

Lyndal Byrne

From: Lyndal Byrne
Sent: Monday, 24 August 2020 10:20 AM
To: Lyndal Byrne
Subject: FW: Submission to Local Provisions Schedule

Lyndal Byrne | Strategic Planner | Glenorchy City Council



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From: Andrew Holmes <andrew@suggee.com.au>
Sent: Saturday, 22 August 2020 9:34 AM
To: GCC Corporate Mail
Subject: Submission to Local Provisions Schedule

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Hello,

I am wondering why at this opportune time, that, as outlined on page 166 of the Draft Glenorchy LPS Supporting Report, Council has not developed parking precinct plans for activity centres within the municipality? Car parking requirements as outlined in the SPPs are a handbrake on development within these activity centres and assist in *not* fulfilling LUTI requirements in the STRLUS.

I proposed that Council officers, and more importantly full Council, consider as part of the LPPs discussion the benefits of removing parking requirements within the planning scheme for Activity Centres within Glenorchy. Car parking can cost approximately \$40,000 per space, whether that be constructing a garage to a residential home, or multistorey car parking for a residential or retail development. Imagine the benefits of little to no car living along the bike corridor, setting the Council up to take full advantage of a potential light rail service in the future. Right now, housing affordability and cost of living is at an all time high in Tasmania. By removing parking requirements, Council will say to residents that you are able to purchase an apartment or a home and not be bound by a car. I know personally of a number of people my age who do not own cars and never wish to, but the way the planning scheme is set up, they have no option but to purchase or rent a place with an associated car parking space.

Furthermore, by removing parking requirements in activity centres, business will skyrocket. Glenorchy activity centres will become an attractive place to invest as the option as developers do not have to provide associated car parking, saving \$40k per space. Small pop up shops, showing the creative nature of its residents can be much easily facilitated. These centres will become much safer and walkable, as less car demand will mean less driveways and crossovers, more people living within the activity centre means more eyes on the street.

Making this change now will make Glenorchy a leader and destination in Tasmania. There are many more benefits to altering parking requirements, including environmental, health benefits both physically with both walking and moving and mental benefits from meeting people on the street, economic benefits as more people on the street mean more sales, and safety as more eyes on the street means less crime. There a numerous more benefits which result from altering parking requirements. I note that there is a surplus on on and off street parking within Glenorchy activity centres as outlined on page 8 of the 2017-2027 parking strategy. Creating these parking plans will also satisfy Action 1.1 from this strategy.

Let's consider Glenorchy's activity centres now as Transit Oriented Developments and set us up for the future. Let's switch the thinking in these centres away from cars and towards people. People can spend money once, lets make that on retail offerings within the activity centres benefiting society as a whole, not on their private vehicles.

I am a local resident, and an engineer and planner. I have undertaken research into TOD developments and car parking management in local governments around Australia. I would be happy to share my knowledge with Council officers and the benefits of removing parking requirements in person. I would also be happy to share the importance of this with Councillors at a Council Workshop.

Please take this seriously, removing minimum limits in the planning scheme is the best thing you can do for your city, and the time is right to include this within the LPPs discussion.

Thank you,
Andrew

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