

# Amendment C269



Prepared by: Streets Alive Yarra

[streets-alive-yarra.org](http://streets-alive-yarra.org)

## Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they choose to walk, cycle, use public transport or drive. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra; and can easily find a park near shops.



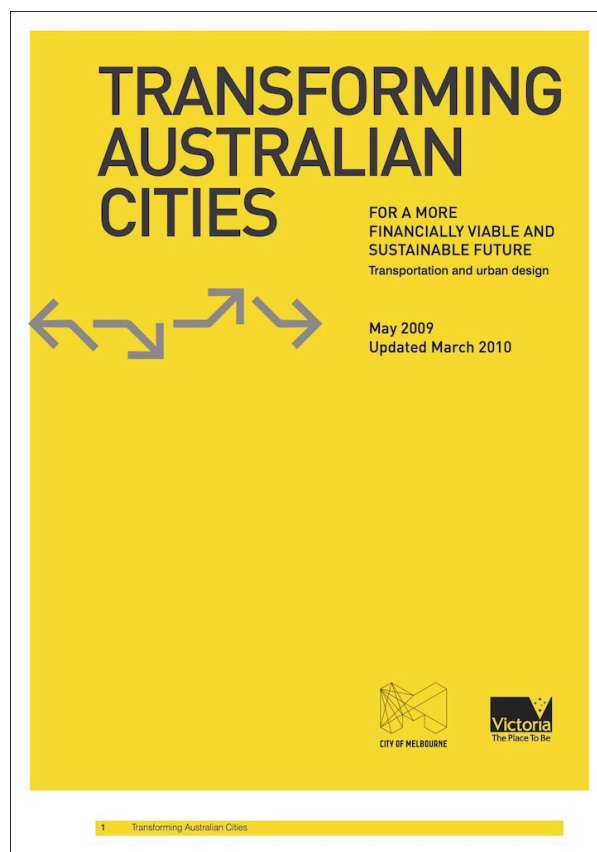
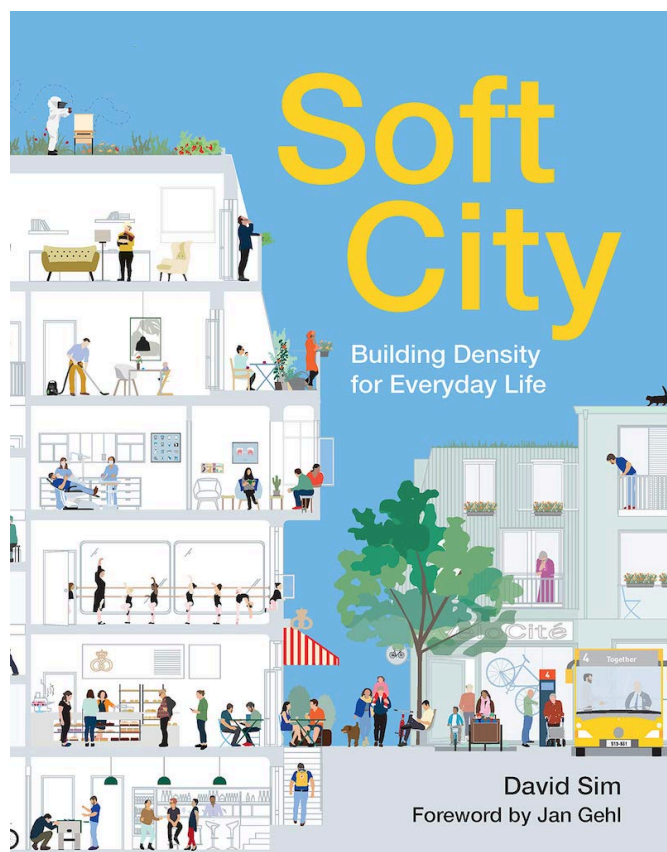
*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 2,600 likes on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at: [streets-alive-yarra.org/about](https://streets-alive-yarra.org/about).

## Summary

Streets Alive Yarra supports Amendment C269, because, in our view, it aligns with expert advice published in “Soft City” and “Transforming Australian Cities”.



References: <https://streets-alive-yarra.org/vision/> and <https://streets-alive-yarra.org/design-guides/>

Our key item of feedback is that the amendment related to car parking (18.02-3L) would benefit by eliminating mandatory parking minimums and by imposing parking maximums.

## 18.02-3L Car parking

Streets Alive Yarra supports the amendment, including:

- Consistency with promoting travel by sustainable transport modes
- Reduction in the required number of car parking spaces
- Provide spaces for car share vehicles

However, we believe that the amendment does not go far enough. The amendment should eliminate minimum car parking requirements from the Yarra Planning Scheme, and ideally, replace them with consistent, maximum car parking limits of 1 parking bay per 100 m<sup>2</sup> of building floor area.

At present, the planning scheme requires a certain minimum number of car parking spaces, and supports a reduction in certain cases. Instead, no minimum number of car parking spaces should be required at all.

*Minimum parking requirements subsidise cars, increase traffic congestion, pollute the air, encourage sprawl, increase housing costs, degrade urban design, prevent walkability, damage the economy, and penalise people who cannot afford a car.*

*Donald Shoup*

Problems with parking minimums include:

- increased peak-hour traffic congestion, because if more parking is available at a destination then more people will drive there;
- increased cost of housing, particularly impacting upon affordable housing, because the cost of parking is added to the cost of the house;
- increased cost of goods and services, because the cost of parking is added to the cost of commercial rent, which is passed on to customers by the tenant business;
- increased carbon emissions, because more people drive more often; and
- hazards for people choosing to walk or cycle, because higher volumes and speeds of traffic, and because higher volumes of vehicles crossing entering/exiting buildings, are a known risk for people engaging in active transport.



These problems have also been described by MR Cagney and Strong Towns:



Source: [https://streets-alive-yarra.org/wp-content/uploads/200700\\_MRCagney\\_White-Paper\\_Why-we-dont-need-minimum-parking-requirements.pdf](https://streets-alive-yarra.org/wp-content/uploads/200700_MRCagney_White-Paper_Why-we-dont-need-minimum-parking-requirements.pdf)

## **Parking minimums are costing your city. For a way forward, look to Edmonton.**

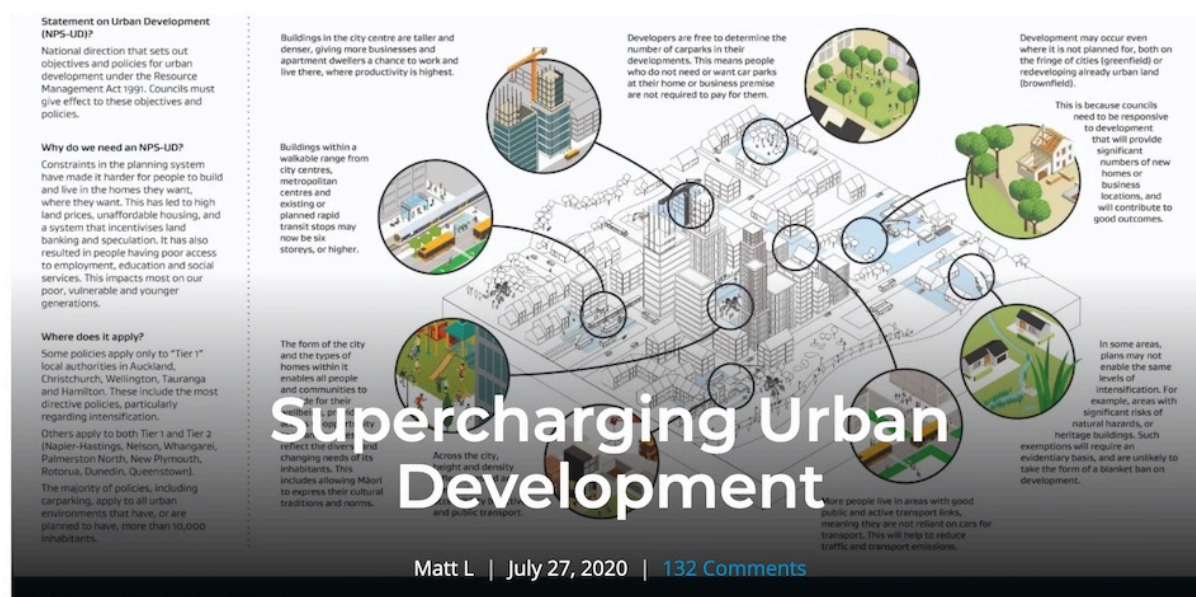
John Pattison • November 11, 2020



Source: <https://www.strongtowns.org/journal/2020/11/9/look-to-edmonton>

Nearby, the City of Melbourne and the City of Port Phillip have removed parking minimums and replaced them with maximums - Yarra can do this too. Indeed, Yarra is proceeding with parking maximums for the commercial zone in Cremorne - this rule should be applied consistently across the whole of Yarra, for all zones.

Slightly further away, New Zealand has recently removed parking minimums for all cities larger than 10,000 people. The new rules are discussed in this article by Greater Auckland Inc.



Source: <https://www.greeterauckland.org.nz/2020/07/27/supercharging-urban-development/>

Relevant sections of the New Zealand government policy include Policy 11 and Section 3.38.

**Policy 11:** In relation to car parking:

- (a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and
- (b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.

Policy 11 – no minimum parking requirements. Image credit: [New Zealand Government](#).

### 3.38 Car parking

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.

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- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or
  - (b) relating to parking dimensions or manoeuvring standards to apply if:
    - (i) a developer chooses to supply car parks; or
    - (ii) when accessible car parks are required.

*Implementation 3.38 – no minimum parking requirements. Image credit: [New Zealand Government](#).*

Other cities around the world have also either removed parking minimums or imposed parking maximums, including London and San Francisco. Further information is available at: <https://streets-alive-yarra.org/parking-maximums/>.

Overall, the amendment should eliminate minimum car parking requirements from the Yarra Planning Scheme, and ideally, replace them with maximum car parking limits of 1 parking bay per 100 m<sup>2</sup> of building floor area, for all zones over the whole of Yarra.

## 2.01 Context

Streets Alive Yarra supports the amendment, including:

- More efficient use of existing infrastructure (public land & streets)
- Increased use of sustainable transport modes
- Acknowledging that cycling volumes are forecast to increase
- Acknowledging that unrestricted car use and parking creates pressure in our streets

## 2.02 Vision

Streets Alive Yarra supports the amendment, including:

- Improved connections for walking and cycling

## 2.03 Strategic directions

Streets Alive Yarra supports the amendment, including:

- Transit oriented development, i.e. development along activity centres
- Encouraging new development to improve the public realm
- Reinforce Yarra's activity centres as compact, pedestrian-oriented, mixed-use communities, that provide walkable access to daily and weekly shopping and service needs, and are well- served by different modes of transport
- Improve pedestrian and cycle links across the Yarra River and Darebin and Merri Creeks to neighbouring municipalities
- Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport
- Increasing the street tree canopy - *although the target could be higher, e.g. 100% increase by 2040, instead of only a 25% increase*
- Facilitating sustainable journeys on all transport modes will support the productivity, wellbeing and environmental values of the community. Yarra needs to reduce car dependence by promoting walking, cycling and public transport as the preferred forms of transport
- Enhance Yarra as a safe place to walk and cycle, to increase the number of people walking and cycling
- Encourage lower amounts of car parking and increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities) to encourage reduced use of private motor vehicles
- Seek opportunities to improve and extend Yarra's open space network, particularly in areas currently under-provisioned and with projected population increases.



## 11.03-1L Activity centres

Streets Alive Yarra supports the amendment, including:

- Supporting transit oriented development
- Promoting street level activation and passive surveillance of the public realm
- Ensure development enhances pedestrian links to railway stations
- Ensure that vehicular access to development does not adversely impact the level of service, efficiency, and safety of the arterial and tram network.

## 12.01-1L

Streets Alive Yarra supports the amendment, including:

- Promote the planting of trees and vegetation in open spaces and along roads and railways to provide connections between habitats within Yarra and neighbouring municipalities.

## 12.03-1L

Streets Alive Yarra supports the amendment, including:

- Facilitate and improve walking and cycling paths in water corridors so that they are continuous and connect to other paths, both within Yarra and in neighbouring municipalities, including through public acquisition.

## 15.01-1L Urban design

Streets Alive Yarra supports the amendment, including:

- Supporting development that creates new public spaces
- Requiring public realm improvements when rezoning
- Encouraging public art
- Separating pedestrian entries from vehicle entries
- Creating quality building design

## 15.01-2L Building design

Streets Alive Yarra supports the amendment, including:

- Reflecting streetscape elements
- Highlighting high quality architecture and urban design
- Avoiding blank or unarticulated walls
- Avoiding recessed undercroft parking
- Avoiding building setbacks that consist of car parking
- Encouraging passive surveillance of common spaces
- Avoiding excessive crossovers
- Avoiding open, ground level multi space car parks

## 16.01-2L

Streets Alive Yarra supports the amendment, including:

- Transit oriented development, i.e. development along activity centres

## 17.01-1L Employment

Streets Alive Yarra supports the amendment, including:

- Support improvements to pedestrian environments in major employment precincts, including wider and continuous footpaths
- Manage transport within, to and from the major employment precincts by prioritising walking, cycling and public transport over car-based transport

## 18.02-1L Sustainable transport

Streets Alive Yarra supports the amendment, including:

- Highlighting of the impact of private motor vehicle traffic and on-street parking
- Defining a transport hierarchy with walking and cycling at the top
- Supporting development that reduces reliance on private cars
- Encourage lower amounts of parking within developments
- Encourage increased infrastructure for active transport

## 18.02-1L Walking

Streets Alive Yarra supports the amendment, including:

- Improving the walking network
- Creating high-quality pedestrian environments
- Giving priority to pedestrians
- Providing a continuous footpath
- Encouraging publicly accessible links through large sites

## 18.02-1L Cycling

Streets Alive Yarra supports the amendment, including:

- Improving cycling infrastructure
- Facilitating cycling for people of all ages and abilities
- Providing separate entrances for bicycles and motorised vehicles
- Providing easily accessible visitor bicycle parking

## 18.02-3L Road system

Streets Alive Yarra supports the amendment, including:

- Reconfiguration to improve safety for pedestrians and cyclists
- Reorganisation of streets to provide space for non-transport uses or activity
- Using side streets and laneways to access car parking
- Design vehicle crossings to ensure the safety of footpath users
- Directing freight movements to arterial roads
- Limiting crossings to one per site frontage

## 19.02-6L1 Public open space

Streets Alive Yarra supports the amendment, including:

- Protecting open space
- Increasing the quantity and quality of open space
- Focus on parts of the city where there are deficits
- Facilitating links between open spaces to form a network

## 19.02-6L Public open space contribution

Streets Alive Yarra supports the amendment, including:

- Applying to all developments and subdivisions
- Identifying where land contributions are preferred
- To set aside land suitable for public open space

## 19.03-2L Development contributions

Streets Alive Yarra supports the amendment, including:

- Providing new or upgraded infrastructure

## 19.03-3L Water sensitive urban design

Streets Alive Yarra supports the amendment, including:

- Encouraging the collection and reuse of rainwater and stormwater, to mitigate the flooding of streets

## Concluding remarks

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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