

# Development Contributions Plan



## Yarra Development Contributions Plan 2017

Draft Report

## Feedback on Amendment C238 to the Yarra Planning Scheme



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

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## Foreward

Streets Alive Yarra is a community group who advocate for:

- shopping streets that build wealth for traders by attracting regular business from local residents;
- a network of safe streets that enable those who wish to use active transport to do so, thus freeing up space on the streets for those who prefer to drive; and
- evidence based and economically rational investment in transport infrastructure.

Our vision is for vibrant and profitable local businesses, owing to increased patronage, and traffic that still flows freely. Parking is easy to find because the first 5-10 spots on each side street are allocated for shoppers and deliveries, with shoppers guided to vacant bays using sensors. We see our streets being safely, comfortably, and conveniently used by people from 8 to 80 years old, irrespective of whether they choose to walk, cycle, use public transport or drive.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 1,200 likes on Facebook, increasing by ~ 20 per week. A network of local champions develop 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:

- [www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)
- [facebook.com/streetsaliveyarra/](https://facebook.com/streetsaliveyarra/)

## Feedback

Streets Alive Yarra supports the proposal to impose a levy on developers to contribute to public infrastructure. However, the primary deficiency with the proposal is a lack of ambition. The listed projects in the plan appear to include only rolled over, previously approved-in-principle Council projects from in some cases many years ago (for example, the Bike Strategy was developed in 2010), in other words 'business as usual' projects. No new projects have been proposed in the list as a result of increased pressures on infrastructure and needs identified which specifically relate to new development. Current and anticipated infrastructure gaps were listed for each charge area in Background Paper 3, but these have not been translated into projects on the list.

In particular, the plan does not account for the boom in development in areas such as Cremorne (designated as an Urban Renewal Area by the state government), and the necessary upgrades to public infrastructure required to support the expected doubling of the number of residents and workers in Cremorne (refer to Area 10 in Table 1 of the DCP incorporated document). This disparity is clear when the figures in Table 4 of the DCP document are examined, as the calculated levy payable for both residential, retail and commercial development in Area 10 is the second or third lowest out of all 10 areas, despite being one of the areas of greatest expected development. To be more equitable, infrastructure expenditure in each area should be proportional to the expected degree of development. The draft plan can be improved by increasing the magnitude and scope of the plan, increasing the levy overall, and focussing more directly on predicting future infrastructure requirements in high growth areas such as Cremorne. In summary, the plan should be more ambitious.

For example, the proposed budget for bicycle network infrastructure for Yarra is far too low. The proposal describes ~ \$8.5m of projects over 20 years, or a planned expenditure of \$400k per year. This project list was adopted from the 2010 Bicycle Strategy and 2016 Bicycle Strategy Refresh, without addition of any new projects. Experience gained with the Wellington Street bicycle lanes shows that \$400k per year will only build 1 km of protected bicycle lane per year. In addition, there are already additional projects required as a result of recent developments, including safe routes to the new Richmond High School. The planned bicycle network expenditure should be at least \$10m per year over the 20 year planning horizon, for a total of at least \$200m. Figure 12 - Richmond South - fails to include protected bicycle lanes on Cremorne Street and Balmain Street, or any proposals to implement key bicycle routes identified by the most recent Local Area Traffic Management (LATM) assessment.

Similarly, the proposed budget for traffic management is far too low. The proposal fails to include a budget for building 'home zones', 'superblocks' or 'safe active streets' based on 20-30 km/h shared zones.

## Too many classes of districts

The “infrastructure districts” introduce a new class of area. This is unnecessary and disruptive to planning. Yarra would then have Local Area Place Making (LAPM) districts; Parking districts; and Infrastructure districts.

We accept the argument that there should not be ~ 200 districts, but ~ 20 districts (such as our LAPMs) can be considered quite reasonable.

Streets Alive Yarra recommends that these three classes of district be unified, e.g. ‘LAPMs’ be retained and ‘parking’ & ‘infrastructure’ districts be eliminated. This would avoid undesirable cross-subsidies, as outlined in the charge areas background paper. If a local area is a ‘place’ and the ‘place’ is affected by either ‘parking’ or ‘development’ then the ‘infrastructure’ planning should focus on that local ‘place’. At least, the logical links between them should be codified.

As an example of a cross-subsidy, we consider that within the proposed Richmond South charge area (Burnley/Cremorne/South Richmond), residents and particularly workers in Cremorne are very unlikely to use any infrastructure which is provided in Burnley, as there is no through road connection between these areas (other than Swan Street which is a VicRoads road), and the focus of pedestrians and cyclists would be more towards Richmond railway station and the CBD. Similarly, Cremorne is currently very deficient in public open space, whereas Burnley had several large parks and a golf course.

## Need for an Integrated Transport Strategy

If Yarra had already developed an Integrated Transport Strategy, with a costed plan to build city-wide networks for walking and cycling, then Yarra would now have a clear set of projects for inclusion in the development contributions plan, including:

- wider footpaths and separated bicycle lanes on all shopping streets;
- adequate width footpaths and separated bicycle lanes on all access streets; and
- filtering and calming for all residential streets.

For more information refer to:

- <https://www.streets-alive-yarra.org/integrated-transport-strategy/>

Streets Alive Yarra recommends that the developer contributions plan be extended to include:

- Implementation of bicycle infrastructure over the entire Yarra Principle Bicycle Network (equal to the Melbourne Principle Bicycle Network plus some access streets). The Yarra PBN needs to be adopted, published and costed, and the developer contribution plan can provide much needed funds:
  - <https://www.streets-alive-yarra.org/bicycle-network/>
- Implementation of upgrades as required to the Yarra Principle Footpath Network (which would define minimum footpath widths for shopping streets, access streets and residential streets). Even better, footpaths should be de-cluttered, with developers paying for the under-grounding of all poles and wires such as electricity and Optus cables:
  - <https://www.streets-alive-yarra.org/footpath-network/>
- Safe Active Streets for all residential streets within superblocks:
  - <https://www.streets-alive-yarra.org/safe-active-streets/>
- Protected intersections where arterials and access streets cross each other:
  - <https://www.streets-alive-yarra.org/protected-intersections/>
- Funding for revision of all 20 LAPMs within Yarra over the 20 year period, including planning and an allowance for implementation of required measures.
- Funding for any recommended public realm, accessibility and business initiatives which are identified through the state government's proposed Cremorne Place Implementation Plan. (refer to <https://vpa.vic.gov.au/project/cremorne/>)
- Consideration of the need to underground existing car parking in high growth areas to make space for public open space (for example, Stephenson Reserve in Cremorne).
- Public open space contribution from all new major developments, not just residential projects.