazardous and mostly inaccessible to pedestrians.</p> <p>2. Shire of Yarra Ranges 2025-6 Budget must include provision for works to install Pedestrian Traffic Lights at the Seville East Warburton Highway intersection with Peters Road and Old Warburton Highway. This will eliminate the daily risk to pedestrians including school children, needing to access public transport by crossing a busy highway to the bus stop(s).</p>
5	<p>Does this include a new aquatic centre for Mooroolbark/Kilsyth? It would be a disgrace to remove this facility to Lilydale. Very much a snub of the area that once had that facility. Relocate to Mooroolbark next to the Mooroolbark Community Centre at the very least. We need this more than Lilydale...</p>
6	<p>Upgrade to radio transmission services includes Yarra Valley FM 99.1, Flow FM 106.3 and DAB+ digital radio services is a new funding of \$500,000 allocation for upgrade to radio transmission services, on your behalf of Australian Communications and Media Authority (refer Attachment 1.2)</p>
7	<p>It would be nice to see some mention made of funding being put aside for the trail that the shire undertook to build connecting Hazelvale Rd, Tecoma to Birdland some 2 years ago. This undertaking was made at the Council Meeting 14/3/23 in response to a petition I presented at that meeting.</p>
8	<p>To Yarra Ranges Council</p> <p>Re Budget and Expenditure 2025-26</p> <p>The Jack Hort Memorial Community Pool... A review of site facilities and upgrade are needed!</p> <p>After recent use of the Jack Hort Pool facilities in Healesville I find some facilities are inadequate and unsatisfactory</p> <p>1. Inadequate storage lockers.</p> <ul style="list-style-type: none"> <li>- There are no lockable lockers for storage of personal items.</li> </ul> <p>2. The Men's Change Room has no cubicles for changing or showers!</p> <ul style="list-style-type: none"> <li>- a user cannot access privacy if desired (e.g. if required for children)</li> <li>- the showers have very poor quality shower heads</li> <li>- there is little or no hot water</li> <li>- heating is entirely inadequate</li> </ul>
9	<p>I'm totally against the \$2.5 million for the WMBD when we have walking trails around the river here in Warburton which are at the very least a broken ankle or hip waiting to happen. The WMBD must take second place to public health and safety. If I or anyone else suffer an injury caused by these neglected tracks who will take responsibility? Maybe suitable compensation would be sought through legal avenues.</p> <p>Tuesdays for being able to speak to my submission are not suitable.</p>
10	<p>Spend more money on street lighting in Mooroolbark the side streets are dangerous in winter. Enforcement of nature strip's and overhanging trees need to be addressed.</p>

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11	I would like a footpath along Monbulk/Silvan Rd starting from Silvan glades all the way to Carter Brothers fruit and veg shop then continues to Silvan football oval. I am sick of walking on uneven dangerous sides of the road a footpath linking Silvan and Monbulk. I walk nearly every day Silvan glades up to Monbulk Seville rd. it would be nice to have some where safe to walk instead of driving into Monbulk to walk. Gravel path would suffice or asphalt.
12	I see there is nothing provided for the fringe towns, whose pay massive amounts of rates simply due to being on acreage, for the purposes of having livestock that isn't farming e.g. horses. Unsealed roads, no footpaths, no local sporting facilities It would be better if Yarra Ranges gave up these fringe towns and had them reallocated to Cardinia shire. e.g. Macclesfield
13	More funding towards road sealing & drainage upgrades!
14	1- increasing rates during a period of financial hardship whilst maintaining a surplus is ethically and morally wrong 2- ditch projects such as solar - all these batteries & panels are proving worse to the environment than what we are currently doing , a real crisis is looming as this tech junk accumulates 3- the huge fleet of council Cars sitting in the back car park day and night needs to be culled - significant savings would be made 4- when using private contractors stop paying a "council surcharge " that is usually put on bills - the quotes you receive need to be compared to private works costs and time frames . An example is fence replacement at public buildings , roof replacement ( the recent one at bowls club is an example) the time spent on the job was limited by long lunches finishing early and miscellaneous breaks - the fact that a qualified builder couldn't /didn't notice the asbestos doesn't say much for his skills but proved a chance to bill council more \$\$ . This is only one example I could find many more as can others in the community The waste of money at council in man hours and bills is ridiculous - the parking restrictions in Warburton will not raise revenue the cost of metres etc will be well offset by shops and cafes closing as visitors stay away , this plan should be scrapped and whichever brightspark came up with it should be given a new job somewhere else
15	Good day, Where is the best place for me to ask CouSecond-generation Anticoagulant Rodenticide poisons (SGARs) I for the following: 1) ensure all vehicles are as emissions free as possible - EV for passenger cars, hybrid/electric/hydrogen for heavy duty vehicles 2) Second-generation Anticoagulant Rodenticide poisons (SGARs) are not employed by Council as it's terrible for owls 3) cat curfews are enforced to keep wildlife safe?
16	St Austell Rd - Belgrave Sth.. Been promised for it to be made for 45 years , will it be done for my funeral ..
17	I am very disappointed that in the midst of a cost of living crisis you are considering raising the amount payable on Council rates. The rates are already excessively high. Maybe the Council could tighten their belts a little rather than increase rates. Even though you have asked for feedback, as a Government body, I fully expect you to ignore my comments and also ignore the financial wellbeing of members of our community. I am sorry to say that this is what I expect from all levels of government in Victoria
18	The budget has been very well put together and is in general a good draft budget. There are a few things that need to be amended or taken into consideration. The first page of your budget is a picture of a bike, and this does not represent our Shire, but has plenty to do with the budget and expenditure. Firstly, I note that there is emphasis on community engagement when this budget is based on only 172 people out of over 156, 000 in the Shire that contributed. Many people do not have online services, and I ask there be a return to sit down township meetings instead of pop ups. Some of the objectives is to provide quality infrastructure and liveable places, along with community engagement, deliver essential community services and support, to be financially stable with financial responsibility. I feel this report covers some of the above but feel that more money needs to be contributed to aged care, mental health, and family services. There is less being spent on these services combined then the Warburton Mountain bike Destination project. It is around \$5442.00 being spent on the above services combined when the WMBD will cost an extra \$2.6 million to build and an increase to council materials and services by \$1.3 operating establishment alone just for this, so a debt to council by \$3.9 MILLION. I question this and ask this to be reconsidered and removed from council budget. With this in the budget it calls for further questioning from the public. Will rate payers be contributing to this and with the recent rate rise it is unjustified, unsustainable, does not balance community expectation, or fair and equitable. To readdress these funds to update the Warburton River Walk would be more beneficial. The draft mentions that council will be transparent, however there is over \$40,00.00 in "other" costs and expenditure. This needs to be explained. With the increase of rates, council have proposed in this draft about residents having to pay for a different sized bin when all the community wants is weekly collection to be returned, not to pay extra for another bin as waste management is an essential service for every resident that is not being met. Please consider this feedback,

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19	<p>9736905 - RM113620 - Follow up of School Road Menzies Creek footpath works</p> <p>As per my email on 29 November 2024, I have read and understand your emails advising that people are choosing to walk on the road with prams. Unfortunately, to construct a footpath there needs to be a budget and to get a budget there is a process of approval. In a municipality the size of Yarra Ranges, there are many projects that compete for budget.</p> <p>Stage one of the footpath was constructed as it was designed and budgeted for in the 2021/22 financial year. Stage two was a more complex design and needed to be completed separately. This has now been designed and is budgeted for construction in 2025/26 financial year. I do not have a firm timeframe as we need to source a contractor and program the work. Please see below map of the work plan.</p> <p>As I have previously advised, interim repairs to the existing section have been made, with a bit more work planned for next week. This is to make the path more useable until a contractor can attend.</p> <p>A contractor has been programmed to make more substantial repairs before the end of the year – I do not have exact dates as this is dependent on many factors like weather, contractor plant etc</p>
20	<p>I notice that in the Draft Budget 2025-26 funding has been allocated for the construction of a footpath on Emberson Street, Kallista. I live on the corner of Emberson Street and Ivy Avenue. There is no call and no need for a footpath along Emberson Street. By all means, seal the road, However, Emberson Street is not a thoroughfare for children walking to school. The construction of a footpath on Emberson Street is a waste of rate payers' money. A better location for a footpath is on Tom Roberts Road, Kallista. Although there is a wheel chair ramp leading to the kindergarten, there is no footpath leading to it from Church Street. Nor is there a footpath on the Kallista Mechanics Institute side. Cars roar down Tom Roberts Road from the top of the hill. A footpath to the kindergarten or the Mechanics Institute would be money better spent and would increase the safety level of families. Perhaps a speed hump on Tom Roberts Road on the high side would also improve safety. Please don't waste rate payers' money on an unnecessary footpath on Emberson Street. Maybe the plan was well-intentioned, however it would be underused.</p>
21	<p>56 walker road sealing, the amount of dust the consumes our property is unbelievable. Not only does damage to cars but soon or later an accident due the to excessive bumps you already sealed most seal the rest</p>
22	<p>Re: Proposed Footpath – Emberson Street, Kallista</p> <p>I'm writing in regard to the proposed footpath for Emberson Street, Kallista, as outlined in the draft 2025–26 budget. I was surprised to see this project included and would like to express my concerns as a resident of Emberson Street.</p> <p>My understanding is that the footpath has been proposed to encourage children to walk to school. As a parent of a child who attended Kallista Primary School, I believe this is an unnecessary use of council funds.</p> <p>Emberson Street is a short, quiet street with only nine houses and no young children currently living here. It is not a thoroughfare or a commonly used walking route to the school. As such, the justification for the path doesn't appear to reflect the actual needs or habits of local families.</p> <p>There are also practical concerns. As you are aware, the area experiences drainage issues, and I'm concerned a concrete footpath could exacerbate the problem by increasing water runoff. The current nature strip helps slow and absorb water flow, which is more appropriate for the terrain.</p> <p>Additionally, if the footpath were to be installed on the high side of the street, several established trees and shrubs would likely need to be removed. These contribute significantly to the character of the street and the broader aesthetic of Kallista, and their loss would be felt by the community.</p> <p>Residents of Emberson Street have not been consulted about this proposal, and those I've spoken to agree that a footpath here is unnecessary and a poor use of council resources. We feel the estimated \$135,000 cost could be far better directed toward projects with greater community benefit.</p> <p>If funding for a footpath is available, I urge council to consider installing a footpath along Church Street / Tom Roberts Road, near the kindergarten and Mechanics Hall (as an extension of Halls Track).</p> <p>This is a high-traffic area for families and young children at pick up and drop off time and currently lacks any kind of footpath. Many drivers speed through this section, and a footpath would significantly improve safety and accessibility for the community.</p> <p>Thank you for considering this feedback. I hope council will reconsider this proposal and redirect resources to areas where they are most needed.</p>
23	<p>Seal of Walker Road Seville.</p> <p>We require please the sealing of Walker Road Seville to be included road sealing budget 2025-2026.</p> <p>As resident of 13 years in Walker Road Seville we have witness large scale of deterioration to our road. The road has become some what of a death trap with narrow of road, large ditch drains, corrugations, pot holes and extremely large ruts caused after large downpour of rain.</p> <p>In the last 13 years we have seen Walker Road narrow due to crumbling edges and cleaning of drains the road has got so bad that in sections of the road you cannot longer pass two vehicle. You differently cannot pass truck or horse float. Not everyone is considerate and tries to pull over to let another vehicle through. As result we have seen many vehicle forced off the road into ditch and cause extensive damage to vehicles.</p> <p>The dust is becoming a health problem. Our son along with many other high school students has to walk to Warburton Hwy to get the school bus. These kids are continuously showed in dust due to people travel at higher speeds to get over the corrugations with there car shuddering.</p> <p>There is numerous business and residents from Victoria Road, Dominic Road, Chandler Road, and Tolmie Ave who use Walker Road as there main access to Warburton Hwy. Traffic survey conducted in March 2023 on Walker Road showed the average daily traffic was 334 vehicles. The traffic has increased since that survey was done. It is time to have walker road sealed.</p> <p>We are all sick of paying vehicle repairs bill due to damaged caused by corrugation, pothole and large ruts. The maximum speed you can travel is 20 to 30 km and you still have damage to car.</p> <p>Other roads have been sealed in our arear for example Valley Road which do not have the volume of traffic Walker Road has. Please it is time to seal Walker Road before someone get seriously injured.</p>

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24	A 3% rate increase at a point in time where all citizen in your municipality are already struggling is showing how out of touch you are becoming. We currently have some of the highest rates in Victoria and our properties are not the most expensive. As a whole the demographic in this area is not a wealthy one and we pay more than those in high income areas. Just because the state government allows a 3% increase it does not mean we should all be charged the maximum. Should the budget not be feasible with the current revenue raised then please rewrite the budget don't just ask for more from your already struggling community.
25	It has been some time since the purchase of the old Pembroke high school was finalized. I would like to enquire as to how the sale of the 4 existing council reserves was going to fund the development of the site. I attend the coffee van at the site most mornings and notice after an initial effort of some works to develop the park , the majority has been left "as is " from the original demolition . As it stands it is an absolute eyesore. I understand Council have sold the first site of the 4 reserves in question and are now in the process of looking for a sale on the second site in Wannan Court Kilsyth. I note this has been on the market for many months with no result which would indicate Councils expectation on value is far too high. Perhaps while trying to determine the sites real value ,i.e. take it off the market and have the valuer revisit the original value , Council could move onto the next sale of either Cambridge Road or Ellis Court to move things along with obtaining the funds to develop the old school site which would be a much better outcome for the ratepayers who are ultimately funding the whole process. It seems on the outset that who ever has been trusted at Council with the process of organising the sale of the 4 Councils reserves ,is being paid on a "per hour "basis. I say this as you only need to of been following the "shaping Yarra Ranges " web page to see this whole process is miles behind schedule.
26	Comments are provided on the three attachments (refer Attachment 1.3)
27	The Warburton Bowls Club have been seeking funds to replace their 15 year old bowling green for some years. They have raised and set aside funding to support up to a 50% community contribution towards renewal of this community asset. The condition of the green is now bordering on unplayable and needs to be replaced as a priority. Bowls is an important part of our local community wellbeing and needs support from Council. We are looking to have funds allocated in the current budget for these important works to be undertaken over winter prior to our 2025/26 bowls season. I have attached a photo of one of the many low spots in the green which cannot be repaired despite many attempts to do so. Support from Councillors on these works would be greatly appreciated (refer Attachment 1.4)
28	<p>In the proposed draft budget put forward today we see that council are proposing the maximum rate increase of 3%. This is in addition to increases in waste collection, as well as the upcoming increase to the Emergency Services Volunteer Fund. These are costs that ratepayers cannot opt out of. There are other increases to user-pays costs and charges incurred by ratepayers, as well as the increases coming from council's focus on parking fees and fines.</p> <p>This is on top of last years' 2.75% rate increase, along with other increased costs that ratepayers will have seen in that time.</p> <p>It seems unconscionable that council is proposing to increase rates by the maximum allowed, particularly in the context of the current cost-of-living crisis. We have all been impacted by this crisis – most wages haven't increased in line with inflation and so we all need to tighten our belts to adjust to this reality.</p> <p>Councils, like the rest of their community, needs to be tightening their belts, not putting more pressure on those already hurting. This means finding savings and going without things that are nice to have.</p> <p>Of course, none of us want to see services and programs reduced, but our personal experiences of the basic need to match our expenses to our income should be instructive. Some of the initiatives we are implementing are hugely appealing, but being realistic - many of these are nice-to-have, not critical, and I believe the focus should be on supporting those in need, as well as providing basic council services.</p> <p>Although there are platitudes throughout the document about "identifying efficiencies", there is no depth of information provided to explain what has been done.</p> <p>I am fully aware that the motion before you tonight is not a motion to pass the budget itself, and instead is a motion to agree to put this proposed budget for community consultation.</p> <p>However, I believe this budget needs to be re-considered and councillors need to ask for options to be provided that do not require a rate increase.</p> <p>Perhaps council could provide these options as part of the community information package, and the community can be involved more pro-actively in the cost/benefit decision? I understand it's not easy to be the face of a council that is considering cut-backs, however if you bring the community along to more genuinely be part of the cost / benefit analysis, you may find some of us surprisingly realistic about what can be achieved.</p> <p>I mentioned the ESVF – my understanding is that council has done modelling on the impact of this to the community and to council itself. However, I note that this impact is not explained in any way in the proposed budget. In order for the community to be adequately consulted, this should be explained. For example - will the increased ESVF levy mean that the emergency services are better funded, thus saving council money elsewhere in supporting emergencies?</p> <p>During the 2024 election campaign, 4 of our elected councillors responded to a Council Watch questionnaire and noted that in their opinion rates should be frozen or reduced, not increased. I thank each of you for sharing this opinion. It is reasonable to assume this was an important factor in your election success and the community now expects you to abide by this promise, and to be seen to be doing so.</p> <p>In 2024 there was a lone voice apposing the rate increase, now there are likely at least 4. And of course, this is not to suggest that the other 5 councillors are not also on the same page.</p> <p>In light of these points, I am asking that councillors:</p> <ol style="list-style-type: none"> <li>1. Update the budget papers to include a more fulsome explanation of the impact to the community of the upcoming ESVF</li> <li>2. Update and re-submit the budget papers to provide options for freezing rates so that the community is involved in the decision-making process around whether or not rates should be increased.</li> </ol> <p>I am therefore apposed to this motion.</p>



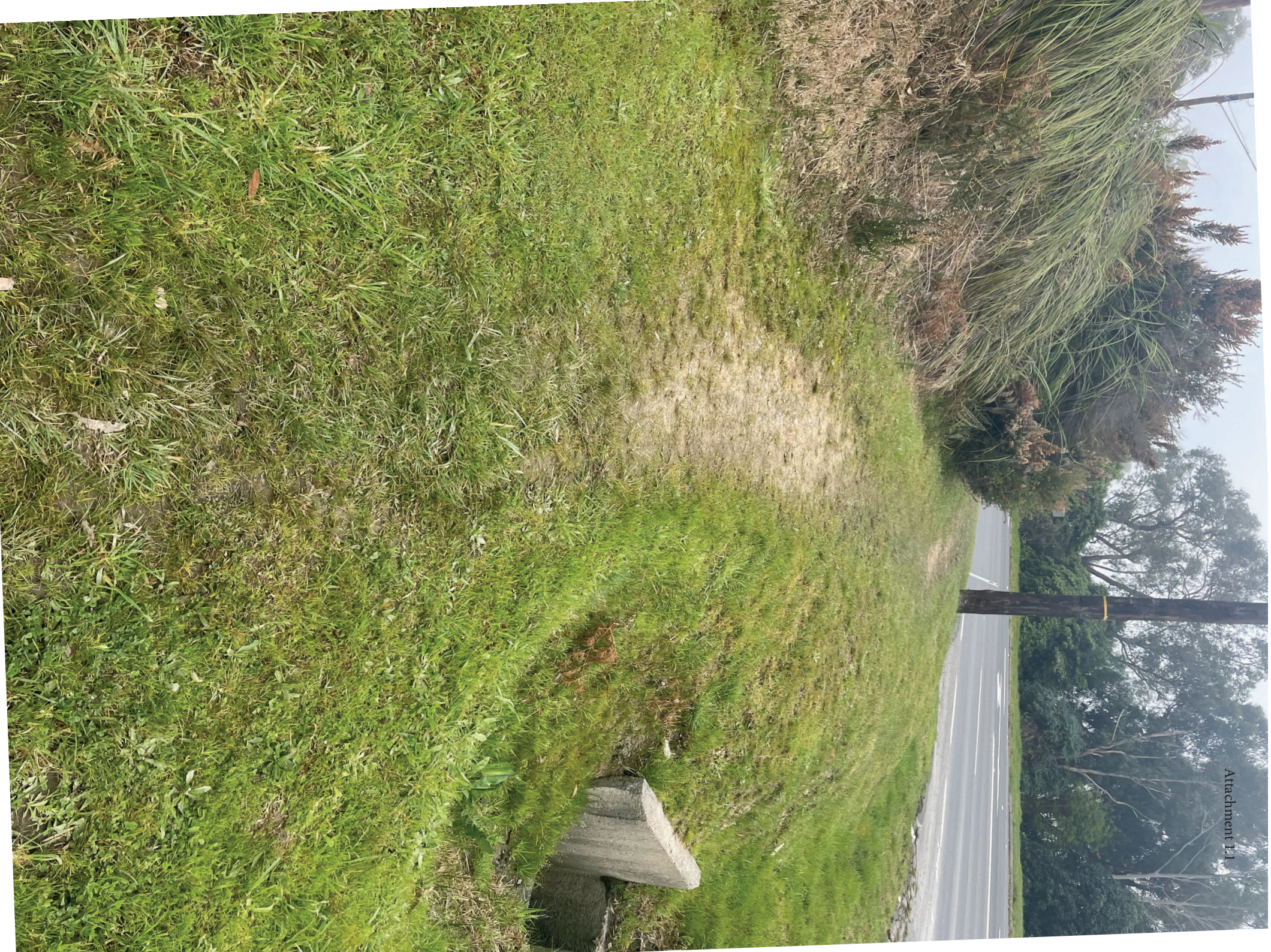
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29	<p>Dear Councillors</p> <p>I [REDACTED] in support of the Partition lodged earlier for the "Surfacing of Walker Rd to be Completed", wish to advise of the ongoing hardships caused not just to ourselves but all others residing in Walker Rd Seville due to the ongoing poor state of our unsealed road.</p> <p>My wife , daughter &amp; myself have been living here now for almost 25 years and although previously promised that the road was to be sealed we still find ourselves continually enveloped in huge clouds of dust for many months of the year.</p> <p>Eye soreness, eye and respiratory infections are common place issues caused by the dust.', which just enters and covers all and sundry. Whether or not this can eventually lead to a form of silicosis or other serious lung decease is yet to be known, however the quantities of dust settling within ones lungs cannot be doing any good to ones health?</p> <p>Traffic from Victoria Rd favours the not so steep, and more direct route of Walker Rd, continually &amp; charges up the grade outside our house enveloping us &amp; others all in untold quantities of dust. The worse the road condition, the faster they travel to ride over the bumps, cars, trucks, heavy earth moving equipment vehicles, they all do it.</p> <p>We acknowledge also that all Emergency Vehicles accessing Victoria Rd beyond use Walker Rd, preferably due to its direct route to the highway and not being so steep as is Victoria Rd where sealed. Victoria Rd residents also accessing the Seville Primary School all use Walker Rd.</p> <p>The house and all other possessions are continually coated in dust, inside &amp; out making it impossible to clean properly. If washing is left out more than a few hours it also becomes covered in the dust!</p> <p>The state of our vehicles along with wheel and suspension maintenance is also an issue. The road continually has corrugations &amp; pot holes in its surface shaking both vehicles &amp; occupants to bits daily.</p> <p>We noted at the previous Council Meeting held on 28 January 2025, which I was in attendance of, the Council' decision was unanimous that Walker Rd be given top priority regards sealing of the roads surface and completing the drainage works. once funding could be allocated to that currently unfinished project.</p> <p>Over the years past and still today, tens of thousands of dollars have and are still being spent regularly on temporary fixes to the road surface &amp; drainage with graders, crushed rock, rollers, even excavators working on the road numerous times a year.</p> <p>Let us not waste any more funds which could have well and truly paid for the sealing of the road more than once on these continual temporary fixes. Let us finally seal the road once and for all?</p> <p>Please ensure funding within the 2025-2026 Budget is put forward for, and to ensure the completion of the required works to complete the drainage and sealing to Walker Rd between Victoria Rd &amp; the Seville Primary School ASAP.</p> <p>Hoping for a positive outcome, Kindest regards [REDACTED]</p>
30	<p>This budget is disappointing. I live, work, and have children who go to school across Mount Dandenong, Olinda, Sassafra, and Ferny Creek — yet there's nothing of real value that supports these communities. Once again, we've been forgotten or excluded. My taxes are spent on other areas I won't even visit, while our region is left to crumble and local businesses continue to shut down. We've been completely ignored.</p>
31	<p>Thank you for the information sent to all residents of the Yarra Ranges. They are very comprehensive. However I could find no mention at all regarding replacing or upgrading pools in the Lilydale area. With the closure of the pool at the ex-Lilydale Squash and Fitness Centre, and the demise of the Hawthory Rd Pool, there is nothing within the Lilydale area, except for a couple of months with the outdoor pool. However with an ageing population, there are many people like me who depend on warm water exercising to keep fit and well, and others recuperating from accidents or illnesses who need this type of facility. Travelling to Monbulk or to Ringwood is too difficult. Did I miss the planning for addressing this very important need in our area? I would appreciate your response.</p>
32	<p>This is a request to seal/make Walker road in Seville.. My wife and I have lived on this road for 13 years, and every year the dust has got worse, the traffic more frequent (and faster), all whilst the road has deteriorated more each year! I've personally towed 3 cars out of the soft gutters in the last 12 months.. Our kids can't play out the front because of the dust, our house constantly has a dust film on it,, and I'd hate to think of the damage it's doing to our health and cars!! The way this road floods and washes away after each rain is seriously dangerous,, add to that the size and volume of the vehicles travelling this road to access the farms and equine hospital, it's going to cause a serious accident one day!! Thanks for your time and efforts,</p> <p>Kind regards [REDACTED]</p>
33	<p>dear council I would like to high light the need to extend the footpath between the shire hall on the Warburton Hwy and Paynes Rd this is only a short section that many older residents living in Paynes Rd use. To access to shopping Centre at Seville. residents are forced to walk across uneven ground from Paynes Rd to the hall before reaching a footpath. Also buses use the parking at the hall to drop passengers that attend Whispering hills vineyard. So many people use that short section of unmade footpath that it should be a high priority.</p>
34	<p>To be able to communicate concerns about the amount being spent of \$2.6 million and question where money is coming from regarding \$1.3 million increase in the budget.</p>
35	<p>I am a resident of walker road Seville and strongly request the road be sealed as was planned and promised</p>

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36	<p>To the Yarra Ranges Council,</p> <p>I'm writing to formally express my deep concern and strong objection to the proposed increases across rates, waste services, pet registrations, and pool fees—ranging from 3% up to an astonishing 20%. These proposed hikes are absolutely ridiculous, particularly when considering that the Yarra Ranges already has some of the highest rates in the state. Many residents in our community are already doing it tough, with a significant portion of the Yarra Ranges being low socioeconomic. These increases show a clear lack of awareness—or concern—for the financial pressure many households are facing. At a time when cost of living is soaring across the board, the council should be looking for ways to ease the burden on residents, not make it worse. Hitting essential services like waste collection and safety-related fees such as pool registrations with excessive increases is unfair and unjustified.</p> <p>I urge the council to reconsider these proposed rises and instead focus on genuine community support and fiscal responsibility. The current proposal is out of touch with the real-life struggles of everyday ratepayers.</p>
37	<p>The Kallista Flood Watch Group wishes to make a submission to the Yarra Ranges Council Budget 2025 - 2026 (refer Attachment 1.5)</p>
38	<p>Dear Councillors,</p> <p>We are making a submission on the 2025-26 Draft Budget.</p> <p>Yarra Ranges Dogs represents over one hundred direct members and two hundred associated members through social media, who walk their dogs in and around Wesburn Park. Wesburn contains the only off lead dog park in the vicinity, the closest others being in Seville and Healesville. This therefore services a large area of dog ownership.</p> <p>The Wesburn Park off lead area is bordered on one side by the internal road through Wesburn Park that leads up to the pump track. There is no fence, or natural boundary of any sort, between this road and the off lead park. Dangerous situations are reported on a regular basis. This road has now been tarmacked, which has increased the natural speed of driving. A trail head for the Warburton Mountain Bike Destination is planned for within the park and this will dramatically increase the number of vehicles (including buses) using this road. The number of cars is already a considerable issue during sports practice days as there is a high concentration of vehicles in a short time. This park is also commonly used for learner driver practice, and this can lead to considerable stress for all concerned. The lack of fence here is a danger for all, not just the dogs.</p> <p>The Wesburn Park Master Plan (completed in 2022) recognises that there is potential conflict between different users of the park, including dogs. This has been highlighted recently by a number of other complaints, including, but not limited to, parking in the off lead area during events (CRN 1120710), parking in the park by VIC roads construction vehicles leaving leaked bitumen which is hazardous to the dogs (4th Feb 2025), cars driving through the off lead park to access a water point, people picnicking at the agility equipment (with no dogs, and eating fried food), refuse left in the bushes, horses walking through groups of dogs, and the natural wildlife of the area.</p> <p>All of these are present and ongoing conflicts that make the park less amenable for its intended purpose as an off lead dog area. This is also directly linked to the lack of a fence protecting the dogs from the road and other users, and clearly delineating their area. This in turn reduces the number of residents willing to use this facility. This was recognised in the Wesburn Park Master Plan, which budgeted for an intended expenditure of \$10,000 to construct a partial fence along the length of the road adjoining the off lead area. This fence would mitigate the risks inherent in the current set up. Time line for the construction of the fence was given between 1 – 3 years in 2022. It has not been done.</p> <p>Healesville has two off lead parks – one in the Don Road Recreation Reserve and the other in Coronation Park. The Coronation Park off lead area is bordered by the community garden on one side, a river and natural habitat on the other, with paths to a carpark. There is no road bordering this park.</p> <p>We have noted that in the 2025-2026 draft Budget, capital allowance has been made for the Coronation Park Dog off leash area upgrades under the Open Spaces New Works and Improvements section (row 91). This allows for \$453,000 in the 2025-2026 year, \$177,000 from Council funding, the remainder from external funding.</p> <p>There is a major discrepancy between the functional safety of the Coronation Park site and the Wesburn park site. The fact that Coronation park is now being offered \$453,000 for upgrades, when Wesburn park has not been given their \$10,000 for essential fencing is unacceptable, and against the duty of care the Council has to the residents and dogs of the Upper Yarra.</p> <p>We therefore request that the Council adjusts the budget to include direct council funding for the partial fencing of the Wesburn off lead dog park as promised. This fence needs to run specifically between the off lead area and the internal road, for the safety and clarity of all users of this park as was set out within the Wesburn Park Master Plan in 2022. We also implore you to put a reasonable amount of money aside for this endeavour as the current model of fencing at Wesburn Park would not be fit for this purpose of risk mitigation. This work needs to be carried out as a matter of urgency.</p>
39	<p>I feel as a rate payer you the shire have missed the point of a cost of living crisis.</p> <p>In the home every dollar must be accounted for, and priorities must be made so things like extras must be cut first and then slowly the order of importance the necessities may have to be cut as well. it appears at the shire a lot of things that are extras do not get cut and the order of importance does not exist</p> <p>As a working class man I cannot put up my own wages yearly if my costs increase I have to budget /cut things that are not important or necessary. Your yearly rate increases are not in the real world, and we must all budget accordingly.</p> <p>I am not saying to cut services I am saying there is plenty of room in the current budget to make cuts on things that are only seen important to the shire and not the ratepayers . There are some big projects in the budget time to stop spending .</p> <p>And an 86 page report even Dr Carl could not decipher does not help the average rate payer really disheartening to read although much detail missing .</p> <p>thanks for the opportunity to submit</p>

Ref #	Submission Details
40	<p>It was difficult to watch council meeting on the 25th March really disappointing to see rates going up again and a few councillor's in full support but here is a left field idea .....how about cutting costs on some of the big / huge projects council are currently spending on and new ones coming up.  Budget receives a big no from me. I feel council are out of touch with management of ratepayer's money Yes ratepayers' money the 190 000 000 dollars of it which happens to be the majority of your budget which means we the ratepayer should have a voice at the table .  I would like to see less focus on tourism and more on retaining our natural environment with less expenditure we should not need to spend millions on many of these projects .Have you heard of the million dollar view ? We already have it !! Tourism is thriving ...Well it is when I am out and about  Council need to determine what is really important in our cost of living crisis and what is not</p> <p>IMPORTANT  rubbish  roads/footpaths  drainage  local laws</p> <p>NOT IMPORTANT  overpriced million-dollar projects</p> <p>After trying to read and understand the 86 page report I gave up then I became aware of the related document section which after a quick review confirms that it is time we stop spending millions on what I consider a waste in this current climate / I am so disappointed in everything I have read on this budget but not surprised  Council could quite easily cut costs in many areas as I said we live in a beautiful environment it does not need to be expensive to be just that a sustainable community</p>
41	<p>To whom it may concern,  I wish to ask that the road I live on- Walker Road Seville be sealed.  I see that most roads in the area have been sealed, even poky little dead end roads that would have very little traffic and roads that have only residents living on one side of the road.  Walker Road is much busier than I believe you think and gets much more traffic during cherry season and horse floats just double the dust all the time.  Let me list how it affects me with the road being unsealed,  Mud or dust depending on time of year .  Corrugation or potholes from the road being unkept.  Unnecessary wear on car suspension components.  Flooding during heavy rain from the gutters being unkept.  The dust is terrible, trying to work in my garden with cars going past is unbearable.  I believe the money the council spend on grading, repairing the road is a waste as the first downpour we get the road is ruined by flooding as the gutters aren't tended to at the same time , the money would be better spent sealing the road.  The road is a thoroughfare to residents that live further down Victoria Road.  The amount we pay in rates should see that the road is sealed, we had already agreed to pay some of the costs but it got pulled- only Walker road.  I have signed the petition regarding this issue and with my thoughts also I hope this road is sealed asap</p>
42	Please see attached file (refer Attachment 1.6)
43	<p>In consideration of the supporting documents, the Warburton Bowls Club would like to submit a request for funds to be allocated toward the replacement of the playing surface and upgrades to lighting at the Warburton Bowls Club.  The current playing surface (green) is currently 13 years into a 15 year life expectancy depending on weather conditions, which in Warburton can be considered harsh. The Warburton Bowls Club undertook over \$5,000 worth of repairs in December of 2023 to prolong the life of the surface, however during this process the underlayment was deemed 'end-of-life'.  As being a small club, the Warburton Bowls Club only has one playing surface and should it be deemed unplayable, the Club would no longer be able to compete. We have included a letter from Bowls Australia outlining this.  Currently our exterior playing lights are not energy efficient and need to be upgraded. In 2024, the Club received solar panels and a backup battery as a part of the community battery scheme. As highlighted later, these batteries are to be used in post-emergency event situations so that the Clubrooms can be a place of refuge in times of power outages. However, our lighting is so inefficient that the batteries are quickly drained when the lights are in use.  Upgrading the lighting is not only environmentally conscientious, but provides additional opportunities for the Club to host events that reach marginalised groups who are not available earlier in the day due to work or family commitments. At the moment the only evening event sees higher rates of female and junior participation (refer Attachment 1.7).</p>
44	<p>Far too much money is being spent on "animal management" and "planning".  This money would be better spent maintaining roads and core public infrastructure.  Having recently seen a friend go through the planning process to set up a simple shed on a very large property was absolutely ridiculous and a waste of time and money on everyone's part.  Animal management is the responsibility of the owners, bar criminal activity, it's up to neighbours to handle disputes and take these matters into their own hands if a amicable solution cannot be found. This isn't a good use of public money.</p>

Ref #	Submission Details
45	Please find attached the submission as Word document, as it is too long for this box (refer Attachment 1.8)
46	My submission is contained in the attached document (refer Attachment 1.9)
47	<p>We are writing in regards to walker road Seville. We have terrible problems with continuous dust ( particularly in the warmer months) and corrugations on the road which is not great for the health of ours cars.</p> <p>We live on a road with a primary school which obviously brings extra traffic daily.</p> <p>We also have concerns with the drainage in this area which brings flooding of our properties in the wet months.</p> <p>We feel it is extremely unfair that we pay the same rates as those who have made roads and sewerage . Please take all this into consideration when you make a decision on which roads will be chosen.</p>
48	<p>Reading figure 3.1 for the budget coming 2025-26, particularly the projection is quite concerning from a rate-paying point of view that while rates increase almost 20% from 24/25 to 28/29, the surplus, and thus capital to fund further projects shrinks by 25% over the same time. A rate increase to stabilise the surplus is understandable, but at least be very transparent as to why rate increases (of which most councillors run on the platform of trying not to raise) are necessary to manage the books for the public service as a sector that has for years been overbloated enough as it is.</p> <p>I know council terms are long, but people aren't terribly stoked to be handing over more year on year for an ever-shrinking pie, if there's even going to be any pie for younger people like myself to inherit.</p>
49	<p>Dear Mr. Cox,</p> <p>I am writing to you to ask if council could please give consideration to extending the range of equipment on offer at Elizabeth Bridge Reserve, Kilsyth.</p> <p>It is a highly used area, and I believe there is a grassed area, already with lighting that could be utilised.</p> <p>At present there are only 3 or 4 pieces of equipment, and the range is highly used.</p> <p>Many times when I attend it is being used and I am unable to use it also, unless I am prepared to wait.</p> <p>The Community cupboard also has lighting nearby , which helps light up the area at dusk and early evening in the winter and summer months and it close proximity to my car, which helps from personal safety perspective.</p> <p>The community cupboard has brought many new regular visitors to the park which is wonderful.</p> <p>Hoping this receives favourable attention in upcoming budget expenditure,</p> <p>Yours Sincerely</p> <p>[REDACTED]</p>















Yarra Ranges Council has your local community idea is Upgrade to radio transmission services will be included in the local council budget for 2025/26 financial year.

Community radio station Yarra Valley FM will upgrade from FM radio reception to extends it's coverage into greater Melbourne suburbs, in addition to transmitting throughout the Shires of Yarra Ranges, Cardinia and Murrindindi, as well as many eastern Melbourne metropolitan municipalities, the FM transmitter is located at Briarty Hill in Gruyere. Remote commercial radio broadcaster Flow FM on relay from Kapunda/Roseworthy in South Australia will upgrade from it's FM radio reception to improve the extended coverage of reach the Shire of Yarra

Ranges, with regions extending to greater Melbourne suburbs, the 106.3 FM frequency in FM transmitter is located at Mt St Leonard. Melbourne DAB+ digital radio multiplexes with radio stations extends it's coverage area to reach the Shire of Yarra Ranges, with the new DAB+ repeater, which is located at Briarty Hill from Gruyere.

A new funding of \$500,000 allocation for upgrade to radio transmission services, on your behalf of Australian Communications and Media Authority.

## Yarra Ranges Council Draft 2025-2026 Budget - Comments

### Mayor and CEO introduction

*We are confronted with significant strains on our resources to maintain services and our infrastructure at current levels while the costs of delivery continue to outpace funding. In real terms this means it is very difficult to balance community expectations and deliver in the same way we have in the past.*

*Being financially responsible and maintaining overall financial sustainability remains a focus in this constrained environment we are confronted with. The Draft Budget has been prepared in the context of managing short-term budget influences while considering the longer-term challenges.*

Poor budgeting doesn't help – see bridge maintenance, building renewal and minor works and many other opaque categories.

*... we have worked hard to include efficiencies within this budget to ensure that we are keeping costs as low as possible while delivering value-for-money services.*

It is evident there is much more to do around best practice processes.

*Yarra Ranges Council continues to navigate significant financial challenges when it comes to sealing our roads. The withdrawal of the \$100 million grant from the Federal Government for sealing roads two years ago is still felt and impacts our residents greatly.*

See general comments.

### Budget Influences

*Many Council assets are ageing and need repairs or upgrades. Additionally, State and Federal governments are facing financial constraints, leading to reduced funding for local councils, which further strains our resources*

The budget gives a view of a sloppy approach to managing the capital expenditure if the budget draft is any indication. Surely asset managers/project managers would have considered if assets are still fit for purpose and have scoped the required work and have good estimates and be ready to go to market for tenders so they hit the ground running in the new FY. If that is the case why is that not reflected in the capital budget?

More precis numbers in the budget removes the fat of the 'wet finger in the air' approach.

### Loan Borrowings

*Maintain indebtedness ratio below 60% over the long-term period (medium risk indicator). This measure indicates Council's ability to service its debts with its own sourced revenue.*

Given the substantially increased world-wide economic outlook risks in recent months it would seem prudent to lower the risk level around indebtedness. To achieve this it would be appropriate to have

quality driven processes and systems that emulate best practice. Well managed budgets around operations and projects that reflect well considered priorities and leadership that creates an attractive and supportive work environment which attracts and retains the right people are just some of the basic requirements. Council need to reflect on their 'High Performing Organisation' strategy they have had in place for years. For a start it is not a strategy, more of a goal. For anyone who has followed this over the years it has lacked sound analysis, coherence, ambition and effectiveness. It's time to stop defending the status quo that has under-delivered in spades and approach the problems with an open mind.

### **General Comments**

Yet again the budget is, at best, an opaque document that does not inform the reader.

I have followed the Council plan and budget for many years and the Council 'strategy' of being a high performing organisation and have been consistently underwhelmed. I have provided feedback on a number of occasions, enough to know the organisation has a culture of defending the status quo and a lack of real ambition and the necessary leadership to improve.

It would be good to see Council install quality processes and the associated culture that underpins best practice performance.

Can Council claim to consistently perform at or near best practice for areas such as project management, tendering, asset planning, asset management, health and safety and a supportive performance culture driven by leadership that creates a positive and constructive environment?

Some shortcomings evident in this draft budget.

The 2021 Auditor General's report Maintaining Local Roads concluded, 'Councils cannot determine whether they are achieving value for money when maintaining their road network. This is because councils lack the detailed cost data they need to analyse and benchmark their performance. In addition, some councils:

- have gaps in their road condition data
- are not effectively engaging their communities to understand road users' needs.'

Has that problem been fixed in the past 4 years?

If that is the case for a large asset class such as local roads what is the situation regarding other large asset classes such as buildings and drains? If the Auditor General's comments are equally valid across the range of Council assets what does that say about the validity of the budget for asset maintenance, refurbishment and replacement?

The Mayor and CEO comments in the introduction regarding Federal road funding withdrawal comes across as a political statement that fails to recognise that such grants if not fully funding the activity serve only to compromise the real investment priorities of the Council arrived at through the Works Prioritisation Process .

Whilst residents may be pleased to have their road sealed the vastly increased future replacement cost of a sealed road creates a future financial burden for the Council and therefore ratepayers.

I also note the 2023/24 Annual Report under Asset Management Strategy claims an Asset Management Maturity Rating score of 925 against a 2025 target of 1000 and baseline 2021 score of 90. Given the Draft Capital Expenditure Program (2025-26 to 2034-35) presents as lacking the rigour one would expect in building such a budget particularly in such a financially constrained environment I have little confidence in such a score.

Can you share how this figure was calculated? Do you have evidence that gives you confidence that it conveyed the true situation at the time?

Best of luck building a good budget.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Yarra Ranges Council Draft Capital Expenditure Program

### 2025-26 to 2034-35 :– Comments

The budget content lacks appropriate detail and is a red flag of potentially wasting resources Council can ill afford. The program appears to be missing the type of rigorous approach that would be expected when formulating an informative document around capital resource allocations to provide best value to ratepayers. A few examples:

**Row 8** Do the various bridges renewal allocations reflect a programmed replacement based on current asset condition reports or is this a 'wet finger in the air' estimate with no facts behind it? It looks undercooked to me and not actually a reflection of a planned approach.

**ROW 99** Do park barriers/fences all reach the end of their useful life in the same year?

**Row 117** Warburton Mountain Bike Destination 100Km+ of mountain bike trails – is this for the whole 100Km?

**Row 122-124** Renew of existing trails. All the same cost? No estimate based of length/type etc.

**Row 125** Renewal of a section of existing trail. 50m? 500m?

**Row 135-137** Delivery of play space improvements. All exactly the same? Do they have proper estimates? If not why not?

**Row 187** Building renewal and minor works to Council facilities. I would guess building renewals would be substantial costs and would warrant additional rows in the category. Why would this category be bundled together given it's \$3.5m represents 6% of the 2025-26 draft Capital Expenditure Budget? No one can objectively comment on such a opaque budget item.

**Row 199** Plant replacement represents 4.5% of the 2025-26 draft Capital Expenditure Budget but gets one row. To split it into key functional areas might be more informative.

A key question to ask yourself – Is this budget and the input processes industry best practice? If not, why not? This draft certainly does not help the reader get an insight into expenditure plans but it does raise concerns about process leading to budget inputs and the level of detail absent.

I could go on but I'm sure you get the point.





# **Yarra Ranges Council Revenue and Rating Plan 2025-2029 (Draft) :— Comments**

## **Introduction**

Lists sale of assets but this is not addressed in the document.

## **Hardship Agreements**

Do Council follow Local Government best practice in this area? Is there a solid process around waiver or payment plans for unpaid rates to ensure Council are not just treated as an easy touch but deserving cases get appropriate consideration.





KALLISTA  
SUBMISSION

YARRA RANGES COUNCIL

BUDGET 2025 – 2026





## FOREWORD

*Resubmission: The Kallista Flood Watch Group resubmits for consideration with alterations our submission which is supported by the residents' petitions signed in 2024/2025*

Yarra Ranges Shire Council is under growing pressure to deliver more with less. Rising costs for materials, labour and services are outpacing funding—while community expectations continue to climb. Residents are calling not just for the maintenance of ageing infrastructure, but for serious investment in sealed roads and proper drainage systems. These aren't luxuries—they're essential to safety, access and liveability across the region.

Unsealed roads in rural and peri-urban areas are deteriorating fast. They're dusty in summer, muddy in winter and expensive to maintain—offering only temporary fixes. Sealing them would improve access and safety year-round, but the costs are substantial, not only to Council but to residents who now find home insurance policies skyrocketing or in some cases – being denied insurance due to ongoing man-made flooding incidents. Similarly, outdated drainage systems can't handle today's severe weather, causing flooding, erosion and property damage. Fixing them requires major investment in climate-resilient infrastructure.

Yet under rate-capping and limited government funding, Council's ability to meet these needs is stretched to the limit. Simply put, the money coming in isn't enough to deliver the level of service the community expects—and deserves.

This tension demands honest conversations. The Council must be upfront about financial realities, while actively involving the community in prioritising where limited funds go. More than ever, advocacy to state and federal governments is vital—rural councils can't bear the infrastructure burden alone.

Yarra Ranges is at a critical juncture. We can't keep doing things the same way. To build the future resilience our community wants, we need bold thinking, strategic choices and a united call for the support we need to deliver real, lasting improvements.

It is time the Yarra Ranges Council engaged with the community in a joint effort to petition State and Federal Governments for funding. This is about a joint endeavour by the Yarra Ranges Council to harness the taxpayers and ratepayers "voice" to achieve the necessary funding.

## OVERVIEW

The following explores the Kallista Precinct and the relationship between Monbulk Road and three intersecting unsealed roads. What is significant is the flooding impact from the matrix of steep unsealed roads upstream to the homes, properties, landscape and creek along Monbulk Road and into the valley.

Monbulk Road runs through the Monbulk Valley. On either-side are relatively steep 1 in 9 and 1 in 10 slopes. During flash flooding events, upstream water volumes collect and increase as they flow downstream. This water is channelled through roads into two main collection channels Gleghorn Road and Emberson Street which inundate Monbulk Road. These roads are predominantly unsealed and present with culvert drainage systems with little water management or harnessing, with each road receiving water from intersecting unsealed roads. The flow on effect is flash flooding which leaves in its wake destruction and erosion to the road surfaces, blocking culvert drain trenches leading to the inundation of homes and properties. Both roads are more than 100 years old. They are unsafe and pose a risk to residents, motorists and walkers.

- Gleghorn Road is a very important access road to The Patch. It is an escape route during bushfires and an access for emergency vehicles. It is a 1 in 9 slope and it presents:
  - In times of storm events unfettered water management that impacts and floods homes and properties along Monbulk Road.
  - Flooding events continually cause road surface erosion and impacts the integrity of the culvert drains.
  - No footpaths which inhibits pedestrian traffic.
  - Surface conditions that are unsafe and risky denying residents the ability to access village amenities and beyond to forest walks.
  - The gravel road surface is too dangerous for cyclists and contributes to vehicles sliding off the road into the culvert drains on a weekly/monthly basis in both wet and dry conditions.
  - With surface conditions too risky for Kallista's children to ride their bikes or scooters and mothers with prams or toddlers.
- Overall conditions severely limit the residents' connectivity and enjoyment of amenity.

Emberson Street is an access road for the residents on the high side of Monbulk Road. It has a gradient of 1 in 10 so the slope and it presents:

- A deep culvert drain that channels water onto Monbulk Road and contributes to the flooding of homes/properties on the lower side from Emberson Street to Rivington Ave.
- Despite considerable work having been delivered to Emberson Street, the surface still erodes leading to a narrowing of the road surface.
- Road surface conditions are risky and unsafe for pedestrians and residents thereby denying connectivity to the village and its amenities. Surface conditions are too risky for children to ride bikes or scooters and mothers with prams or toddlers.
- The surface is unsafe for vehicles and causes cars to slide into the culvert drain.

Rivington Ave receives water from Emberson Street and Monbulk Road. A stormwater pipe (located behind the properties from the General Store to Rivington Ave) flows from Owen Street (through an old easement known as Parsons Lane) that runs along the back of the homes to the lowest point of Rivington Ave. At its lowest point at the base of the Monbulk Valley is the headwater to the creek. This avenue is flooded by multiple sources of water. It presents:

- Poor maintenance of the culvert drainage system.
- No water management which contributes to homes/properties on the low side being inundated.
- The road surface is unsafe due to the extensive flooding, unsealed surfaces and the very humble antiquated drainage system.
- In winter with numerous potholes and bog like muddy conditions due to lack of water management.
- Cars slide across the surface.
- Surface conditions are too risky for children to ride bikes or scooters and mothers with prams or toddlers.

Monbulk Road is a State road and holds a “C” classification for tourism and economic activities. The current traffic count is 8,600 vehicles a day that rises to 15,000 plus during heightened festivals, events and holidays. Through advocacy by the Kallista Flood Watch

Group, the Department of Transport and Planning have committed to the upgrading of Monbulk Road. This is subject to funding with a Business Case having been submitted to the Victorian Government Treasury. It is vital that the Yarra Ranges Council’s three intersecting roads - Gleghorn Road, Emberson Street and Rivington Ave - be upgraded with sealed surfaces drainage and infrastructure to deter the flooding volumes and integrate to support a good outcome on Monbulk Road, Kallista.



## CONTENTS

This document has been prepared for the Kallista Residential Community  
by the Kallista Flood Watch Group  
Authored by Karen Kestigian

Foreword

Overview

Kallista Precinct

Yarra Ranges Council – Draft Budget – “Our Purpose”

Kallista Submission:

- Application
- Funding Submission
  - Roads & Streets
  - Estimated Costings

Priority Roads Criteria & Petitions:

- Gleghorn Road – signatories 137
- Emberson Street- signatories 15
- Rivington Ave – signatories 18

## KALLISTA PRECINCT

Kallista has 22 unsealed roads. None of which were sealed under the Roads for Community Funding initiative before it was withdrawn in 2022. The community has more unsealed roads than its neighbouring towns and villages. Kallista's road surfaces and antiquated drainage systems are the cause of ongoing safety issues and flooding of homes particularly in the central residential areas surrounding the village. Kallista is not on a flood plain our floods are man-made. As a result of flooding events and being in an identified bush fire zone residents face increased insurance premiums with some insurers refusing to insure.

In scoping this budget submission, we have isolated the residential sector of Kallista that is most at risk. It is adjacent to the Kallista Village and concentrated across the slopes. We have chosen to identify this zone as the Kallista Precinct.

The Kallista Precinct borders:

- Braeside Ave, Sherbrooke – on the western ridge overlooking Kallista –and is the upstream flooding point to Owen Street and Rivington Ave.
- Sherbrooke Road, Kallista – on the western side of the Precinct.
- Kallista –Emerald Road – the eastern ridge overlooking Kallista – and is the upstream point to the flooding channels of Gleghorn Road and Emberson Street.
- Monbulk Road runs through the Monbulk Valley – this is the downstream impact collection point.

The Eastern Side of Monbulk Road - Unsealed Roads:

The two unsealed roads responsible for flooding homes and properties on Monbulk Road are:

- Emberson Street
- Gleghorn Road

The Eastern/Western Sides of Monbulk Road - Unsealed Roads:

The unsealed roads responsible for flooding Rivington Ave., homes and properties are:

- Emberson Street
- Owen Street

Upstream:

Emberson Street and Gleghorn Road receive volumes from the unsealed roads on the eastern side that run parallel to Monbulk Road across the slope. These roads act as channels for water and the following unsealed streets/roads and avenues feed into them:

- |                 |                              |
|-----------------|------------------------------|
| • Helena Ave    | • Ivy Ave                    |
| • Royle Ave     | • Baringa Ave                |
| • Clarkson Road | • St James and Adelaide Ave. |
| • Norton Road   |                              |

Additionally, Sunnyslopes Road and Pickering Place receive flooding from Gleghorn Road.

The upstream sources are Helena Ave and Royle Ave.

Downstream:

Homes, properties, the creek and environmental easement are flooded on the low side of Monbulk Road from Emberson Street to Perrins Creek Road and Rivington Ave.

In total there are 13 unsealed roads within the Kallista Precinct. Monbulk Road is a “C” class busy tourist and economic route that is an extension of Burwood Highway which provides access from the inner suburbs of Melbourne to the Yarra Valley and beyond.

The roads and streets of the Kallista Precinct are 100 years-plus old. While the unsealed roads were acceptable some 20 years ago, they are no longer fit-for-purpose. Similarly and in a worse and worsening condition are the three access roads of Gleghorn Road, Emberson Street and Rivington Ave. Despite increased maintenance and limited drainage upgrades the sad truth is, that unsealed roads without comprehensive drainage systems, are only as good as the next storm event.

These roads connect to the Kallista Precinct residential community’s access roads. Residential, transport and tourist traffic have increased impacting the road surfaces. Unsealed roads are not sustainable.

The community petitioning illustrates that at least 98% of residents asked for their roads to be sealed. The community’s demographics have changed dramatically in the past decade, and after Covid. Younger families have chosen to live in Kallista increasing the need for connectivity and community. Adult children have chosen to live with their parents and extended families see up to three generations living in one residence. The infrastructure drainage and roads have not been upgraded for decades and have not kept up with the significant change in the demographics. More footpaths are required for ease of movement and connectivity to the village, pre-school, school and medical centre.

## AMENITIES

Kallista has few amenities. The primary footpath from Sherbrooke Road to Rivington Ave was rehabilitated this year along with the path from Church Road along Monbulk Road to the Kallista Deli (and the community is grateful for this work). The car park services the village.

The Kallista Community House was closed at the start of Covid and has never reopened. There is no play-space for the children, no community centre or library, no pocket park, no crosswalk and no connecting footpaths from the unsealed roads and streets.

A vital 100-year-old ‘bush track” along the high side of Monbulk Road from Gleghorn Road to Emberson Street is important for resident connectivity. It is degrading at the corner of Gleghorn and Monbulk Roads. It is used by residents and school children as the crossing of Monbulk road has become hazardous due to the increased volumes of traffic. We have asked previously for this track to be recognised as an essential footpath with the necessary infrastructure. It is dangerous and becoming more so as time passes. Please give consideration to the delivery of an acceptable sustainable footpath.

While the residents are told their rates form a major funding for civic building of community amenities, there are very few such public amenities in Kallista. Our community suffers from a dichotomy where we have been advised many times that there has to be equity across the Shire. We can attest given the very poor infrastructure in Kallista, we have not been the beneficiaries of equity for several decades.

## ACCESS, SAFETY AND RISK

The serious lack of upgrading over many decades has led to dilapidation and dysfunctional roads, infrastructure and amenities. At a time when all levels of Government support the strategy of connectivity within a community, for all ages to walk and exercise, for older residents to move and socialise within their community, this level of access is being denied in Kallista. The Precinct we identify is just two minutes from the estimated \$9.8 million Ridgewalk which is fully funded by local, state and federal governments. Are these senior government levels aware of the dichotomy that exists just two minutes away in the Kallista Precinct, which harbours unsafe, risky conditions?

Through the Kallista Report, the Flood and Residents Speak videos we submitted to Council, State and Federal Members in December 2023, we have presented a documented briefing of the serious conditions that exist in Kallista. In March 2023, at a community meeting residents presented the issues to all levels of government. That meeting was not about the Roads for Community funding withdrawal, it was about the social wellbeing, mental welfare and safety risks that the community felt. They reported trucks and cars running off unsealed the roads. The limited access from Monbulk Road to Gleghorn Road means that if a truck is coming down the slope and a sedan has already started to enter the road it has to back down onto Monbulk Road. There are no turning circles or passing bays. This is dangerous. Access and egress to Monbulk Road is narrow and hazardous. The poor, unsafe, unsealed surfaces and deep culvert conditions existing on all these narrow roads are concerning as is the access needs for emergency vehicles. Two cars cannot pass on these local roads. The fear is real, that during a bush fire, access will be limited or denied. Recreational cyclists and walkers cannot use these roads without risk and there are no footpaths. Vehicle accidents are a common occurrence, indeed almost on a weekly basis. The gravel surfaces are responsible for many cars and pedestrian accidents. The risk to elderly and vulnerable residents is unacceptable under these conditions. It is impacting on their mental state. That was evident during the March 2023 public meeting and yet there has been no sustainable solution or strategy to address these serious issues.

Please be aware the Kallista Precinct's lack of upgraded infrastructure is decades old. The flooding events have occurred since the beginning of the community in 1860. The existing roads were cut by loggers and little has changed since the days of horse and dray. There is nothing romantic about these conditions that are impacting the health and wellbeing of the community and denying safe movement around the community. The residents are faced with mounting risks where safe passage either on foot or by car carries deep concerns and worry. The community needs better sustainable solutions. Our needs are simple, we are asking for basic infrastructure.

Climate change events are happening more regularly whether it is flooding or bushfires. Either way, Kallista is not sustained nor is it resilient. There is a moral obligation by the local government who are responsible for local roads to support the ratepayers. Residents ask what have we received in the past two decades?

For those sitting Councillors of many years, you know our community has received very little sustainable basic infrastructure upgrades. If we had, there would be no need for us to advocate to all levels of government, over the past three years, to resolve the many issues we face.

Kallista desperately needs sustainability for the community's wellness and well-being, connectivity, safety and mental health. All of which has hit hard in the last few years with the flooding events and road conditions. We are the village time forgot. We fell through the cracks of development but the residents dutifully paid their taxes and rates. They respected their obligations to all levels of Government.

## **KALLISTA SUBMISSION APPLICATION**

### **THE YARRA RANGES COUNCIL BUDGET 2025/2026**

The immediate need for the Kallista Precinct is the delivery of sustainable infrastructure, road sealing and comprehensive drainage to:

Gleghorn Road, Emberson Street and Rivington Ave.

The necessary infrastructure to support the integration of these three roads to the proposed upgrade for Monbulk Road by the Victorian State Government and its Department of Transport and Planning. The funding for this project having been encompassed in a submission Business Case to the State Treasurer's Budget.

The sealing and drainage of these three roads should not be predicated on the outcome of the Monbulk Road Business Case. There is an immediate need to undertake the sustainable work required of these unsealed Kallista Roads. Surveying and design is already being undertaken by the DTP of which the Yarra Ranges Council's Infrastructure Officers are acquainted. Work on the YRC roads is urgent. The unsafe conditions and impacts are no longer tolerable. Further, the constituents have more than paid for the necessary sustainable work for Gleghorn Road, Emberson Street and Rivington Ave.



## PRIORITY ROAD CRITERIA

To support the Priority Status of these roads, we refer to a draft document prepared by Mr Kim O'Connor, Yarra Ranges Council's Manager, Infrastructure Services. A copy of which, was provided on January 9, 2024 by the Mayor, Cr Sophie Todorov to Mark and Karen Kestigian, Kallista Flood Watch Group advocates.

That document proposed a Priority Roads Criteria.

Based on that "*Criteria*" we have prepared a Priority Roads Criteria Report for each of these roads which is supported by petitions from Kallista residents.

**Given the current conditions of these three roads and the need for a commitment to deliver the very necessary sustainable sealing, drainage and infrastructure, we ask that you endorse them with Priority Road Status.**

## KALLISTA FUNDING SUBMISSION

We ask that sustainable road sealing and infrastructure with comprehensive drainage and storm water management be delivered to the Yarra Ranges Council's roads of:

- Gleghorn Road estimated at \$3,450,000 including 15% contingency
- Emberson Street estimated at \$494,500 including 15% contingency
- Rivington Ave., estimated at \$853,300 including 15% contingency

To receive these allocations the Yarra Ranges Council Budget 2024 – 2025.

Special Charge Scheme:

We further request that no Special Charges Scheme be attached to this funding application. Many residents have lived on these roads for several decades. They are retired and pensioners, many of whom live on a fixed income. Numerous times over several decades these residents have either advocated or been promised that the roads and the necessary infrastructure would be upgraded. Those promises were never delivered. In the meantime residents have paid rates for declining, dysfunctional and dilapidating conditions.



KALLISTA PRECINCT - ROADS AND STREETS

Name	Metres	Residences
Adelaide Ave	266	4
Baringa Ave	360	12
Clarkson Rd	443	14
Emberson St	215	11
Gleghorn Rd	1492	31
Helena Ave	310	14
Ivy Ave	142	6
Norton Rd	311	12
Owen St	600	24
Rivington Ave	371	20
Royle Ave	300	18
St James Ave	509	21
Sunnyslopes Rd	442	12
Monbulk Road	700	37
Total:	5,761	236

Total does not include the 700 metres of Monbulk Road which is the Department of Transport and Planning's domain.

Budget Submission from residents and ratepayers in Kallista for FY 2024-2026 Yarra Ranges Council Budget and Capital Expenditure Report						
Ward: Lyster		Councillor: Johanna Skelton				
Key Document: The Kallista Report submitted to Mayor, Cr Sophie Todorov - November 2023 & Submitted to Yarra Ranges Councillors February 3, 2024						
1	The Kallista Report - Subject of Meeting with the Mayor, Cr Todorov - January 9, 2024 at the Yarra Rangs Council Chambers at 5.30 pm - present Cr. Todorov, Mark Kestigian and Karen Kestigian					
2	The Kallista Video - Residents Speak - circulated to all Councillors January 31, 2024					
3	Reply to Kallista Flood Watch Group emails and selected areas of the Kallista Report - February 15, 2024					
Ref	Project (Street Name)	Description of location for design, drainage, road sealing and infrastructure	Estimation (metres)	Est Cost based on \$2m/kilometre	Plus Contingency of 15%	Estimated Total Cost
1	Gleghorn Road, Kallista	Request Gleghorn Road to be classified a "Priority" road. Upgrade Gleghorn Road from Monbulk Road Kallista to the Emerald- Kallista Road at The Patch. Road requires sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening - and to deliver integration infrastructure to the Monbulk Road upgrade by the Department of Transport and Planning.	1492 metres	\$3,000,000	\$450,000	\$3,450,000
2	Emberson Street	Request Emberson Street, be classified a "Priority" road. Upgrade Emberson Street from Monbulk Road, Kallista to Baringa Ave, Kallista. Road requires sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening - and to deliver integration infrastructure to the Monbulk Road upgrade by the Department of Transport and Planning.	215 metres	\$430,000	\$64,500	\$494,500
3	Rivington Ave, Kallista	Request Rivington Ave., be classified a "Priority" road. Upgrade Rivington Ave., from Monbulk Road Kallista to Owen Street, Kallista. Road requires sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening - and deliver integration infrastructure to the Monbulk Road upgrade by the Department of Transport and Planning.	371 metres	\$742,000	\$111,300	\$853,300
4	Baringa Ave, Kallista	Request Baringa Ave., receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Tom Roberts Road, Emberson Street and Gleghorn Road.	360 metres	\$680,000	\$102,000	\$782,000
5	Ivy Ave., Kallista	Request Ivy Ave., receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Tom Roberts Road and Emberson Street.	142 metres	\$284,000	\$42,600	\$326,600
6	Norton Road, Kallista	Request NortonRoad , receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Gleghorn Road and Royle Ave.	311 metres	\$622,000	\$93,300	\$715,300
7	Royle Ave., Kallista	Request Royle Ave., receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Norton Road and Tom Roberts Road.	300 metres	\$600,000	\$90,000	\$690,000
8	Clarkson Road, Kallista	Request Clarkson Road, receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Gleghorn Road and Tom Roberts Road.	443 metres	\$886,000	\$132,900	\$1,018,900
9	Helena Ave., Kallista	Request Helena Ave., receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Gleghorn Road and Kallista-Emerald Road.	310 metres	\$620,000	\$93,000	\$713,000
10	Sunnyslopes Road, Kallista	Request Sunnyslopes Road, receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Gleghorn Road and Adelaide Ave.	442 metres	\$884,000	\$132,600	\$1,016,000
11	Adelaide Ave., Kallista	Request Adelaide Ave. receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Sunnyslopes Road and St James Ave.	266 metres	\$532,000	\$79,800	\$611,800
12	St James Ave., Kallista	Request St James Ave. receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Adelaide Ave. and Gleghorn Road.	509 metres	\$1,018,000	\$152,700	\$1,170,700
13	Owen Street, Kallista	Request Owen Street. receive sustainable sealed surface, installation of comprehensive drainage, kerbs channels, water management and road widening and deliver integration infrastructure to Rivington Ave. and Sherbrooke Road.	600 metres	\$1,200,000	\$180,000	\$1,380,000
			5761 metres	\$11,498,000	\$1,724,700	\$13,222,100

# YARRA RANGES COUNCIL – STRATEGIC APPROACH TO PRIORITISING UNSEALED ROAD CONSTRUCTION

This Report undertakes to establish Gleghorn Road, Kallista as a “Priority Road” for drainage and sealing. It is accompanied by a residents’ petition advocating for drainage and surfacing of this vital access road.

The criteria used in this report was advised in a draft document prepared by Council Officers: Mr Kim O’Connor & Mr Hjalmar Philipp and provided to the Kallista Flood Watch Group by  
Mayor, Cr Sophie Todorov on January 9, 2024

## GLEGHORN ROAD - PRIORITY ROAD CRITERIA REPORT

**Abuttal Density:** Number of properties along the road to be constructed.

- Gleghorn Road has 31 residential properties

**Connectivity:** Road connects townships or to other main roads

- Gleghorn Road connects with Monbulk Road, Kallista through to the Emerald-Kallista Road at The Patch.
- It is an important access road to Monbulk Road linking The Patch and Kallista to the broader Hills community, Monbulk and Belgrave and connecting it to metropolitan Melbourne, the Yarra Valley and Gippsland.
- Importantly this access road provides a vital access during bush fire emergencies as a direct route from The Patch to Kallista, Monbulk and Belgrave. If Sherbrooke Road proves inaccessible, Gleghorn Road would be a valuable road of last resort for the community.
- Gleghorn Road connects with Monbulk Road, a major “C” class road with over 8,600 vehicles per day and rising to 15,000 vehicles during peak event/tourist periods.
- The Victorian State Government has acknowledged the need to upgrade Monbulk Road which is the subject of a Business Case to Treasury by the Department of Transport and Planning. *(In 2022 the then Minister for Roads, the Hon Ben Carroll MP, declared Monbulk Road a “hot spot” for flooding. Those floods emanating from Gleghorn Road and the need to upgrade drainage and infrastructure).*
- Sunnyslopes Road, Pickering Place, Helena Ave, Clarkson Road, Norton Road, Baringa Ave, St James/ Adelaide Ave. the Emerald Kallista Road and Monbulk Road all connect with Gleghorn Road – it is a major access for these roads.
- Collectively, these roads service over 90 residences highlighting the need for emergency and service vehicle access.
- Residences have between two to three vehicles. Gleghorn Road facilitates at least 270 community vehicles and additionally delivery trucks, emergency services and tourist traffic seeking access to The Patch, Kallista, the surrounding villages, cafes, kindergartens and primary schools, medical centres, sports centres and facilities.

- Gleghorn Road is listed on the satellite navigation app used by commercial delivery drivers. This narrow width road, with compromising surfaces conditions and steep incline, contributes to regular accidents to all classes of vehicles.
- Monbulk Road is an extension of Burwood Highway and provides connectivity to the Yarra Valley and its environs.
- Gleghorn Road offers the opportunity to access those regions by connecting motorists from Emerald and surrounding regions, to by-pass the increasing traffic congestion of Belgrave and along Monbulk Road (from Belgrave to Kallista).

### **Maintenance Issues:** High number of maintenance requests on road.

- This is a matter of conjecture. Many residents over decades have lodged numerous complaints about road maintenance and drainage only to find their complaints are “lost” or marked resolved when in fact they remain outstanding.
- There appears to be a “disconnect” between the Yarra Ranges Council and reporting by contractors or lack of supervision and inspection of completed work, leading to inadequate resolution and a continuation of the same issues despite multiple repair or mitigation attempts.
- Further to this, a work team at considerable cost, will arrive to fill potholes, near the same location a drain is blocked with debris..... a resident will ask if the team could clear the drain and inevitably the response is no, someone else has to attend to that!! What we can’t understand is how there might be a “multi task” team that can efficiently attend to several different jobs and complete accompanying issues at the same time.
- The Kallista Flood Watch Group has advocated for the drainage and sealing of Gleghorn Road because maintenance issues (even today) remain unresolved leading to flash flooding of homes on Monbulk Road.
- Gleghorn Road with a gradient of 1 in 9 (at the Monbulk Road end) has a propensity for flash flooding. It requires an inordinate level of maintenance and service. Despite the 100 metres of bitumen laid in 2023, heavy showers impact the unsealed section of the road resulting in surface erosion that washes down onto Monbulk Road blocking the culvert drains and leading to flooding of homes.
- During rain events the collector roads of St James Ave, Baringa Ave, Norton and Clarkson Roads (at the Monbulk Road end) flow from the high end of the slope down onto Gleghorn Road. Water ultimately collects as massive flows flooding Monbulk Road homes and properties.
- The debris, soil and gravel from the unsealed roads have infected the landscape and creek. We have been informed by YRC Officers that removing gravel from the creek is too difficult, so it continues to mount.
- As recently as January 7 & 8, 2024 the culverts trenches on Monbulk Road overflowed due to Gleghorn Road and the volume of water mixed with gravel and silt. Homes, properties and the gravel footpath were flooded along Monbulk Road. An inspection prior to the storm showed the culvert trenches being relatively clean and open for water flows. During the storm a series of ponds developed in the culvert because the gravel from Gleghorn Road blocked this drainage system, resulting in the flooding of our homes.
- The problem lies with the unsealed roads. The road condition is only as good as the last grading. Within just 30 minutes of a heavy deluge, any grading that has been completed is washed away. The deluges are more frequent and the volumes are greater.



- According to the Yarra Ranges Council's website, Gleghorn Road is scheduled for four gradings per year. The intersecting roads are scheduled for three per year. Due to the rainfall and the number of vehicles that use these roads, the current maintenance schedule does not resolve the issues on Gleghorn Road or the intersecting roads.
- Gleghorn Road at the Emerald-Kallista Road end, is inundated by water from the slopes. The victims to these floods are the properties on the low side of Gleghorn Road across from Helena Ave and Royle Ave. Both those roads run across the ridge and slope down to Gleghorn and Sunnyslopes Roads where the properties receive huge volumes of water.
- These floods are man-made created by lack of infrastructure on unsealed roads with antiquated drainage systems and compounded by the ridge and slope.
- There is no harnessing or management of the volumes of water on Gleghorn Road. The maintenance practices on the unsealed road surfaces of Gleghorn Road are a direct contributor to the flash flooding of homes and properties. With every regrading comes another load of gravel. That gravel contributes to blockages of the culvert trench drains on Gleghorn and Monbulk Roads. The drains are not inspected, serviced and maintained regularly to stop debris and gravel blockages. To maintain the current drainage system to a reasonable standard, the culvert trenches and wall-drains need to be cleaned monthly or before and after storm events.
- The unsealed surface of Gleghorn Road is not fit-for-purpose. Considering the number of vehicles that use it daily, safety is a huge issue. Numerous vehicles have slid across the unsealed gravel surface with many being lodged in eroding culvert trenches, this is a significant maintenance issue. Over a ten day period in February 2025 five vehicles slid off the road into the culverts.
- Gleghorn Road's maintenance does not provide a permanent safe surface for cycling or walking. The condition of the road has been responsible for many accidents. The road is easily degraded through traffic use and rain events resulting in large potholes or ravines across surface rendering the surface unsafe.
- The only sustainable solution is a comprehensive drainage and sealed road infrastructure. With increasing storm and climate change events, rising costs and the need for more grading, this unsealed road will exponentially increase maintenance costs. A fully incorporated sustainable drainage and sealed road is surely the best solution.
- There is a vital need to respect the Department of Transport and Planning's infrastructure project for Monbulk Road. The Yarra Ranges Council's roads must be integrated to this upgrade to support and provide a good outcome for the work and investment undertaken by the Victorian State Government.
- Gleghorn Road is dangerously narrow and tree lined inhibiting two vehicles to safely pass and there are no turning circle allowances. Vehicles fall-off into culvert drains or across the road, further compounded by the steep embankments on the high side of the road. This adds to the maintenance problem, because the road is continually eroding as a result of rain and traffic.
- With unsealed surfaces it is difficult to "reform" culvert drains once the heavy storm season sets in. Even with normal rain, once the culvert drains erode, the erosion continues.

### **Special Charge Scheme: To construct a road.**

- Many residents on Gleghorn Road have resided there for decades. They have paid rates and asked on numerous occasions to have the road sealed. It is reported that Gleghorn Road was gazetted to be sealed before WWII. Due to the shortage of manpower, the road wasn't sealed.
- Over the years, firstly with the Sherbrooke Shire and then with the Yarra Ranges Council, residents have held meetings to advocate for Gleghorn Road to be sealed with nothing being resolved (except for 100 metres of bitumen installed in 2023 out of the 1,492 metre stretch).
- A high representation of older residents reside on Gleghorn Road and throughout the intersecting roads. These residents have paid rates for decades without major drainage or road infrastructure improvements being delivered. The road's condition is now impacting their wellbeing and health. Many no longer trust the road's surface and will not walk it. At a time when all Government bodies encourage senior citizens to remain independent in their homes, continue to exercise through daily walking (which many would very much like to do), their movement is restricted by the road surface condition that poses risk and there is no footpath.
- Gleghorn Road residents want it sealed. If a Special Charge Scheme is being considered, then with respect, the Yarra Ranges Council might compassionately consider how the residents have paid rates over many decades with no meaningful infrastructure improvements.
- The residents pay the same rates as other residential communities across the Shire where access roads have comprehensive drainage systems and sealed road infrastructure.
- Gleghorn Road and its associated intersecting roads, residents have through their rates supported infrastructure in other communities while their needs have been sacrificed. The road seriously needs over-due sustainable solutions particularly in integrating with the proposed infrastructure upgrades on Monbulk Road.

### **Petition: Received from abutting landowners requesting Council investigate constructing their road.**

- A formal Yarra Ranges Council residents' petition accompanies and supports this report.
- Petitioning by residents has taken place over many decades.
- Over the past few years through various levels of advocacy, we have asked on behalf of the residents for the drainage and sealing of Gleghorn Road. We produced a video with residents clearly advocating for sustainable infrastructure.
- The Kallista Flood Watch Group supported the Yarra Ranges Council with direct advocacy to the Hon Catherine King MP – Federal Minister for Roads, to have the Roads for the Community funding restored specifically mentioning Gleghorn Road, Emberson Street and Rivington Ave.
- We have advocated the need for Gleghorn Road infrastructure to the Federal Member for Casey, Mr Aaron Violi MP, the Victorian Member for Monbulk, Ms Daniela de Martino MP and the Victorian Minister for Roads, the Hon Melissa Horne MP.
- On all levels we believe Gleghorn Road meets the Priority Roads criteria as advised in the Yarra Ranges Council's draft document.
- Please commit to making Gleghorn Road a Priority Road for a sealing, drainage and infrastructure upgrade to support the needs of the Kallista Community, tourists, delivery and emergency services vehicles and the general welfare of all motorists.

## Petition to Yarra Ranges Council

Name:		
Address:		
Telephone Number:		
e-mail address:		

**Petition Topic:** Yarra Ranges Council Budget Submission 2024/2025 – Allocation for sustainable drainage, water management and road surfacing of Gleghorn Road, Kallista.

We the residents of Gleghorn Rd., Adelaide Ave., Baringa Ave., Clarkson Rd., Helena Ave., Norton Rd., Royle Ave., St James Ave. and Sunnyslopes Rd., formally request that:

The Yarra Ranges Council accept this petition under the relevant Local Government laws and regulations to support the Kallista Flood Watch Group's submission for funding allocation in the YRC Budget 2024/25 to deliver the urgent upgrade of Gleghorn Road, Kallista.

Funding is required for the following:

- To deliver urgent drainage infrastructure and sustainable sealing of the road surface.
- Install kerbs and channels to manage water
- Reduce, harness and reserve the water from Gleghorn Road's arterial street matrix across the ridge and slopes upstream to effectively minimise the volume downstream
- Provide appropriate integration infrastructure to the Department of Transport & Planning's Monbulk Road drainage upgrades to mitigate the flash flooding events to homes and businesses along Monbulk Road Kallista
- Provide safe access for two vehicles to pass each other
- Provide safe access for emergency vehicles
- Recognise Gleghorn Road as an important access from Monbulk Road, Kallista to the Emerald-Kallista Road, The Patch and vice versa during significant emergency events
- To stop erosion and environmental impacts caused by antiquated drainage systems and lack of effective storm water management
- To stop the environmental pollution due to the flash flooding events and the gravel deposits across the landscape and infecting the creeks.

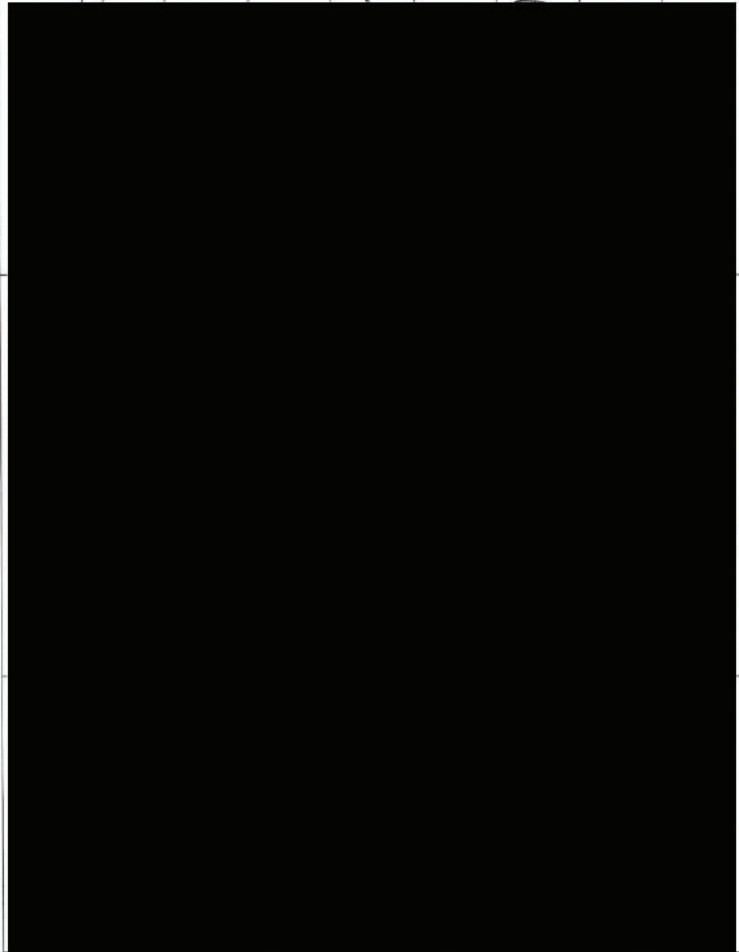


Petition to Yarra Ranges Council

We the undersigned petition the council to:

Accept our signatures to this petition in support of the Kallista Flood Watch Group's submission for funding allocation in the Yarra Ranges Council's Budget 2024/25 ... to deliver sustainable and urgent infrastructure upgrades to Gleghorn Road, Kallista as set out in the attached Petition Introduction

Lead Petitioner: .....Mark Kestison.....

	Name	Address	Signature
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**Please Note:** Persons signing this petition must live, work, study or do business in the Yarra Ranges Shire and should include a valid address including a post code.

Individuals must sign this Petition only once.

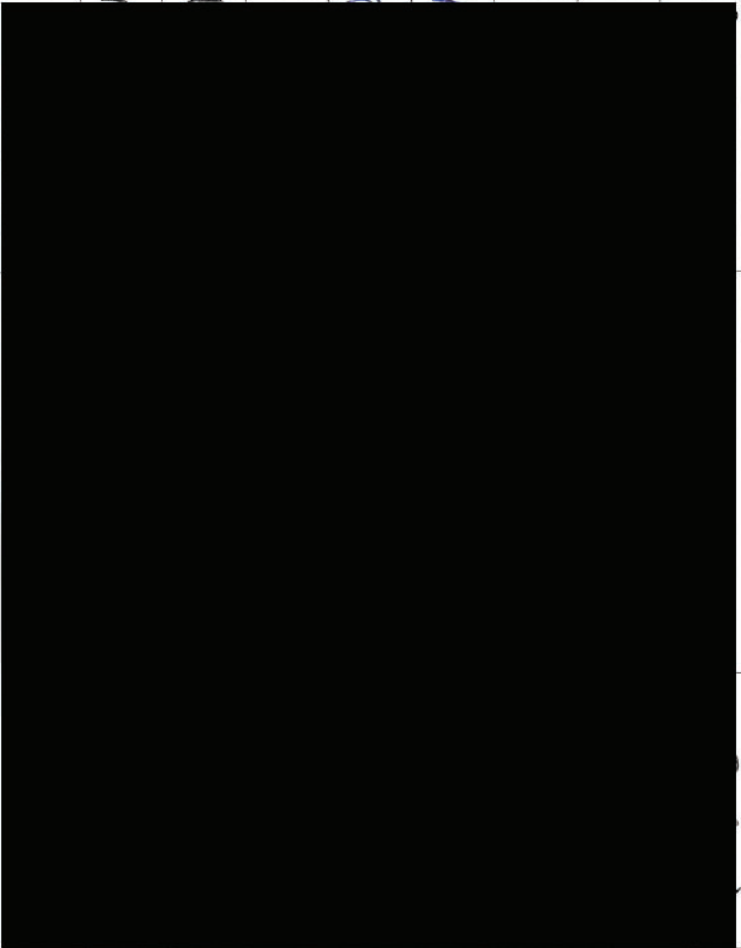
Any person who fraudulently signs a petition or joint letter which is presented to the Council is guilty of an offence.

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Lead Petitioner: ... [redacted] .....

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Petition to Yarra Ranges Council

We the undersigned petition the council to:

Accept our signatures to this petition in support of the Kallista Flood Watch Group's submission for funding allocation in the Yarra Ranges Council's Budget 2024/25 ... to deliver sustainable and urgent infrastructure upgrades to Glegghorn Road, Kallista as set out in the attached Petition Introduction

Lead Petitioner: ..... [Redacted] .....

	Name	Address	Signature
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Lead Petitioner: ....

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Lead Petitioner: .....  
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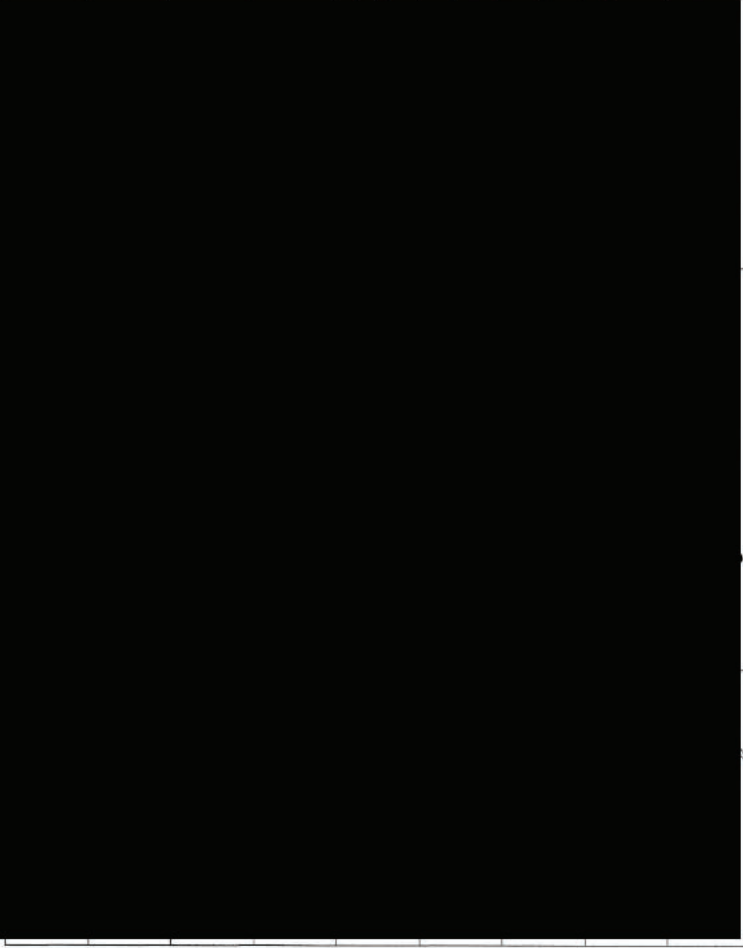


Petition to Yarra Ranges Council

We the undersigned petition the council to:

Accept our signatures to this petition in support of the Kalista Flood Watch Group's submission for funding allocation in the Yarra Ranges Council's Budget 2024/25. ... to deliver sustainable and urgent infrastructure upgrades to Gleghorn Road, Kalista as set out in the attached Petition Introduction

Lead Petitioner: ....

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**Please Note:** Persons signing this petition must live, work, study or do business in the Yarra Ranges Shire and should include a valid address including a post code.

Individuals must sign this Petition only once.

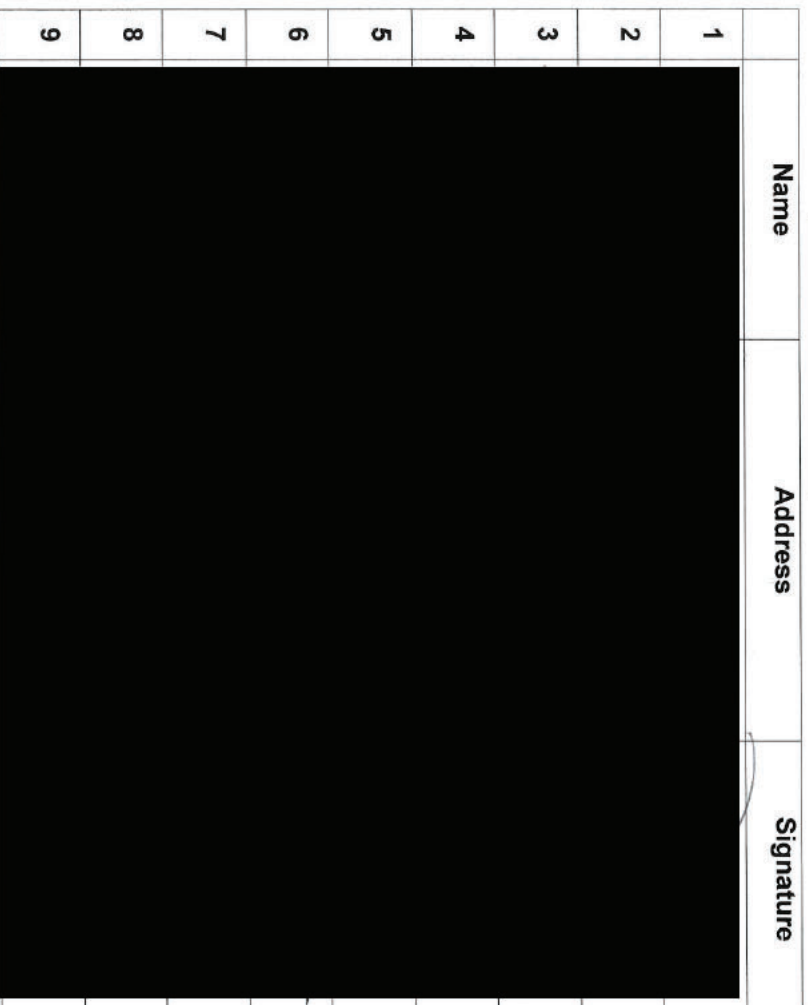
Any person who fraudulently signs a petition or joint letter which is presented to the Council is guilty of an offence.

# Petition to Yarra Ranges Council

**We the undersigned petition the council to:**

Accept our signatures to this petition in support of the Kallista Flood Watch Group's submission for funding allocation in the Yarra Ranges Council's Budget 2024/25 .... to deliver sustainable and urgent infrastructure upgrades to Gleghorn Road, Kallista as set out in the attached Petition Introduction

Lead Petitioner: .....

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Accept our signatures to this petition in support of the Kallista Flood Watch Group's submission for funding allocation in the Yarra Ranges Council's Budget 2024/25... to deliver sustainable and urgent infrastructure upgrades to Glegghom Rd, Emberson St and Rivington Ave Kallista to support the intended Monbulk Rd upgrade by DTP as set out in the attached Petition Introduction

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## **YARRA RANGES COUNCIL – STRATEGIC APPROACH TO PRIORITISING UNSEALED ROAD CONSTRUCTION**

This Report undertakes to establish Emberson Street, Kallista as a “Priority Road” for drainage and sealing. It is accompanied by a residents’ petition advocating for drainage and surfacing of this vital access road.

The criteria used in this report was advised in a draft document prepared  
By Council Officers: Mr Kim O’Connor & Mr Hjalmar Philipp and provided to the  
Kallista Flood Watch Group by  
Mayor, Cr Sophie Todorov on January 9, 2024

### **EMBERSON STREET - PRIORITY ROAD CRITERIA REPORT**

#### **Abuttal Density: Number of properties along the road to be constructed.**

- Emberson Street has 11 residential properties

#### **Connectivity: Road connects townships or to other main roads.**

- This street connects with Monbulk Road, Ivy Ave and Baringa Ave.
- Emberson Street is an important connection to Monbulk Road and provides access for residents on the intersecting roads of Ivy and Baringa Avenues. The avenue connects to Tom Roberts Road via Baringa Ave which also connects with Gleghorn Road and provides an alternate access to Monbulk Road.
- Monbulk Road, is a major “C” class road with over 8,600 rising to 15,000 vehicles per day (in peak event/tourist periods). The Victorian State Government has acknowledged the need to upgrade Monbulk Road infrastructure which is the subject of a Business Case to Treasury by the Department of Transport and Planning.
- In 2022 the then Minister for Roads, the Hon Ben Carroll MP declared Monbulk Road, Kallista a “hot spot” for flooding. Emberson Street contributes to that flooding.
- Emberson Street through its access collectively services 49 properties.
- It provides an alternative to Gleghorn Road in accessing the roads further up the slope. This highlights the need for emergency and service vehicle access.
- Most residents have between two and three vehicles so Emberson Street potentially provides access for 147 community vehicles along with, delivery trucks, emergency services and tourists connecting with Monbulk Road.
- Emberson Street intersects with Monbulk Road and connects motorists with the Kallista village, Belgrave, Monbulk, the Hills’ communities and beyond.

### **Maintenance Issues: High number of maintenance requests on road.**

- Residents have lodged complaints about road maintenance, surface and drainage issues.
- The drainage and sealing of Emberson Street is vital as existing maintenance issues remain unresolved leading to flash flooding of homes and properties on Monbulk Road and Rivington Ave.
- Emberson Street has a gradient of 1 in 10 which delivers flash flooding events on Monbulk Road. It requires an inordinate level of maintenance and service. During heavy showers, the road surface is further eroded and washes down onto Monbulk Road.
- The debris, soil and gravel leave deposits on Monbulk Road creating hazardous driving conditions. Meanwhile Monbulk Road properties, landscape and creek fall victim to the same deposits.
- The volumes of water impact the creek embankments which are eroding and the gravel deposits cannot be removed.
- During rain events, Tom Roberts Road, Ivy and Baringa Avenues flood into Emberson Street. The steep slope encourages “flow” acceleration onto Monbulk Road where the water splays hazardously across the road.
- The maintenance of the culvert drainage system and wall-drains is constant.
- Despite upgrades recent deluges there was a repetition of flooding to Monbulk road and the newly constructed footpath. In fact residents on Rivington Ave – being downstream – reported even heavier inundation.
- The problem lies with the unsealed roads. The condition being only as good as the last grading. Heavy regular deluges completely wash away road surfaces and these deluges are becoming more frequent with greater volumes. The aftermath of storms means YRC resources are in high demand and very often the maintenance issues on Emberson Street are delayed only to be impacted again and again without having received any service or maintenance.
- Such issues are left to the resident to resolve.
- Due to the rainfall and traffic usage, the current maintenance does not resolve the issues on Emberson Street.
- In the dry weather the gravel on the road surface is likened to marbles. Cars slide across the surface and end up in the culvert drain. It is exceptionally dangerous and unsafe. Many residents will not use the road due to these “traction” issues and steepness of the slope.
- The Emberson Street floods are man-made due to the unsealed road surface and an antiquated drainage system that is compounded by the slope.
- There is limited harnessing or management of the volumes of water on Emberson Street. The maintenance practices on the unsealed road surfaces are a direct contributor to the flash flooding of homes and properties. With every grading comes another load of gravel. That gravel contributes to blockages to the culvert drains.
- To maintain the current drainage system to a reasonable standard, monthly cleaning is required.
- Emberson Street’s maintenance does not provide a permanent safe surface for cycling or walking.
- The condition of the road has been responsible for many accidents. The road is easily degraded through traffic use and rain events which create ravines across surface making it unsafe.

- The only long-term sustainable solution is comprehensive drainage and sealed road infrastructures. With increasing events, climate change, rising costs and the need for more grading of this unsealed road, maintenance costs will increase. A fully incorporated sustainable drainage and sealed road has to be the best solution.
- There is a need too in respect of the Department of Transport and Planning's infrastructure upgrade for Monbulk Road. As a Local Government body, the Yarra Ranges Council would, we hope, want to support and provide a good outcome for the work being undertaken by the State Government.
- Emberson Street is narrow. Inevitably vehicles end up in the culvert drains or across the road. This is a maintenance problem because the road continually erodes due to the combination of rain, traffic usage and culvert drains eroding.
- With an unsealed surface, it is difficult to "reform" culvert drains once the heavy storm season sets in. Even with normal rain once the culvert drains erode, the erosion continues.

### **Special Charge Scheme: To construct a road.**

- Some residents on Emberson Street have lived there for decades.
- All have paid rates and have asked for the road to be sealed.
- Emberson Street is 100 years old and requires an upgrade, but it should not be at the expense of the residents. No sustainable upgrades have taken place on that street for over 40 years.
- Residents want it sealed. If a Special Charge Scheme is being considered, then we ask the Yarra Ranges Council to compassionately consider how the residents have paid their rates over several decades with no meaningful infrastructure improvements.
- The residents have paid the same rates as other residential communities across the Shire where access roads have comprehensive drainage systems and sealed road surfaces.
- Emberson Street and the surrounding roads' residents have through rate payments, supported infrastructure in other communities while their needs have been overlooked and sacrificed.
- Emberson Street needs a sustainable solution that integrates with the proposed infrastructure upgrades on Monbulk Road.

### **Petition: Received from abutting landowners requesting Council investigate constructing their road.**

- A formal Yarra Ranges Council petition by residents accompanies and supports this criteria report. Petitioning however by residents has taken place over decades.
- Over the past few years through advocacy activities, we have asked on behalf of residents, for the drainage and sealing of Emberson Street.
- We supported the Yarra Ranges Council with direct advocacy to the Hon Catherine King MP – Federal Minister for Roads to have the Roads for the Community funding restored specifically mentioning Gleghorn Road, Emberson Street and Rivington Ave.
- The Kallista Flood Watch Group has brought the need for Emberson Street infrastructure to the Federal Member for Casey, Mr Aaron Violi MP, the Victorian Member for Monbulk, Ms Daniela de Martino MP and the Victorian Minister for Roads, the Hon Melissa Horne MP.
- We believe Emberson Street meets the Priority Roads criteria as advised in the Yarra Ranges Council's draft document. Please support our request to construct a sustainable road and drainage solution for Emberson Street.



## Petition to Yarra Ranges Council

Name:	
Address:	
Telephone Number:	
e-mail address:	

Petition Topic: Yarra Ranges Council Budget Submission 2024/2025 – Allocation for sustainable drainage, water management and road surfacing of Emberson Street, Kallista

We the residents of Emberson Street, and adjoining roads and streets formally request that:

The Yarra Ranges Council accept this petition under the relevant Local Government laws and regulations to support the Kallista Flood Watch Group's submission for funding allocation in the YRC Budget 2024/25 to deliver the urgent sustainable upgrade of Emberson St, Kallista.

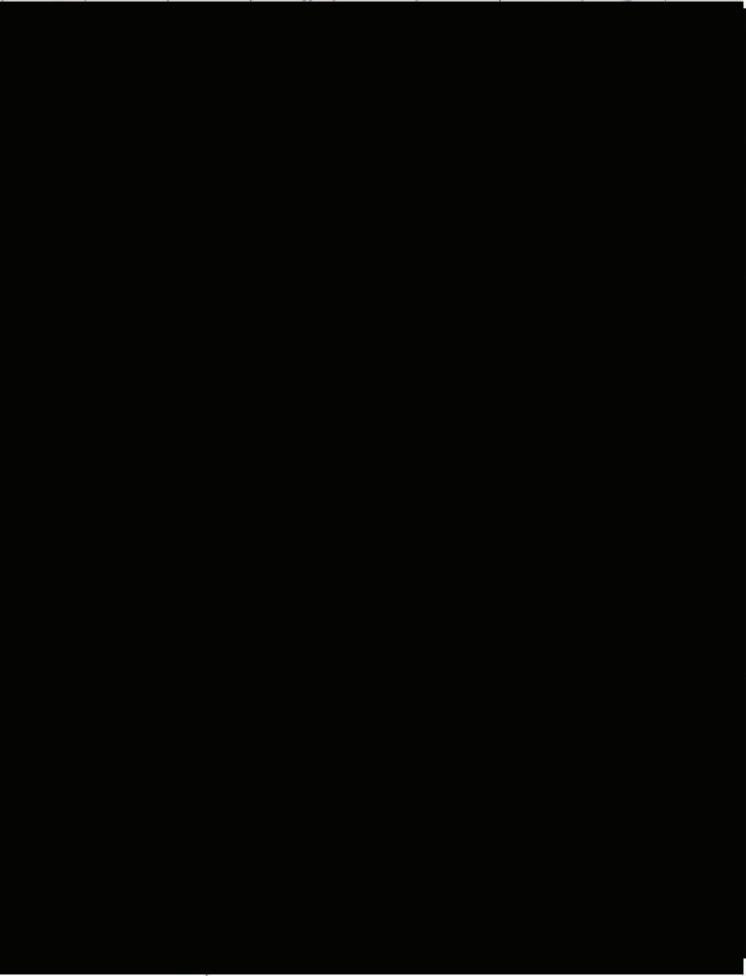
Funding is required for the following:

- To deliver urgent drainage infrastructure and sustainable sealing of the road surface.
- Install kerbs and channels to manage water
- Reduce, harness and reserve the water from Baringa Ave., Ivy Ave. Tom Roberts Rd and across the ridge and slopes upstream to effectively minimise the volume downstream
- Provide appropriate integration infrastructure to the Department of Transport & Planning's Monbulk Road drainage upgrades to mitigate the flash flooding events to homes and businesses along Monbulk Road Kallista.
- Provide safe access for two vehicles to pass each other
- Provide safe access for emergency vehicles
- Recognise the traffic access from Monbulk Road and Baringa Ave., by residents, tourists and service vehicles
- To stop erosion and environmental impacts caused by antiquated drainage systems and lack of effective storm water management
- To stop the environment pollution due to the flash flooding events and the gravel deposits across the landscape and infecting the creeks.

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# **YARRA RANGES COUNCIL – STRATEGIC APPROACH TO PRIORITISING UNSEALED ROAD CONSTRUCTION**

This Report undertakes to establish Rivington Avenue, Kallista as a “Priority Road” for drainage and sealing. It is accompanied by a residents’ petition advocating for drainage and surfacing of this vital access road.

The criteria used in this report was advised in a draft document prepared

By Council Officers: Mr Kim O’Connor & Mr Hjalmar Philipp and provided to the  
Kallista Flood Watch Group by  
Mayor, Cr Sophie Todorov on January 9, 2024

## **RIVINGTON AVE - PRIORITY ROAD CRITERIA REPORT**

### **Abuttal Density: Number of properties along the road to be constructed.**

- Rivington Ave has 14 residential properties

### **Connectivity: Road connects townships or to other main road**

- This avenue connects with Monbulk Road through to Owen Street which provides access to Sherbrooke Road, Kallista.
- Rivington Ave has a uniquely important connection to Monbulk Road, as it not only provides access for residents, but to the substantial traffic related to the iconic Kallista Tearooms.
- The Kallista Tearooms services 1,000 patrons weekly. The car parks supporting the Tearooms’ trade, are located on Rivington Ave. Conservatively the number of patrons’ cars are estimated at 350 per week. There is no other multiple car parking facilities servicing the Tearooms including roadside parking. The connectivity of this avenue is to an immediate successful tourist destination.
- Rivington Ave is the third unsealed Kallista road that intersects with Monbulk Road and is part of the major “C” class road upgrade. Residents understand their connectivity with Monbulk Road given the now bustling traffic conditions generated by the Tearooms.
- The traffic on Monbulk Road ranges from 8,600 rising to 15,000 vehicles per day (in peak event/tourist periods) along with increasing local traffic to Rivington Ave.
- Motorists are now choosing to use Rivington Ave to access Owen Street and exit via Sherbrooke Road.
- As with Gleghorn Road and Emberson Street, Rivington Ave will be required to integrate with the Victorian State Government’s upgrade of Monbulk Road which is the subject of a Business Case to Treasury by the Department of Transport and Planning.
- Rivington Ave and Owen Street combined, services 38 residences. Many homes have between two and three cars. So the residential traffic is estimated around 114 cars along with delivery trucks, and the estimated 350 vehicles (per week) from the Kallista Tearooms.

- Rivington Ave is 371 metres and Owen Street is 600 metres long. These two roads provide connectivity to around 464 cars per week.
- Connectivity is vital on this road because it services the Tearooms' patrons with the through road access to Sherbrooke Road.
- Importantly, Rivington Ave and Owen Street provide access to Belgrave, Monbulk, Sherbrooke, and Ferry Creek, access to Hills's Communities and to outer metro areas.

### **Maintenance Issues: High number of maintenance requests on road.**

- Over decades residents have lodged complaints with very poor outcomes or resolutions.
- The culvert drains are overgrown and residents report they have never seen them cleaned.
- The road surface is worn and eroded by flooding events.
- The drainage and sealing of Rivington Ave is important to address existing maintenance issues, flash flooding events and the increased road traffic.
- Current maintenance is ineffective, potholes continually appear during the winter months.
- The flooding from Owen Street and Monbulk Road is eroding not just the road surface but driveways. Residents report their driveways are washed away in these events due to the antiquated drainage system.
- Flash flooding waters are not managed and the drainage cannot cope with the volumes. There is no maintenance or service solution with the current infrastructure to resolve these issues.
- Worse, as a result the debris, soil and gravel "washes", the various upstream sources are severely infecting the creek and altering the water course. In sections, the embankments are eroding and the gravel deposits are forcing the creek underground.
- We have been informed by a Yarra Ranges Council Officer that the gravel cannot be removed. Kallista is part of the Liwjk Barring Conservation Area – respectfully we ask how can this "gravel infection" continue?
- The volumes of water from Emberson Street and Monbulk Road flood Rivington Ave. Water from those upstream sources flood the car parks on Rivington Ave removing the surfaces and depositing it in the creek. Consequently the embankments that border the car parks and the creek embankments are heavily eroded.
- The polluted water from the run-off is spreading across the easement of the creek and entering residents' property. No maintenance has been remediated to support the homeowners, despite complaints to both Melbourne Water and to the Yarra Ranges Council
- Rivington Ave has the unique situation of servicing a popular tourist destination, the Kallista Tearooms. Maintenance is not supporting the residential community of that street. Increasing "through" traffic is delivering a heavy burden to the road surface conditions. The unsealed surface and poor drainage is not a sustainable solution.
- The road and drainage are not fit-for-purpose and importantly the maintenance servicing is insufficient.
- Cars have slid off the road at the bend where Rivington Ave connects with Owen Street. That location becomes a bog during the winter months with mud increasing due to run-off. It is dangerous both for motorists and walkers.
- What is important is the need to install drainage and road surfaces to meet the standards of the integration with the Department of Transport and Planning's

infrastructure upgrade for Monbulk Road. The current condition of Rivington Ave could not possibly meet the criteria of the proposed upgrade of Monbulk Road.

### **Special Charge Scheme: To construct the road.**

- There are residents on Rivington Ave who have resided there for several decades.
- All have paid rates and have asked for the road to be sealed.
- Rivington Avenue is 100 years old and requires an upgrade. This should not be at the expense of the residents. No sustainable upgrades have taken place on that street for 40 years.
- Residents want it sealed. If a Special Charge Scheme is being considered, the Yarra Ranges Council might compassionately consider how residents have paid their rates over several decades with no meaningful infrastructure improvements.
- The residents have paid the same rates as other residential communities across the Shire where sealed access roads and comprehensive drainage systems exist.
- Rivington Ave and its associated road residents have through rate payments supported infrastructure in other communities while their needs have been sacrificed.
- Rivington Ave needs over-due sustainable solutions to integrate with the proposed infrastructure upgrades on Monbulk Road.

### **Petition: Received from abutting landowners requesting Council investigate constructing their road.**

- A formal Yarra Ranges Council compliant petition by residents' accompanies and supports this report.
- Petitioning however by residents has taken place in the past with previous Councils.
- For the few years through advocacy activities, we have asked on behalf of the residents, for the drainage and sealing of unsealed roads including Rivington Ave.
- We supported the Yarra Ranges Council with direct advocacy to the Hon Catherine King MP – Federal Minister for Roads to have the Roads for the Community funding restored specifically mentioning Gleghorn Road, Emberson Street and Rivington Ave.
- The Kallista Flood Watch Group has brought the need for an upgrade on Rivington Ave to the Federal Member for Casey, Mr Aaron Violi MP, the Victorian Member for Monbulk, Ms Daniela de Martino MP and the Victorian Minister for Roads, the Hon Melissa Horne MP.
- We believe Rivington Ave meets the Priority Roads criteria as advised in the Yarra Ranges Council's draft document received on January 9, 2024.



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Name:	
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e-mail address:	

Petition Topic: Yarra Ranges Council Budget Submission 2024/2025 – Allocation for drainage, water management and road surfacing of Gleghorn

We the residents of Rivington Ave, formally request that:

The Yarra Ranges Council accept this petition under the relevant Local Government laws and regulations to support the Kallista Flood Watch Group's submission for funding allocation in the YRC Budget 2024/25 to deliver the urgent upgrade of Gleghorn Road, Kallista. Funding is required for the following:

- To deliver urgent drainage infrastructure and sealing of the road surface.
- Install kerbs and channels to manage water
- Reduce, harness and reserve the water from Gleghorn Road's arterial street matrix across the ridge and slopes upstream to effectively minimise the volume downstream
- Provide appropriate integration infrastructure to the Department of Transport & Planning's Monbulk Road drainage upgrades to mitigate the flash flooding events to homes and businesses along Monbulk Road Kallista.
- Provide safe access for two vehicles to pass each other.
- Provide safe access for emergency vehicles
- Recognise Gleghorn Road as an important access from Monbulk Road, Kallista to the Emerald-Kallista Road, The Patch and vice versa during significant emergency events
- To stop erosion and environmental impacts caused by antiquated drainage systems and lack of effective storm water management
- To stop the environment pollution due to the flash flooding events and the gravel deposits across the landscape and infecting the creeks

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**Submission to Draft Budget 2025/26 and Draft Capital Expenditure Fund 2025/26 -2034/35**

**Draft Budget 2025/26**

Differential Rating categories

Commercial/industrial properties @150% of the residential value, farming properties @70% of the residential value. Why are farming ventures that include a sizable commercial component e.g. winery/restaurant advantaged over commercial properties within townships? I am supportive of agricultural initiatives which value-add to their offer however the value-added use e.g. restaurant needs to be assessed similarly as those restaurants within commercial zones assessed. We are seeing many small businesses within townships suffering economically and being disadvantaged with a differential rate that is more than double that of their competition on 'farms'. Surely it is time for there to be a re-examination of the way the rate burden is apportioned and further support the enhancement of community prosperity within townships. Perhaps something similar to curtilage could be considered for farming ventures that are not simply agriculture but include substantial commercial elements in situ. I would like Council to investigate this and report back to community.

**Draft Capital Expenditure Fund 2025/26 -2034/35.**

Footpaths New Works & Improvements

Item 44 Newgrove Road and Crowley Road, Healesville: design and construction of missing footpath link between Harker Street and Lalors Lane. I previously requested in the development of the 2020 budget that provision be made for design and construction of the walking circuit which includes Lalors/Crowley/Newgrove Roads and which is also a route to St Brigids and Healesville Primary Schools. There is no footpath along either side of Newgrove and Lalors Roads and I would like to see provision made in the 2025/26 budget for this circuit to have a constructed footpath.

Open Space New Works & Improvements

Item 91 Coronation Park Dog off leash upgrades: Improvements to the dog off leash area at Coronation Park Healesville \$453,000. I am curious as to what this project includes as I would prefer to see some of this reallocated to the

construction of the footpath circuit mentioned above i.e. Newgrove/Crowley Roads.

### Memo Hall Healesville

Asset renewal or repair! The kitchen needs to be fully functioning i.e. the stove needs to be useable. This repair is outstanding – it has been inoperable for a number of years now and needs to be addressed as it would add value to those wishing to hire the hire for large events where catering and food preparation is required.

The audiovisual equipment, at both the Memo, Healesville and the Arts Centre Warburton, also needs to be updated as part of the asset renewal funding allocation.

### Aquatics Facility

I would like a budget allocation to start the process towards a Regional Aquatics Facility to be ideally located in Lilydale to maximise the community benefit. In addition to reviewing and auditing various vacant Council-owned land parcels for potential sale, I would also like to see Council advocate strongly for funding from external sources towards the cost of development.

3.5 Statement of capital works under Infrastructure doesn't have any monetary amount against the 'Parks, open space and streetscapes' item as well as the 'Off street car parks' item. If I do the math, the total for Infrastructure is listed as \$46,165,000 less the items with allocated amounts -\$31,839,000, then there appears to be a shortfall of \$14,326,000. Please clarify.

3.6 Statement of human resources. It appears that approx. +10% of human resources expenditure is attributable to casual/temporary employees. This amount seems excessive and I am curious as to the reason for the numbers across some of the areas. Can an explanatory note be provided to address this issue?

### **Draft Fees and Charges Schedule**

WASTE MANAGEMENT BASE CHARGES - Is this in addition to the various bin charges? Clarification required. I would be most concerned if this is in addition to the specified individual 3 bin type charges.

BTW you may wish to fix the misspell: STREATER (TEMPORARY) FOOD PREMISES and also perhaps review inclusion of all of the following words...P36

of 70 “These fees & charges apply by calendar year and will be effective as of 1st January 2023 pending any changes from a review of all cultural facilities fees & charges which is currently underway and expected to be completed by September 2022”

References to “HEALESVILLE HUB” - is this meant to be the Healesville Community Link?

[REDACTED]

26 April 2025



## 2025-2026 Budget Submission

### Your submission

What would you like to provide feedback on? (Required)

Select all that apply

- ☒ Draft 2025-26 Budget
- ☒ Draft Capital Expenditure Program 2025-26 to 2034-35
- ☐ Draft Fees and Charges 2025-26
- ☐ Draft Revenue and Rating Plan 2025-29

### Submission Details (Required)

I am concerned that absolutely no mention was made of the replacement of the green at the Warburton Bowls Club.

The surface is barely fit for purpose after more than fifteen years of use and areas of it may even become a health hazard.

I would hope Council would make every effort to effect change to help this very community minded club.

Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

☐ Yes  
☒ No

You are welcome to nominate a representative to speak on your behalf at the Hearing of Submissions meeting. Would you like to nominate a representative?  
(Required)

☐ Yes  
☒ No

---

### Contact Details (Required)

First Name	<input type="text"/>
Last Name	<input type="text"/>
Address	<input type="text"/>
Suburb	<input type="text"/>

If you have selected to speak to your submission at the Hearing of Submissions, a Council team member will contact you to confirm the details. What is your preferred method of contact? (Required)

☐ Email  
☐ Phone  
☐ Either

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## 2025-2026 Budget Submission

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- ☐ Draft Revenue and Rating Plan 2025-29

Submission Details (Required)

the Bowling Green needs to be replaced as it is deteriorating which has made it unsafe to play on.

The Club has bare foot bowling which also have many local Resident / business coming here. Also with a New green we would be able to get people with a disability to come enjoy themselves in safety



Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

☐ Yes  
☒ No

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## 2025-2026 Budget Submission

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Submission Details (Required)

The upper Yarra area needs more funding from council for community based events, such as support for local artists and artisans, who are not always able to utilise facilities like the art centre and the watershed gallery.

Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

☐ Yes  
☒ No

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## 2025-2026 Budget Submission

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Submission Details (Required)

URGENT NEED TO REPLACE BOWLING

GREEN

~~THE~~ playing surface of the bowling green is inconsistent and often uncomfortable on by visiting teams as being barely suitable for Metro Tenants.

It is 13+ years old and despite constant maintenance has almost reached the end of its life as a Tennant standard Bowls Green. This community facility should be a showpiece for Yarra Trarke Council.

CAABINGTON BOWLS CLUB



Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

☐ Yes  
☒ No

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### Submission Details (Required)

Our Bowling Green is a Community Facility, and the current state is deteriorating rapidly.

The seams on the Green are opening up, and being on the diagonal, this effects 3 of the 8 rinks.

Worburton Bowls Club has lost several of our experienced players who were approached by other clubs, due to the deterioration of the green.

Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

- ☐ Yes  
☒ No

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- ☒ Yes  
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## 2025-2026 Budget Submission

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- ☐ Draft Revenue and Rating Plan 2025-29

### Submission Details (Required)

As a member of the Warburton Bowls Club, I would like to see the Yarra Ranges Council support the funding application for the club's new Bowling Green.

The Warburton Bowls Club is a wonderful community facility which has been operating in a Council owned building for nearly 100 years.

The club provides recreational and social opportunities for all ages within the sport of lawn bowls.



Would you like to speak to your submission at the Hearing of Submissions meeting on 6 May? The session will be between 4:30 - 6:30pm at the Civic Centre in Lilydale.  
(Required)

☐ Yes  
☒ No

You are welcome to nominate a representative to speak on your behalf at the Hearing of Submissions meeting. Would you like to nominate a representative?  
(Required)

☒ Yes  
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**Contact Details** (Required)

[Redacted]

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Suburb

[Redacted]

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Dear Yarra Ranges Council Staff and Councillors,

The following includes my appreciations and concerns regarding the 2025-26 Council Budget ("the Budget"), and its accompanying Engagement Survey process in late 2024.

It has come to my attention that once again the Engagement Survey process meant to shape the Budget had a very short and ill-conceived timeline, leading to poor levels of engagement and poor representation. For starters, the survey was open from 18 November to 15 December 2024. This is not even a full month, at a time where people are more worried about Christmas than about engaging in local politics. I am therefore sadly led to believe this was intentional, so that people could not say they were not consulted, rather than trying to seek representation and true understanding of the community. The summary accounts for 167 surveys which, in the context of the over 160,000 people living in the Yarra Ranges according to our latest Census estimates, puts the representation in this survey at barely 0.1% of the population, therefore affording a level of error of nearly 8% in the figures presented. This level of error can dramatically mislead any insights obtained from this survey.

The Engagement Survey was meant to shape our current Budget, but the questions were too vague to give the community a good understanding of what Council planned to implement or investigate. Council asked, for example, whether it was OK for them to take out a loan for a large community asset but failed to give details about loan size or future costs to the ratepayer to service the principal and interests of said loan. No mention of likely interest rates in this light, or to what degrees Council would seek to minimise them. Unless I read things wrong, the current Budget states that the Capital Works Program will be supported with 8 million from borrowings. Is this the loan previously referred to? If so, can Council give answers to my questions above based on the 8 million figure? More importantly, could Council state why do they need to borrow money when their own Budget clearly states that they are running on surpluses far exceeding the loan figure? Wouldn't it make more sense to use the money from the surpluses rather than paying interests on a loan?

Council also asked whether it is OK to generate income from "some things" to reduce reliance on rates, but without indicating what those "some things" might refer to, and therein lies the risk of getting people to agree to a statement that might imply that Council seeks to charge for services currently paid by rates without a concomitant reduction in rates. Could Council clarify what those "some things" refer to, so that the community can make a better-informed decision on whether to agree with the original question asked? Similarly, Council asked whether it was OK to limit a service that Council provides where there are other providers who can offer the same service, which is akin to saying that it might be OK to defund public hospitals because we have private ones. If Council decides to limit the access to a given previously-funded service, how can Council ensure that the community *actually* accesses the service at similar rates as before at least? How will Council ensure that those accessing said service are not worse off?

Council also asked whether it is OK for Council to charge tourist fees to pay for things tourists use, like roads and trails, but without any indication of what "tourist" means in this context, and how such status might be checked. I live in the Yarra Ranges but, how can people who do not know me know this? Should they know this, and why? Am I a tourist for visiting a

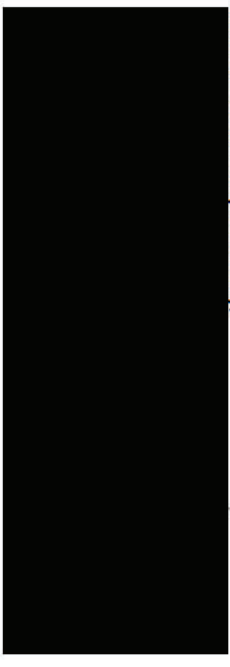
location in the Ranges that I do not normally go to? Will fellow Victorians living outside the Yarra Ranges be considered “tourists”? Should residents of Yarra Ranges be considered tourists in other Councils if others implement similar policies? There are too many questions left unanswered, from privacy concerns to even economic modelling – it is clear that blindly striving for income can set dangerous precedents and backfire importantly, especially at a time where discretionary spending is constrained. Indeed, policies such as this one can stifle tourism, rather than boosting it, and I for one am not interested in being charged an additional amount for accessing the pieces of nature that my rates and taxes already support.

On the surpluses note in the Budget, I could not fail to notice that the Total Comprehensive Result states a 15.2 million surplus, and that the Cash Balance states a 27.6 million surplus. In the context of a Council of over 160,000 people and 61,000 private dwelling the surpluses in the Comprehensive Result mean ~\$95 per person, or ~\$250 per private dwelling. For the Cash Balance these figures are ~\$172 and ~\$452, respectively, on average. It seems to me that accounting for such surpluses implies that Council is charging more than they should from an expenses’ perspective. Was there any modelling done by Council that indicated how much *less* they could charge in rates and other fees so as to minimise the surplus and charge only what was necessary to cover expenses? Could Council get away with a rate rise of *less* than the proposed 3% by sacrificing some surplus?

Finally, I am someone who cares for Climate Change as a topic, as an issue, and as the political battering ram that it has sadly become. But this caring does not preclude me from using my best knowledge to find solutions and think of policies that minimise both costs and *total* emissions, not just tailpipe or usage emissions. Council states in this year’s Budget that they will continue the transformation of their fleet, plant and equipment to zero emissions technology. As you might know, there is no such thing as “zero emissions” technology when the whole lifecycle of a given product is analysed, and things such as embedded emissions deserve to be considered if we truly are to minimise overall emissions and not destroy the environment while trying to save it. In this light I’m compelled to ask, how many embedded emissions (such as cradle-to-gate emissions for cars) are expected from this transformation of the Council’s fleet? What are the projections for said *total* emissions in the next 10 years when lifecycle and replacement are considered? Was this approach at least compared to an alternative approach such as, for example, buying efficient second-hand vehicles that although might not be electric, have the advantage of not fostering fresh demand for emissions-intensive mining processes? Considering the price paid for electric vehicles, this alternative also strikes me as cheaper from a policy implementation perspective. There are many policies in the Budget related to Climate Change, but hardly much detail of what the policies entail on costs, implementation, and more.

As a general rule, Council provides very little detail on the policies and initiatives presented for budget approval, leaving the community and their representatives with the task of approving a Budget shrouded in uncertainties, and little time to dive into these issues. This does not mean that Council has not done their homework, or that every proposal in the Budget should be scrapped, but the fact remains that I am left feeling that Council should exercise more transparency on certain matters, provide hyperlinks on their documents to supporting documentation where the detail lies, and as a rule of thumb give the community more time and spaces to provide their opinions on the matter.

Thanks for taking the time to read this submission. Most respectfully,





## Submission to Budget 2025 26

27/4/25

Dear Councillors and Yarra Ranges Council Staff,

Thank you for the opportunity of providing feedback on your proposed 2025/26 Budget.

This budget proposes increasing not just rates, but also 88% of all other charges in almost every cost area. Specifically

Rates 3% (on top of 2.75% last year) - both at the maximum allowed by law

Waste Collection fees increasing between 6 and 9%

Pet Registrations increasing 16% or more

Fees to use pools increasing between 3% to 20%

And all of this is on top of implementing new fees and fines for parking etc

It is unconscionable that council is proposing to increase rates and common costs to this extent in the context of a cost-of-living crisis. We have all been impacted by this crisis – most wages haven't increased in line with inflation and we all need to tighten our belts to adjust to this reality. This means finding savings and going without things that are nice to have.

You need to give us a choice – should rates increase or should some programs be cut, reduced or deferred? This choice needs to be clearly laid out so that we, the community, can be part of the decision-making process to prioritise spending options.

Of course, none of us want to see services and programs reduced, that's human nature. But some of the initiatives being proposed although hugely appealing, are nice-to-have, not critical, and I believe the focus should be on supporting those in need, as well as providing basic council services.

This is what we all have to do in our personal lives when we find our expenses exceed our income.

**Surplus?** I note that the Total Comprehensive Result shows a \$15.2 million surplus, and that the Cash Balance shows a \$27.6 million surplus. Was there any modelling done by Council to show how much less they could charge in rates and other fees so as to minimise the surplus and charge only what was necessary to cover expenses?

**Efficiencies?** Although there are platitudes throughout the document about “identifying efficiencies”, there is no depth of information provided to explain what has been done to find and eliminate waste and excess. To repeat the metaphor – this is what we all need to do when our expenses exceed our income.

**Pet Registrations** Why do basic dog & cat registration fees need to increase? What costs are incurred by council in maintaining these registrations that would explain the huge increases averaging 16 to 20% ? While overall expenses exceed income, there is not enough detail to explain where these expenses are incurred. Simplistically perhaps, I would expect most of the costs incurred would be related to dealing with problem pets (lost, dangerous, etc) and so if these are the cause, there may be a case for increasing fees related to impound and release?

However there is no detail on the impound costs or fees to help with understanding this area. Nor is there anywhere on the Animal Aid on the fees that are charged for impound/release of pets that they deal with.

And I also note that the cost of concession registrations are increasing- for dogs 21% and cats 25%. In what world does it make sense to hit this group more?

### **Pool Fees / Costs**

Pool entry fees are proposed to increase across almost all categories — most around 6%, some more. And here we go again, concession holders are double that at around 12% to 14% increase. When I said earlier that we need to be prioritising taking care of those in need in our community – this is the type of thing I'm referring to.

With the loss of Kilsyth pool, and the huge reduction in associated maintenance costs, why do we need to punish these pool users who have had to find access to other pool options, and the associated costs of extra travel?

### **Solar Savers**

According to the draft budget (page 14):

- Continue to offer programs such as Solar Savers, to support residents and businesses to undertake energy efficiency upgrades to reduce emissions and save money on utility bills.

There is no detail on this program, either in the budget itself or on the Solar Savers websites.

What is the cost/benefit of this program to YR residents? Will the program be renewed when it expires in June/July 2025?

### **Promises?**

During the 2024 election campaign, 4 of our elected councillors responded to a Council Watch questionnaire and noted that in their opinion rates should be frozen or reduced, not increased. It is reasonable to assume this was an important factor in their election success and the community now expects you to honour this promise. I call upon these 4 at minimum to reject the proposed rate increases out of hand. I implore the rest of you

to consider the same. Given that the timing of the budget submission and hearings are earlier than in previous years, I would assume there is time now to go back to the drawing board to provide better choices for your communities.

To those of you listening in the gallery and online, it is not too late for you to contact your own councillors and let them know whether or not you agree with what I have outlined. They have said previously they wish to hear from you.

**In summary:**

**This comment, found online, sums up my submission ...**

Let's be honest, YRC don't listen to the community. In reality, if they stopped wasting so much money and used common sense with their spending, they wouldn't have to put anything up. How much more financial pressure can this government and councils put on home owners, simply because they can't spend wisely. Frustrating as hell.

This budget needs to be rejected in its current form, re-considered and you, our representatives, need to ask for options to be provided that do not require a rate increase.

████████████████████

27/4/25