



# Agenda

## Council Meeting

7.00pm, Tuesday 2 March 2021

Teams

## Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules 2020 and the Council Meetings Operations Policy.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There are two ways you can participate in the meeting.

## Public Question Time

Yarra City Council welcomes questions from members of the community.

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission; and
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- don't raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.



## Public submissions

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. If you want to make a submission, simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

## Arrangements to ensure our meetings are accessible to the public

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (tel. 9205 5110).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

## Recording and Publication of Meetings

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

## Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confidential business reports**
6. **Confirmation of minutes**
7. **Public question time**
8. **Council business reports**
9. **Notices of motion**
10. **Petitions and joint letters**
11. **Questions without notice**
12. **Delegates' reports**
13. **General business**
14. **Urgent business**



## 1. Acknowledgment of Country

*“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.*

*We acknowledge their creator spirit Bunjil, their ancestors and their Elders.*

*We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.*

*We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.*

*We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”*

## 2. Attendance, apologies and requests for leave of absence

### Attendance

#### Councillors

•	Cr Gabrielle de Vietri	Mayor
•	Cr Claudia Nguyen	Deputy Mayor
•	Cr Edward Crossland	Councillor
•	Cr Stephen Jolly	Councillor
•	Cr Herschel Landes	Councillor
•	Cr Anab Mohamud	Councillor
•	Cr Bridgid O'Brien	Councillor
•	Cr Amanda Stone	Councillor
•	Cr Sophie Wade	Councillor

#### Council officers

•	Vijaya Vaidyanath	Chief Executive Officer
•	Brooke Colbert	Group Manager Advocacy and Engagement
•	Ivan Gilbert	Group Manager Chief Executive's Office
•	Lucas Gosling	Director Community Wellbeing
•	Gracie Karabinis	Group Manager People and Culture
•	Chris Leivers	Director City Works and Assets
•	Diarmuid McAlary	Director Corporate, Business and Finance
•	Bruce Phillips	Director Planning and Place Making
•	Rhys Thomas	Senior Governance Advisor
•	Mel Nikou	Governance Officer

## 3. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

## 4. Declarations of conflict of interest (Councillors and staff)

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

## 5. Confidential business reports

Nil

## 6. Confirmation of minutes

### RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 16 February 2021 be confirmed.

## 7. Public question time

An opportunity is provided for questions from members of the public.

## 8. Council business reports

Item		Page	Rec. Page	Report Presenter
8.1	Planning Scheme Amendments – a possible alternate approach	8	20	Fiona van der Hoeven - Assistant Manager City Strategy
8.2	ESD Roadmap Submission to DELWP	28	36	Bruce Phillips – Director Planning and Place Making
8.3	Outdoor Dining Program	68	81	Bruce Phillips – Director Planning and Place Making
8.4	Rating Hardship Report	254	258	Wei Chen – Chief Financial Officer
8.5	Request to Remove Significant Tree	266	267	Ivan Gilbert - Group Manager Chief Executive's Office

## 9. Notices of motion

Item		Page	Rec. Page	Report Presenter
9.1	Notice of Motion No. 3 of 2021 - Resumption of Weekly Kerbside Recycling Collections	276	276	Stephen Jolly - Councillor



## **10. Petitions and joint letters**

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

## **11. Questions without notice**

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

## **12. Delegate's reports**

An opportunity is provided for Councillors to table or present a Delegate's Report.

## **13. General business**

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

## **14. Urgent business**

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

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## 8.1 Planning Scheme Amendments – a possible alternate approach

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### Executive Summary

#### Purpose

The purpose of this report is to outline a possible different approach available to Council in seeking further planning scheme provisions in a more timely approach.

#### Key Issues

Council and the Yarra's community places great importance on planning controls to better manage development pressures and change and provide as much certainty as possible for future development outcomes.

To address these issues, Council has been undertaking a program of preparing built form frameworks for its activity centres to enable the introduction of the *interim* and *permanent* **Design and Development Overlays** (DDO's) in the Yarra Planning Scheme (YPS).

A great deal of preliminary work has gone into this process to yield these outcomes. While this program is achieving successful outcomes it has been a slow and resource intensive process.

The Yarra Planning Scheme now has four interim DDOs which are due to expire this year. As such Council now needs to urgently progress amendments that translate the interim DDOs into permanent provisions before they expire. That requires a process, and via the normal route, takes considerable time.

The Minister for Planning has extended an invitation to Council to appoint an Advisory Committee to help speed up the process to introduce planning provisions into the Yarra Planning Scheme for precincts under development pressure. These precincts may relate to those subject to existing interims or other precincts.

#### Financial Implications

The invitation could afford Council the opportunity to reduce its costs as the process is streamlined (noting that often the Panel hearings are very long and hence very costly). It does, however, place greater demand on Council in terms of resources and timing in the short term (1-2 years) as officers, experts and legal Counsel manage the extensive work relating to multiple amendments.

#### PROPOSAL

That Council resolve to either:

1. request the Minister to appoint an Advisory Committee; or
2. continue to pursue amendments through the standard procedure (Planning Panels) as set out in Part 3 of the Planning and Environment Act 1987 (the Act).



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## 8.1 Planning Scheme Amendments – a possible alternate approach

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<b>Reference</b>	D21/15469
<b>Author</b>	Fiona van der Hoeven - Assistant Manager City Strategy
<b>Authoriser</b>	Director Planning and Place Making

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### Purpose

1. In recent correspondence dated 29 September 2020 (**Attachment 1**) the Minister for Planning (Minister) has expressed a willingness to consider appointing an Advisory Committee to help speed up the council's ability to introduce new planning scheme provisions in order to best manage development pressures.
2. The purpose of this report is to provide a background to the work that has been undertaken to date by Council (principally within the Yarra Activity Centres), and to also outline a possible different approach potentially available to Council in seeking planning scheme provisions, following the letter from the Minister.

### Critical analysis

#### History and background

3. Council and the community place great importance on planning controls to manage change and provide some increased certainty about future development outcomes. This is considered beneficial for all parties.
4. Yarra has been successfully introducing *interim* and *permanent* built form provisions (Design and Development Overlays – DDOs) into the Yarra Planning Scheme for the Activity Centres over the past few years. A great deal of preliminary work has gone into this process to yield these outcomes.
5. The *interim* DDO provisions are applied without community consultation usually via a request for a Ministerial Amendment (under Section 20(4) of the *Planning and Environment Act 1997*) in order to provide some improved mechanisms in the planning scheme to best manage the ongoing development pressure.
6. These *interim* provisions (once approved by the Minister) form a holding position while the *permanent* provisions go through a full amendment process, including public exhibition and the ability to make submissions to an independent Planning Panel.
7. Interim provisions are usually applied for a set period of time – usually two years. Council can apply for an extension of the *interim* planning scheme provisions, but must be able to demonstrate that it has made progress on introducing permanent provisions. It is ultimately the Minister for Planning who can provide approval for Interim DDO's, and any extensions to the Interim DDO's.
8. Yarra has been successful in achieving some *mandatory* controls in its DDOs, providing for improved certainty to the community, landowners and developers. *Mandatory* maximum heights, and mandatory minimum setbacks, have been successfully applied in particular locations:
  - (a) where strategically justified;
  - (b) where there is highly intact heritage;
  - (c) that protect the amenity of adjoining low scale residential; and
  - (d) that protect southern footpaths from overshadowing.

9. The DDOs are underpinned by built form frameworks that are informed by urban design; heritage, traffic and planning expertise. This work includes rigorous built form testing through 3D modelling, which is necessary for detailed built form provisions in a DDO.
10. The Yarra Planning Scheme now has four interim DDOs which are due to expire this year (refer to Table 1).

**Table 1: Existing Interim DDOs**

Location (Activity Centre)	Interim DDO	Expiry date
Victoria Street	21	30 June 2021
Bridge Road	22	30 June 2021
Collingwood South (part of Fitzroy/Collingwood)	23	30 June 2021
Swan Street	17	15 October 2021 (This DDO is currently the subject of Amendment C191 which seeks to apply permanent provisions to the centre. It is currently with the Minister for approval and gazettal)

11. In addition, Council has been working on proposed new built form provisions for the Fitzroy / Collingwood and Heidelberg Road Activity Centres (refer to Table 2). See other report on this Agenda). Should the Minister decide to approve Council's request for the following *interim* DDOs (refer to Table 2), they too would have an expiry date.

**Table 2: Proposed Interim Controls**

Location (Activity Centre)	Interim DDO
Fitzroy / Collingwood (stage 1) Johnston, Brunswick, Smith, Gertrude Streets	29, 30, 31, 32, 33, 34, 35, 36, 37 (with the Minister for approval)
Heidelberg Road	18 (with the Minister for approval)
Fitzroy / Collingwood (stage 2), Mixed use pocket, Alexandra and Victoria Parades	3 x DDOs to be considered by Council at the 16 February Council meeting.

12. Yarra now needs to urgently progress substantive planning scheme amendments that translate the *interim* DDOs into permanent provisions before they expire. That requires a process, and via the normal route, takes considerable time.
13. In correspondence (**Attachment 1**) dated 29 September 2020, the Minister for Planning (responding to a Council request to extend the Bridge Road and Victoria St Interim DDO's) has expressed a willingness to consider appointing an Advisory Committee to help speed up the process to achieve the outcomes in a more timely manner.
14. The Minister further noted in that correspondence:

*"Given the length of time that interim controls will have been in place for these areas, I am unlikely to readily approve any further request to extend these controls without*



*permanent controls being prepared or the Council seeking an advisory committee process”.*

## Discussion

### Planning Scheme Amendment Process

15. The usual procedure for a planning scheme amendment is set out in Part 3 of the Act and provides for councils as the *Planning Authority* to:
  - (a) prepare amendments;
  - (b) determine the extent and timing of public notification (subject to minimum requirements set by the Act);
  - (c) receive and consider submissions in response to public notification;
  - (d) determine whether to change an amendment, or refer it to an independent Planning Panel via (*Planning Panels Victoria*) with a ‘proposed panel version’ of the amendment with recommended changes in response to submissions;
  - (e) participate in a public hearing conducted by an independent Planning Panel; and
  - (f) receive and consider a Planning Panel Report which is published; and adopt an amendment with, or without changes, before submitting it to the Minister for approval.
16. Figure 1 below sets out the steps in the amendment process.

**Figure 1 Amendment Process**



17. While there is a statutory process in the Act which must be followed, Council has a high level of control and influence over both the content and the process for considering a planning scheme amendment before it is submitted to the Minister seeking formal approval. For example, Council is able to determine:
  - (a) the extent and timing of the consultation period;
  - (b) the time and forums (Council meetings, community meetings) that the community can address Council on submissions;
  - (c) any refinements to the proposed provisions in response to submissions received and advocate that position at Panel; and
  - (d) the final form of the amendment after considering the recommendations of a Planning Panel.

18. The three recent amendments for Yarra's Activity Centres, however, demonstrate that the usual amendment procedure is very long and time and resource intensive, requiring the efforts of at least one to two staff for 2 to 4 years (refer to Table 2).

**Table 2: Recent Amendments**

Amendment	Requested 'authorisation' to enable exhibition of the proposed Amendment	Gazetted date of the Amendment into the YPS (time from request)
C220 Johnston Street	18/05/2016	18/06/2020 (4 years)
C231 Queens Parade (parts 1 and 3)	23/01/2018	01/10/2020 (2 years 10 months)
C191 Swan Street	31/10/2017	NA – Council adopted amendment in Dec 2020. It is yet to be approved and gazetted by the Minister. (3 years)

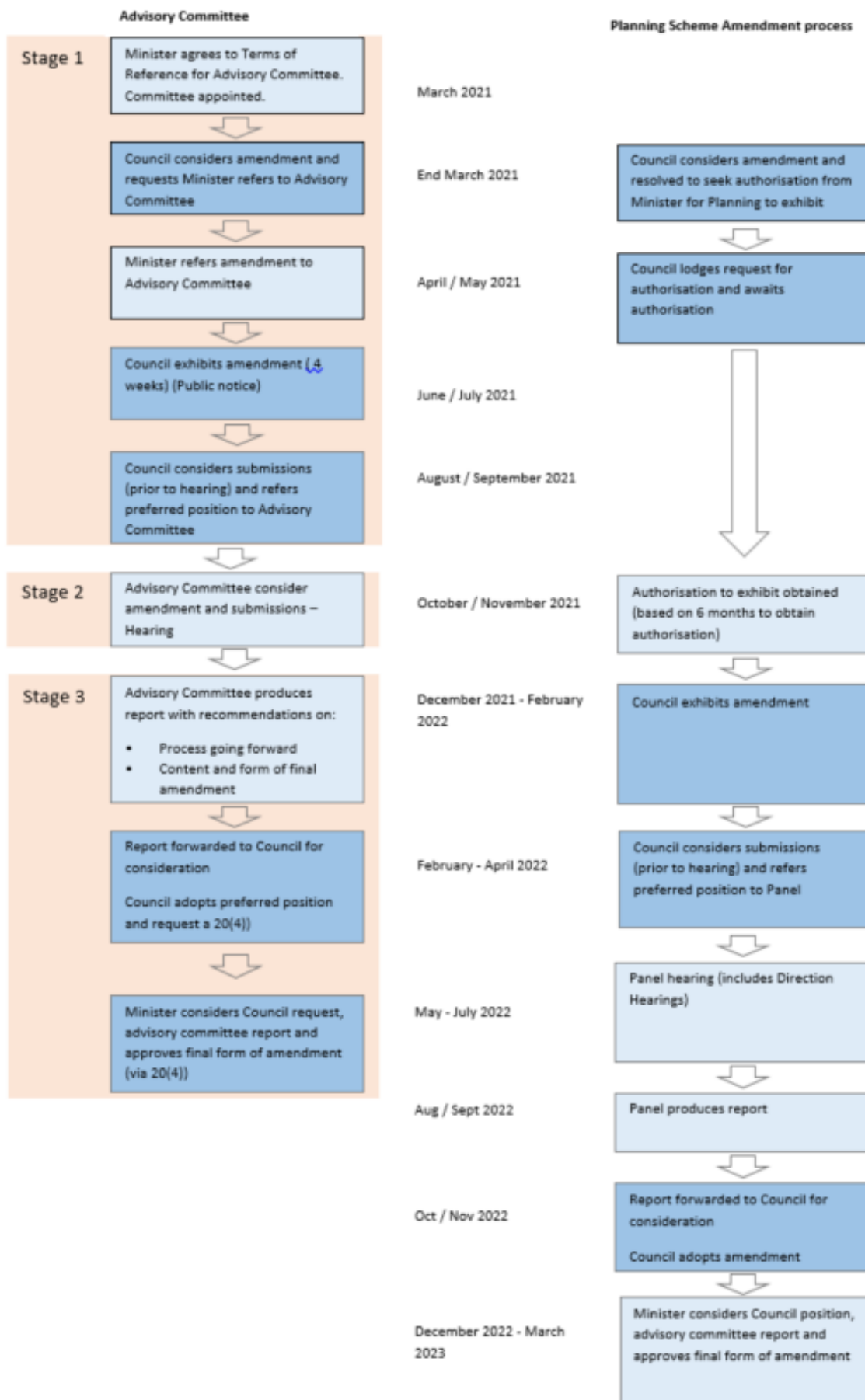
**A possible alternate approach – an Advisory Committee process**

19. The invitation by the Minister would be an alternative approach to the regular planning scheme amendment process; with an Advisory Committee process for those chosen by the Council. Essentially, this would mean that:
- the proposed provisions would be considered by an Advisory Committee (instead of a Planning Panel), who would then make recommendations on whether the planning scheme amendment is strategically justified and should be submitted to the Minister for approval under section 20(4) of the Act; and
  - the Minister would (if deemed appropriate), approve the amendment under 20(4) of the Act.
20. It is noted that the Minister is able to appoint an Advisory Committee under Part 7, section 151 of the Act. The conduct of an Advisory Committee would be in accordance with a Terms of Reference (ToR) which would set out matters such as the purpose, background context and method.
21. The normal Advisory Committee process (such as the process used to review proposed planning controls for Fishermans Bend), does not *usually* allow for significant Council involvement. Often in this process, Council is a submitter like other submitters and does not get to comprehensively consider submissions or have the opportunity to review the Advisory Committee Report before it is considered by the Minister.
22. Council officers, with legal advice, have been liaising with DELWP senior officers to draft a suitable Terms of Reference (ToR) for a possible alternate approach, which works towards safeguarding Council's control and influence over the process and content, whilst affording the opportunity to achieve time and cost savings. **Attachment 2** includes a draft ToR (produced by senior YCC planning staff) which *could* be the alternate process available to Council.
23. The objective for an Advisory Committee for Yarra would be to provide a simpler, transparent more timely and cost-efficient process to report on Yarra Planning Scheme provisions for activity centres, or built form and related matters that are specifically requested by Yarra City Council. It would also provide advice as to whether an amendment could be submitted to the Minister for exemption under s20 (4) of the Act and approved.
24. The scope of the matters that can be considered by the Advisory Committee is suitably flexible to afford Council the opportunity (by Council resolution requesting the Minister) to refer to the Committee a range of proposed amendments based on current strategic work

completed or currently underway – such as built form and related provisions for activity centres and other key areas such as, for instance, Cremorne.

25. It is important to note that the possible use of an Advisory Committee would be an additional option to the normal Planning Panel process for Council. In this regard, it is noted that the major planning scheme Amendment (Am 269), relating to the planning policy for Yarra (recently on exhibition), would continue to be pursued via the normal Planning Panel process.
26. Figure 1 sets out the proposed steps of a possible alternate process as proposed in the ToR (the YCC version), with a comparison to the usual amendment process. It also sets out an indicative timeline.

**Figure 1: Comparison: Advisory committee process and usual amendment process**



27. Significant time efficiencies could be achieved in Stage 1:

- (a) as the amendment would be referred to the Advisory Committee (assuming 1 month) foregoing the requirement for ‘authorisation’ by the Minister, which has previously taken many months;
  - (b) if the public notice period is limited to 4 weeks, rather than 6-8 weeks for previous amendments (noting the Act only requires 4 weeks’ notice in the usual amendment process); and
  - (c) if Council is able to consider and respond to submissions in a timely manner.
28. Significant time and cost efficiencies could be achieved in Stage 2 as the Advisory Committee can conduct hearings and undertake proceedings, as it deems appropriate and in accordance with the ToR. For example, it may conduct briefings, forum, hearings, meetings or workshops. It could also limit the time and extent of cross examination during a hearing.
29. Table 3 includes an explanation for the inclusion of particular clauses in the draft ToR to safeguard Council’s control and influence over the process and content to:
- (a) ensure land owners and occupiers and the wider community would have the opportunity to make formal submissions to an independent body;
  - (b) allow Council to consider submissions and form a position on them to advocate to the Advisory Committee; and
  - (c) afford Council the opportunity to review the final report and submit a final form of the ‘preferred’ amendment for the Minister to make a decision.
30. Potentially, the Advisory Committee process could take around 18 months to achieve Ministerial consideration of the amendment, which is substantially less than the timing of Council’s recent amendments. It may be able to be further compressed but that is not clear at this stage.

**Table 3: Draft Terms of Reference – particular clauses**

ToR	Reason for inclusion
Purpose included to make it clear that the reason for the Advisory Committee is to consider the suitability of planning scheme provisions in proposed amendments matters that are referred to it by the Minister following a specific request by Yarra City Council.	<p>This provides clarity about the intent of the Advisory Committee as well as retaining Council control in determining which proposed amendment(s) should be referred to the Committee and when – potentially forwarding different amendments in different tranches based on geographical context.</p> <p>This also allows Council to be satisfied that the process is workable and appropriate before referring a larger number of proposed amendments to the Committee.</p>
A requirement that the Advisory Committee may not proceed with considering a proposed planning scheme amendment unless it is satisfied that Yarra City Council has undertaken an appropriate level of consultation and public notification of the proposed planning provisions, or Yarra City Council has advised the Advisory Committee that no consultation is required.	This allows Council to retain control over the extent and timing of public notification.
A requirement for Council to receive and consider responses to public engagement prior to the commencement of any Advisory Committee hearing.	<p>This retains an important step in the usual amendment process.</p> <p>NB. Council has typically, in considering and responding to submissions, made changes to provisions in an amendment and advocated the ‘preferred version’ of the provisions at Panel.</p>



A requirement for the Advisory Committee to conduct a hearing if requested by any submitter, including the Planning Authority.	<p>This protects the opportunity for Council to present its case directly to the Committee. It also affords the same opportunity to members of the community, including affected landowners.</p> <p>The ToR would allow the Advisory Committee to limit the time of parties appearing before it and may prohibit or regulate cross-examination. This brings in time, resource and cost efficiencies.</p>
A requirement for the Advisory Committee to provide its report to Council and to the public.	<p>Advisory Committee reports are typically provided to the Minister for Planning and not released to the Public, unless made available by the Minister. The inclusion of this requirement provides transparency to Council and Yarra's community.</p>
A requirement that for each planning scheme amendment referred to the Advisory Committee would produce a written report for the Minister and Yarra City Council would make a recommendation on whether the planning scheme amendment is strategically justified and should be submitted to the Minister for approval under section 20(4) of the Act.	<p>This provides clarity about the expectations of the Committee. It also allows Council to retain influence over the final content of the proposed amendment. The anticipated risk, however, with diverging substantially from an Advisory Committee's recommendations is that the Minister could decide:</p> <ul style="list-style-type: none"> <li>(a) to not accept Council's changes; or</li> <li>(b) that the amendment cannot be exempt from notice and directs Council to pursue the usual amendment process.</li> </ul>
Include sufficient time for the Advisory Committee appointed.	<p>This is to ensure that the duration of the Advisory Committee appointment is sufficient to enable proper time for the preparation, notification, hearing and consideration by Council of the proposed planning scheme amendments referred to it.</p>

### Options

31. The question for Council to consider is the extent of *control* and *influence* Council would forego if the invitation to appoint an Advisory Committee is accepted to provide a more time and cost efficient introduction of planning scheme provisions.
32. The draft ToR (see attached) mirrors the amendment process in many ways as it allows for:
  - (a) a formal submission period and for Council to respond to submissions;
  - (b) a hearing by an independent body;
  - (c) Council to consider the recommendations of the Advisory Committee and submit a final form of the amendment to the Minister for approval; and
  - (d) the Minister approves the amendment at the end of the process.
33. Key differences in the process is that it:
  - (a) does not require the need to seek '*authorisation*' from the Minister (which has previously taken time);
  - (b) provides the Advisory Committee the flexibility to control and limit the time submissions can be heard (the legal challenges from landowners can extend the hearing times substantially); and

- (c) is intended to be a shorter process to having planning scheme amendments approved by the Minister.
34. Importantly, some of the risks in not requesting an Advisory Committee include:
- (a) it would take a very substantial amount of time and resources to progress the various necessary amendments through the usual process for all of the areas of the municipality that are under development pressure; and
  - (b) the Minister would not approve future interim requests, or the extension of existing interim provisions – meaning that those interim DDOs (Bridge Road and Victoria Street initially) would expire removing these additional planning scheme provisions that seek to manage development pressures and seek acceptable urban design and heritage outcomes.
35. Some of the risks with the alternate Advisory Committee process are outlined below:
- (a) the Minister is yet to sign off on attached draft ToR (it is noted that the YCC officer version attached to this report is different from an initial draft by DELWP senior staff);
  - (b) there may be potential disaffection and confusion in the community about the use of an unfamiliar process;
  - (c) ultimately the Minister would be the *Planning Authority* under 20(4) ‘preparing’, ‘adopting’ and approving the amendment rather than Council (although the suggested draft ToR has been drafted to allow Council to retain influence over the final content of the amendment; and Council has previously requested amendments under 20(4) for interim planning provisions);
  - (d) there may be a greater risk of aggrieved parties seeking judicial review in relation to *assertions* of denial of natural justice;
  - (e) it places greater demand on Council in terms of resources and timing in the short term (1-2 years) as officers, experts and legal Counsel manage multiple amendments; and
  - (f) there may be some challenges of ensuring sufficient alignment and consistency between the planning provisions for different activity centres and the demonstration of the “exceptional” circumstances of each centre to achieve some mandatory controls.
36. The draft ToR has been prepared by Council's senior planning officers with these risks in mind. As outlined in Table 3, the recommended ToR includes a provision to make it clear that the Advisory Committee would consider the suitability of planning scheme provisions in proposed amendments requested by Council. This would allow Council to determine the program, allowing for an initial tranche of amendments to be considered using the proposed alternate process in the first instance, in order that Council could be satisfied that the process is workable and appropriate.

## Community and stakeholder engagement

37. Not applicable for the preparation of this report.
38. The notification of proposed planning scheme provisions to stakeholders would be undertaken either:
- (a) in accordance with the usual amendment process of sections 17, 18 and 19 of the Act, or
  - (b) in accordance with the ToR for an Advisory Committee.
39. Yarra's exhibition of amendments usually exceeds the legislative requirements, particularly in relation to timing and extent of notification. This could continue if Council decides to pursue the usual amendment process for any given proposed planning scheme amendment.
40. If an Advisory Committee is appointed, some of that control could be shifted from Council to the Committee. The draft ToR attached aims to allow Council to retain determination of the extent and timing of public notification.

## Policy analysis

### Alignment to Council Plan

41. Introducing permanent planning provisions is consistent with the broad strategies and initiatives in Liveable Yarra in Yarra's current Council Plan, including the following:

*Strategy:*

*4.2 Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing*

*Initiative:*

*4.2.9 Develop planning controls for Heidelberg Road, Alphington*

### Climate emergency and sustainability implications

42. The suggested alternate process is intended to bring into effect permanent planning provisions in a timelier manner, which would provide an opportunity to address climate emergency objectives including:
- (a) opportunity for greater levels of sustainability through the redevelopment of land in keeping with Council's ESD policy and guidelines; and
  - (b) facilitate sustainable communities that are walking distances to sustainable transport options, employment and services.

### Community and social implications

43. The suggested alternate process continues to afford the community the ability to make a submission on proposed planning provisions and be heard by an independent body (in this instance the Advisory committee) consistent with the usual planning process.
44. The suggested alternate process is intended to bring into effect permanent planning provisions in a timelier manner, which would provide more certainty sooner in relation to future development in areas under development pressure.

### Economic development implications

45. The suggested alternate process is intended to bring into effect permanent planning provisions in a more time efficient manner, which may provide further stimulus to the activity centres. No other economic implications are apparent.

### Human rights and gender equity implications

46. The suggested alternate process would enable Council to provide the community the ability to make a submission on proposed planning provisions and be heard by an independent body (in this instance the Advisory committee) as per the usual planning process.

## Operational analysis

### Financial and resource impacts

47. The suggested alternate process would afford Council the opportunity to reduce its costs as the process is streamlined (noting that often the Panel hearings are very long and hence very costly).
48. The alternate process places greater demand on Council in terms of resources and timing in the short term (1-2 years) as officers, experts and legal Counsel manage multiple amendments.
49. The savings would occur in that hopefully more outcomes can be produced in a given amount of time; and hence more planning scheme provisions approved into the Yarra Planning Scheme in order to seek to best manage the significant development pressure that Yarra is continuing to experience and likely to for a number of years.

### Legal Implications

50. The approach outlined in this report would still meet the requirements of the *Planning and Environment Act 1987*.
51. The Minister is able to appoint an Advisory Committee under Part 7, section 151 of the Act.
52. Advisory Committees are appointed with a Terms of Reference (ultimately approved by the Minister) that guides the appropriate conduct of the committee.

### Conclusion

53. Yarra has been successfully introducing *interim* and *permanent* built form provisions (Design and Development Overlays – DDOs) into the Yarra Planning Scheme for Activity Centres. Amendments now need to be progressed to translate the *interim* provisions into permanent ones, and generate new additional planning scheme provisions to enable an improved means of best managing the development pressures.
54. In correspondence dated 29 September 2020, the Minister for Planning has expressed a willingness to consider appointing an Advisory Committee to help speed up the council's planning scheme amendments including the provision of a more streamlined hearing process for submissions (see letter in Attachment 1).
55. Council officers have worked with DELWP officers on a draft Terms of Reference should Council wish to accept the invitation by the Minister to request the appointment of an Advisory Committee.

Note: The attached draft Terms of Reference is a version that is different to an initial DELWP version.

56. The suggested draft Terms of Reference for an alternate approach, works towards safeguarding Council's control and influence over the process and content, whilst affording the opportunity to achieve time and cost savings.
57. It is recommended that Council supports this alternate approach to pursuing formal planning scheme amendments in order to be able to better manage ongoing development pressure in a much more timely and efficient manner.
58. That is, improved planning provisions, via Design and Development Overlays included into the Yarra Planning Scheme, is very important in order to seek to steer development outcomes to better reflect the Council desires.
59. The invitation by the Minister and DELWP needs serious consideration by Council as there are implications to Council of not considering this approach, including the expiration of some existing interim DDO provisions.

## RECOMMENDATION

1. That Council:
  - (a) notes the officer report regarding the possible alternate approach available to Council in seeking further planning scheme provisions in a more timely approach;
  - (b) notes the letter from the Minister for Planning and the draft Terms of Reference for an Advisory Committee by included in **Attachments 1 and 2**;
  - (c) notes the officer commentary regarding the opportunities and risks outlined in the report in respect to this possible alternative approach in pursuing planning scheme amendments to the Yarra Planning Scheme;
  - (d) notes that the intent of an alternative approach to pursuing planning scheme amendments is to:
    - (i) seek to have a much more timely and efficient approach to the inclusion of important planning scheme amendments into the Yarra Planning Scheme in order to best manage the significant development pressure that the Yarra municipality is experiencing, and likely to continue to experience for some time, and
    - (ii) seek to have the current interim Design and Development Overlays in the Yarra Planning Scheme processed to permanent planning scheme provisions, with or without necessary adjustments that Council seek following Council resolutions as part of that process;
  - (e) notes the various provisions in the draft Terms of Reference recommended by Yarra City Council senior planners in order to provide a process that continues to provide a significant degree of influence for Council in the planning scheme amendment process via an Advisory Committee approach; and
  - (f) notes that the alternate approach subject to this report would be a process available to the Council in addition to the normal planning scheme process involving Panel hearings, and in this regard, it would be up to the Council which process would be sought having regard to the circumstances.
2. That having regard to the officer report and the attachments, Council determine to request the Minister for Planning to set up and appoint an Advisory Committee to assist the Council formalise necessary planning scheme amendments to best manage the development pressure currently occurring, and likely to continue into the foreseeable future.
3. That Council authorises the CEO to:
  - (a) request the Minister to appoint a Standing Advisory Committee under Part 7, section 151 of the Planning and Environment Act 1987 with a Terms of Reference as included in **Attachment 2**, and
  - (b) delegates to the CEO the authority to finalise the Terms of Reference and make any administrative or other changes that are consistent with the intent set out in this report.

## Attachments

**1** [1](#) Attachment 1 Letter from the Minister

**2** [2](#) D21 6089 Attachment 2 DRAFT Terms of Reference - 25 January 2021



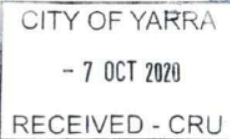
Attachment 1 - Attachment 1 Letter from the Minister



Hon Richard Wynne MP

Minister for Planning  
Minister for Housing

8 Nicholson Street  
East Melbourne, Victoria 3002



Ref: MBR043554



Cr Misha Coleman  
Mayor  
Yarra City Council  
PO Box 168  
RICHMOND VIC 3121

Dear Mayor

**YARRA PLANNING SCHEME AMENDMENT C284 – EXTENSION OF INTERIM BUILT FORM CONTROLS FOR BRIDGE ROAD, VICTORIA STREET AND COLLINGWOOD SOUTH MIXED-USE PRECINCT**

I am writing to advise the council that I have decided to exercise the power under section 20(4) of the *Planning and Environment Act 1987* to exempt myself from notice requirements, and to prepare, adopt and approve Amendment C284yara to the Yarra Planning Scheme.

The effect of the amendment is to extend the expiry dates of the interim built form controls that apply to the Bridge Road (DDO21) and Victoria Street (DDO22) Activity Centres and to Collingwood South (Mixed Use) Precinct (DDO23) until 30 June 2021.

I am concerned about the length of time that it has taken for the council to progress an amendment to introduce permanent built form controls for these areas. I appreciate that the City of Yarra is experiencing significant development pressure and is carrying out a number of other planning scheme amendments to enable it to manage this change. However, it is important that the community and landowners can make submissions and have their views heard on the planning controls being introduced for these areas.

I am keen to see Yarra City Council consider a simpler, more timely approach to developing and introducing built form controls for its activity centres and mixed use areas. I would be willing to consider appointing an advisory committee to help speed up the council's activity centre and urban design work, advise on suitable interim controls, carry out consultation and provide a more streamlined hearing process for submissions.

I encourage council officers to liaise with the Department of Environment, Land, Water and Planning (DELWP) to determine whether the council wishes to support this approach.

Given the length of time that interim controls will have been in place for these areas, I am unlikely to readily approve any further request to extend these controls without permanent controls being prepared or the council seeking an advisory committee process.

The amendment will come into effect when notice of its approval is published in the *Victoria Government Gazette*.



**Attachment 1 - Attachment 1 Letter from the Minister**

If you have any questions, please contact Dr Jane Homewood, Executive Director, Statutory Planning Services, DELWP, on (03) 8683 0975 or email [jane.homewood@delwp.vic.gov.au](mailto:jane.homewood@delwp.vic.gov.au).

Yours sincerely



**HON RICHARD WYNNE MP**  
**Minister for Planning**

29 / 09 / 2020

MBR043554

Page 2



## (Draft) Terms of Reference

### Yarra Activity Centres Advisory Committee

Advisory committee appointed under Part 7, section 151 of the *Planning and Environment Act 1987* to report on Yarra planning scheme provisions for activity centres or built form and related matters that are referred to the advisory committee by the Minister following a specific request by Yarra City Council.

#### Name

The advisory committee is to be known as the 'Yarra Activity Centres Advisory Committee'.

1. The advisory committee is to have members with the following skills:
  - a. Strategic and statutory planning
  - b. Built form, heritage and urban design
  - c. Economic development and urban geography
  - d. Traffic and transport planning.
2. The advisory committee will include a Chair, a Deputy Chair and not less than two other appropriately qualified members.
3. The advisory committee may engage specialist advice as required.

#### Purpose

The purpose of the advisory committee is to advise the Minister for Planning and Yarra City Council on the suitability of all relevant matters associated with proposed Yarra planning scheme provisions for activity centres or built form and related matters that are referred to the advisory committee upon a specific request by Yarra City Council.

#### Background

4. The City of Yarra is experiencing on going significant development pressure, primarily directed to activity centres, and other areas of urban change, such as the municipality's employment precincts.
5. The City of Yarra has a well-established network of activity centres, each with its own role and identity including:
  - a. Major activity centres of Bridge Road, Brunswick Street, Smith Street, Swan Street and Victoria Street which are identified in *Plan Melbourne 2017-2050* and provide a wide range of goods and services, some serving larger sub-regional catchments.
  - b. Neighbourhood activity centres of Carlton North, Gertrude Street, Heidelberg Road Alphington, Johnston Street, Nicholson Street, North Fitzroy, North Fitzroy/Clifton Hill, Queens Parade, Rathdowne Street and St Georges Road which provide access to local goods, services and employment opportunities to serve the needs of the surrounding community.
  - c. Local activity centres which provide a more limited range of goods, services and employment opportunities and largely serve the adjoining local community.
6. Activity centres in the municipal area are experiencing development pressure with the addition of mid-rise commercial development and apartments. They will continue to accommodate most of the city's growth because of their proximity to transport infrastructure, shops and services making them the most suitable locations for development.
7. The City of Yarra has capacity for employment growth and the council is committed to supporting this growth in its employment areas in preference to residential development in these areas. There is an identified need to manage pressure for residential conversion of employment land to protect

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Environment,  
Land, Water  
and Planning

opportunities for economic growth. These areas include the municipality's health and education precincts, Cremorne and the Gipps Street precinct in Collingwood.

8. A key challenge in planning for this development pressure is the need to accommodate new development in a built form that is sensitive to the context of the area which includes heritage significance, character and scale of the surrounding area. This needs to be balanced with opportunities to allow for new built form character in major regeneration areas. Protecting heritage buildings and streetscapes while still allowing appropriate development is a key driver in the municipal area.
9. Yarra City Council has already set much of its high-level strategic direction for its city through the Yarra Housing Strategy and the Yarra Spatial, Economic and Employment Strategy, both of which were adopted in 2018. The council is currently seeking to implement these strategies by amending its Planning Policy Framework via Amendment C269 which was exhibited between September to December 2020.
10. While the council has carried out a significant amount of strategic work in recent years and has successfully introduced built form and heritage controls to activity centres including Johnston Street and Queens Parade, there is a need to provide an appropriate planning framework for other activity centres and provide certainty to the community and proponents about appropriate height, built form and decision criteria to manage new development..
11. The objective of the Yarra Activity Centres Advisory Committee is to provide consistent advice in a transparent, simpler, more timely and cost-efficient process on any proposed new planning provisions referred to it by the Minister upon a specific request from Yarra City Council.
12. It is important that this process complements the council's commitment to community engagement and addresses the requirements of section 4(2)(h) of the Act which outlines the critical standard for any planning approval process, which is to meet the objective of establishing a clear procedure for amending planning schemes, with appropriate public participation in decision making.
13. Where community engagement, formal or informal public notice or consultation under section 20(5) of the Act has occurred before or as part of the advisory committee process, planning scheme amendments for matters considered by the advisory committee may be proposed to be approved under the provisions of section 20(4) of the Act.

## Method

14. The advisory committee must comprise a quorum of at least two members, one of whom must be the Chair or the Deputy Chair, for any forums, hearings, meetings or workshops conducted by the advisory committee.
15. The advisory committee can undertake its proceedings in stages, including considering and reporting on any proposed planning scheme amendments referred to it either separately or together.
16. The advisory committee may apply to the Minister for Planning to vary these Terms of Reference in any way it sees fit.
17. The advisory committee may conduct any briefing, forum, hearing, meeting or workshop by electronic means.
18. The advisory committee will be provided with a background information, material and reports by the Department of Environment, Land, Water and Planning (DELWP) and Yarra City Council, including:
  - a. Strategic work undertaken by the council for the activity centres subject to existing or proposed interim planning controls;
  - b. Recent panel reports and VCAT decisions in the City of Yarra and other places relevant to planning scheme provisions for the activity centres the Yarra City Council requests to be referred to the advisory committee; and
  - c. Other relevant strategic work undertaken by either council or DELWP.
19. The advisory committee may invite DELWP, the council and any other party to identify or address any preliminary matters through forums, meetings, workshops or written comments.

**Stage 1 – Referral, notice and submissions**

20. At the request of Yarra City Council, the Minister for Planning may refer one or more proposed planning scheme amendments to the advisory committee.
21. The advisory committee may not proceed with the consideration of a proposed planning scheme amendment which has been referred to it unless it is satisfied that Yarra City Council has undertaken an appropriate level of consultation and public notification of the proposed planning provisions.
22. All submissions received in response to consultation and notification by Yarra City Council are to be provided to the office of Planning Panels Victoria (PPV) in accordance with the 'Guide to Privacy at PPV'. Electronic copies of submissions will be provided to DELWP and Yarra City Council at the same time as the submissions are referred to the advisory committee.

**Stage 2 – Hearings and consideration of planning scheme amendments**

23. Following referral by the Minister of a planning scheme amendment and any submissions, or public notice of a planning scheme amendment and receipt of submissions, the advisory committee may undertake any of the following:
  - a. a directions hearing
  - b. a public hearing and provide an opportunity for submitters to be heard
  - c. forums, meetings or workshops with one or more submitters or any other party
  - d. a review of submissions based 'on the papers'.
24. The advisory committee must conduct a hearing and provide an opportunity for submitters to be heard if requested by any submitter, including Yarra City Council.
25. The advisory committee must not commence to conduct a hearing until Yarra City Council has provided the advisory committee with a response to submissions received in response to any consultation and notification carried out by Yarra City Council.
26. The advisory committee must afford natural justice to all participants in the hearing.
27. The advisory committee may limit the time of parties appearing before it and may prohibit or regulate cross-examination.
28. The advisory committee must not consider submissions or evidence on a matter that a planning authority is prevented from considering under section 22(3) of the Act.

**Stage 3 – Advisory committee report and recommendations**

29. For each proposed planning scheme amendment referred to it, the advisory committee must produce a written report for the Minister for Planning and Yarra City Council. The report must include:
  - a. consideration of the matters outlined in these Terms of Reference
  - b. an assessment of the proposed planning scheme amendment and any recommended changes to the proposed provisions
  - c. an assessment of submissions to the advisory committee and any other relevant matters raised in the course of the advisory committee process
  - d. a recommendation to Yarra City Council on whether the planning scheme amendment is strategically justified and should be submitted to the Minister for approval under section 20(4) of the Act
  - e. a recommendation on whether the planning scheme amendment or any part of it should be subject to the requirements of sections 17, 18 and 19 and the regulations of the Act and processed as a 'standard' amendment
  - f. a record of the date, location, attendees and purpose of any forum, meeting or workshop it held.
  - g. a list of persons who made submissions to the advisory committee.

30. The advisory committee may address more than one proposed amendment and combine its assessment of the proposed amendments in a report.
31. The advisory committee may inform itself in any way it sees fit, but must consider all relevant matters including but not limited to:
  - a. the provisions of the Act, including Ministerial Directions, advisory and practice notes and *Plan Melbourne*
  - b. the provisions of the Yarra Planning Scheme, including any adopted plans, strategies or planning scheme amendments (including Yarra Amendment C269 and any panel report for the amendment)
  - c. all submissions and evidence received
  - d. all relevant material provided to the it by all participating parties
32. At any time, the advisory committee may deliver a briefing to the Minister, DELWP or Yarra City Council.
33. The advisory committee
  - a. may request Council to provide a final form of any proposed planning scheme amendment taking into account the council's position as informed by a consideration of submissions or any recommendations made by the advisory committee; and
  - b. must consider any final form of any proposed planning scheme amendment prepared by Council which takes into account the council's position as informed by a consideration of submissions

#### **Submissions and records of forums, meetings or workshops are public documents**

34. The advisory committee must retain a library of any written submissions or other supporting documentation provided to it, or used or tabled in any forum, meeting or workshop, until a decision has been made on its report or five years has passed from the time of its appointment.

#### **Timing**

35. The advisory committee is required to submit each report under Stage 3 no later than 60 business days from the final day of any public hearing,

#### **Fee**

36. The fee for the advisory committee will be set at the current rate for a Panel appointed under Part 8 of the Act.
37. The costs of the advisory committee and any associated public consultation notification will be met by Yarra City Council.

#### **Expiry**

38. The appointment of the advisory committee will expire 2 years from being appointed under the provisions of the *Planning and Environment Act 1987*

**HON RICHARD WYNNE MP**  
Minister for Planning

Date:



The following information does not form part the Terms of Reference.

**Project Management**

- 1 Administrative and operational support to the Committee will be provided by  
Name, Position title, Yarra City Council, phone number and email  
Name, Position title, the Department of Environment, Land, Water and Planning, phone number and email
- 2 Day to day liaison for the advisory committee will be through X, Project Officer, of Planning Panels Victoria on (03) 8392 5137 or [planning\\_panels@delwp.vic.gov.au](mailto:planning_panels@delwp.vic.gov.au).

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## 8.2 ESD Roadmap Submission to DELWP

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### Executive Summary

#### Purpose

To provide a summary of the Government's recently released agenda supporting environmentally sustainable development (ESD) in Victoria's planning system, outlined in the *Environmentally sustainable development of buildings and subdivisions: A roadmap for Victoria's planning system* (the Roadmap).

To outline the contents of a proposed submission to the Department of Environment, Land, Water and Planning (DELWP) in response to the Roadmap.

#### Key Issues

The Victorian State Government has recently released a document titled *Environmentally sustainable development of buildings and subdivisions: A roadmap for Victoria's planning system* (the Roadmap).

The Roadmap sets out the State Government's work program for 2020-2021 to fulfil a commitment in Plan Melbourne to 'review the Victorian planning and building systems to support environmentally sustainable development outcomes for new buildings'.

The Roadmap paper describes a two-stage approach they are following to deliver these outcomes.

Given Council's significant contribution to the sustainable development of the built environment in Victoria and related expertise, Council officers have prepared a draft submission to DELWP in response to the Roadmap for Council consideration.

Officers strongly support the proposal to embed ESD more comprehensively in the Planning Policy Framework (PPF) and the insertion of ESD principles into the purpose of all planning schemes.

The development of specific planning objectives and standards that work to achieve ESD policy goals is welcomed.

Whilst the proposed approach and content outlined in the ESD Roadmap is generally supported, some areas of concern have been identified which require further information and development in collaboration with DELWP.

Officers are mindful of ensuring Yarra's ESD strategic priorities are reflected as well as the ability to 'raise the bar' with future local provisions.

Council officers have prepared a draft submission (at Attachment 1) to DELWP which responds to the ESD Roadmap and outlines a proposed Council position regarding the proposed changes to Victoria's planning system.

Officers view the release of the Roadmap as an opportunity to work in collaboration with the State Government, the *Council Alliance for a Sustainable Built Environment* (CASBE) and other interested Councils to further develop and embed ESD across Victoria.

#### Financial Implications

There are no financial implications in receiving this report.

## PROPOSAL

That Council resolve to:

- (a) note the officer report outlining the Roadmap, environmentally sustainable development in Yarra and officers' proposed submission; and
- (b) endorse the submission (Attachment 1) to be submitted to DELWP in response to the release of the ESD roadmap.

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## 8.2 ESD Roadmap Submission to DELWP

---

<b>Reference</b>	D21/15248
<b>Author</b>	Kate Johnson - Strategic Planner
<b>Authoriser</b>	Director Planning and Place Making

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### Purpose

1. To provide a summary of the Government's recently released agenda supporting environmentally sustainable development (ESD) in Victoria's planning system, outlined in the *Environmentally sustainable development of buildings and subdivisions: A roadmap for Victoria's planning system* (the Roadmap).
2. To outline the contents of a proposed submission to the Department of Environment, Land, Water and Planning (DELWP) in response to the Roadmap.

### Critical analysis

#### History and background

3. The Victorian State Government has recently released its ESD roadmap which sets out its proposed approach to updating the Victorian planning system to help ensure that new residential, commercial and industrial developments incorporate ESD features to support current and future needs.
4. The State Government's preparation and release of the ESD Roadmap is welcomed.
5. The integration of ESD into the planning system is key to maintaining and enhancing the sustainability and liveability of Victoria.
6. While the Victorian planning system addresses elements such as energy, there are substantial gaps in the planning system such as climate change, energy efficiency and renewable energy. (Noting that ESD in the Yarra Planning Scheme is bolstered through local ESD and stormwater planning policies)
7. The proposed ESD reforms are a response of *Plan Melbourne* which outlines the Government's strategy to guide Melbourne over the course of the next 35 years. Action 80 of the *Plan Melbourne* requires 'a review of planning and building systems to support environmentally sustainable development outcomes' which is the key driver for the proposed planning system ESD reforms.
8. The *Climate Change Act 2017* (the Act) is also driving timely environmental and sustainability responses across government, with significant implications for future development across Victoria. The Act establishes a long-term target of net zero greenhouse gas emissions by 2050 and requires development of five yearly sector pledges which describe the actions government will take to reduce Victoria's emissions.
9. The implementation of increased ESD development standards within Victoria's planning system will help support the achievements of these targets.
10. The ESD Roadmap sets out the State Government's work program for 2020-2021 to fulfil its commitment in *Plan Melbourne* and to assist with emissions reduction from the development industry in line with the established emission reduction targets.
11. The Roadmap describes a two-stage stage process to develop an integrated planning system approach to ESD.
12. Submission closed on 26 February 2021, however, officers sought and obtained an extension to enable Council to formally consider a draft submission. Officers have prepared a draft submission for Council's consideration at Attachment 1.

### Environmentally Sustainable Development

13. To better manage increasing pressures on natural resources, higher levels of population growth, and the effects of climate change, there is a need to improve how environmental sustainability is incorporated into how the built environment is designed and planned.
14. Improving the energy and water efficiency of new buildings supports affordable living, contributes to reduced greenhouse gas emissions and reduces stormwater pollution of rivers and bays. Quality of life is enhanced by building design features that make it easier to recycle, support more sustainable transport options and minimise the intrusion of air pollution and noise.
15. There is a strong economic case for increased ESD standards in development particularly in the face of the COVID-19 economic recovery. Specifically, the transition towards a zero carbon economy in planning will strengthen economic competitiveness across government.
16. The opportunity to create a stronger link between planning and the emission reduction targets set out in the *Climate Change Act 2017* will strengthen the commitment to ESD and its role within planning across the state.

### Environmentally Sustainable Development in Yarra

17. Yarra has a long history as a leading Council in ESD as one of the original six Councils who worked collaboratively to develop and implement the first local ESD policy into the Planning Scheme. The planning policy was gazetted on 19 November 2015 and has been subsequently approved in the Planning Schemes of another 19 Councils.
18. Council is an active participant in strategic alliances and partnerships that operate within the sustainability and built environment sectors. These include the *Council Alliance for Sustainable Built Environment* (CASBE), the *Yarra Energy Foundation* (YEF) and the *Northern Alliance for Greenhouse Action* (NAGA).
19. CASBE and its member councils are currently undertaking work to deliver enhanced ESD outcomes to work towards the implementation of zero carbon planning policy.
20. Council officers sit on *Built Environment Sustainability Scorecard* (BESS) Governance Board within CASBE which has developed the 'Front Runner' scoring program over the last two years. The program works to build an evidence base to increase ESD standards supported by the existing ESD local policy. The program analyses BESS data and use standards achieved by market leaders to upgrade the minimum standard accepted as 'best practice'.
21. Council is also currently undertaking work with the Cities of Melbourne and Moreland, CASBE and other interested Councils to draft zero carbon development standards into local planning schemes. Yarra is leading this project to undertake a zero carbon planning scheme amendment as per Council's resolution on 17 March 2020 (Item 11.3).

### Council update to Planning Policy Framework through Amendment C269

22. Council has recently exhibited Amendment C269 which proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21, and Local Planning Policies at Clause 22, of the Yarra Planning Scheme with a Municipal Planning Strategy and local policies within the Planning Policy Framework (PPF), consistent with the structure introduced by Amendment VC148.
23. The proposed new local policies have a strong focus on the environment. They aim to make Yarra's built and natural environments more resistant to the impacts of climate change and promote more sustainable development.
24. Amendment C269 also translates and updates the existing local ESD policy (currently in Clause 22.17). The policy aims to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The strategies encourage best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts. It includes strategies relating

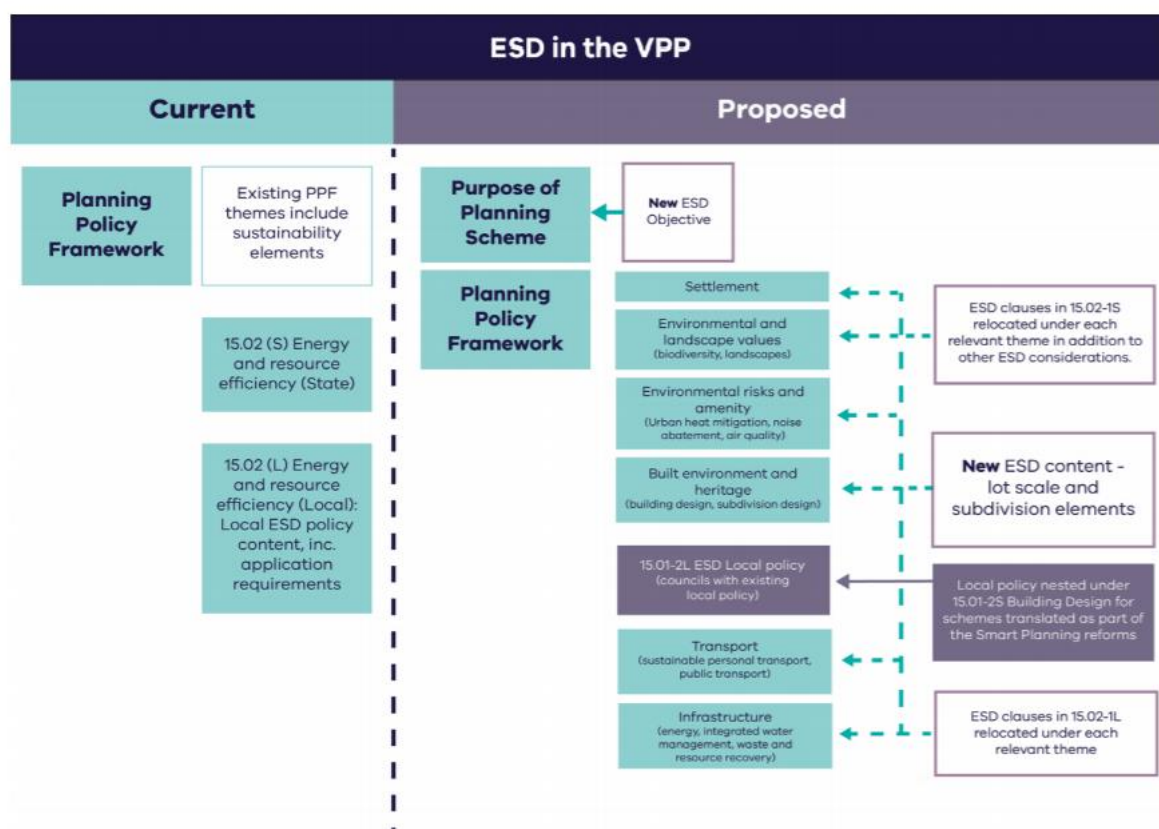
to energy performance, integrated water management, indoor environment quality, transport, waste management and urban ecology.

25. Changes proposed to the State Policy in the Roadmap strongly align with Council's proposed update to the PPF.
26. It is anticipated Council will consider submissions to Amendment C269 in May and whether to appoint a Panel. A Panel hearing is currently proposed for August 2021. Several of the submissions received for C269 raised ESD matters.

### The ESD Roadmap

27. The ESD Roadmap sets out the State Government's work program for 2020-2021 to fulfil its commitment in *Plan Melbourne* to 'review the Victorian planning and building systems to support environmentally sustainable development outcomes for new buildings'.
28. The Roadmap's two-stage stage process is described below.
29. Stage One involves updates to the Planning Policy Framework (PPF) to more comprehensively incorporate current State Government policy objectives relevant to ESD.
30. The PPF consists of State, regional and local policy.
31. The proposed changes would insert ESD into the purpose of all planning schemes across Victoria and embed ESD more comprehensively in the State section of the PPF.
32. Figure 1 identifies the sections of the PPF where changes are proposed. The Roadmap document includes proposed changes to the PPF text.

Figure 1: **Stage One** – Update the Planning Policy Framework

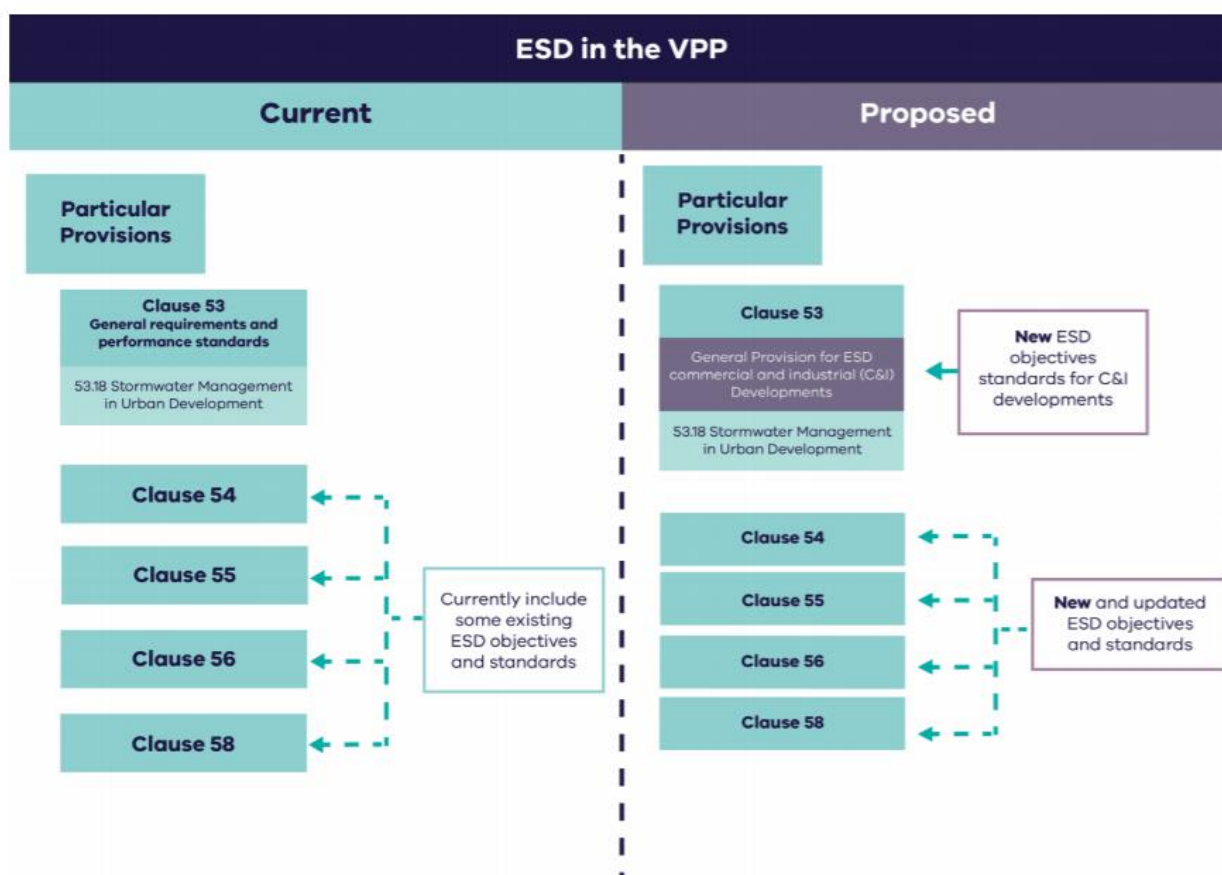


33. Stage Two of the Roadmap will focus on the development of new, specific planning objectives and standards that help achieve ESD policy goals to give effect to the strategies set out in planning policy.



34. Stage Two would include the development of expanded and new standards that would be incorporated into planning schemes to create performance standards that are consistently applied across the state.
35. DELWP are proposing that the new ESD provisions are included in Clause 50 *Particular Provisions* of the planning scheme. Figure 2 outlines the proposed changes to the *Particular Provisions* under Stage Two of the Roadmap.
36. *Particular Provisions* are the section of the planning scheme (common to all planning schemes) which address specific issues such as dwellings and apartments, residential aged care facilities, stormwater management and live music entertainment venues.
37. In particular, the Roadmap is proposing to develop ESD provisions apply to industrial and commercial development (addressing a current gap in the *Particular Provisions*). The Roadmap identifies seven key areas which will be addressed. These are addressed below in *Discussion*.
38. Broad public and stakeholder consultation on these detailed provisions will commence by mid-2021.

Figure 2: **Stage 2** – Update *Particular Provisions*



39. A review of Yarra's ESD and stormwater local planning policies (and those of other Councils) will be undertaken as part of Stage Two to minimise any duplication with state policy. Further work will be undertaken to explore how State provisions and local ESD policies can best operate to support policy implementation and the permit assessment process.

#### Discussion

40. Whilst officers are generally supportive of DELWP's approach to the implementation of ESD in Victoria's planning system, there are some key concerns which are discussed within the submission. An overview is provided below:

Maintaining ESD policies in the Yarra Planning Scheme

41. It is of upmost importance that the current ESD policies and standards in the Yarra Planning Scheme are not diluted. Officers consider the ESD local policy must be retained while the *Particular Provisions* and other planning mechanisms are explored. Officers would like to work with DELWP and its CASBE partners to review the contents of the ESD local policy in relation to any proposed new provisions.
42. This is particularly important given Yarra is working collaboratively with the Cities of Melbourne, Moreland and the *Council Alliance for a Sustainable Built Environment* (CASBE) on a proposed Zero Carbon planning scheme amendment for new development.
43. Developers generally operate in Yarra with the understanding of the ESD standard expected by the City of Yarra, supported largely by our local planning policies (Clause 22.16 and Clause 22.17) and accept these requirements into their development feasibilities. It is paramount that these requirements are not lessened in any new state policies or planning controls that are prepared.

Raising ESD standards and allowing for local content

44. It is strongly recommended that the State Government utilise this opportunity to raise the standards of ESD across the whole State of Victoria. However, it is acknowledged that different regions and Councils are at different stages of incorporating ESD into their local planning schemes.
45. Leading ESD Councils, such as the City of Yarra, are seeking the ability to localise their requirements in line with their Council's endorsed positions.
46. As noted by the Planning Panel considering Planning Scheme Amendment C133, which introduced Yarra's Environmentally Sustainable Development (ESD) Local Policy into the Planning Scheme:

*“... even if a State-wide policy is introduced, local policies, may still be appropriate where municipalities seek to ‘raise the bar higher’ either in specific locations, or where the community has higher sustainability expectations.” (pg. 50)*
47. It is strongly urged that State Government provide the ability to tailor controls to local circumstances through local schedules to the new *Victorian Particular Provisions*.
48. Officers have also provided detailed recommendations including general feedback and comments in relation to the key reform areas. The key reform areas included within the ESD Roadmap are as follows:
  - (a) Energy;
  - (b) Water;
  - (c) Waste and recycling;
  - (d) Transport;
  - (e) Landscaping and biodiversity;
  - (f) Urban heat, and
  - (g) Air and noise pollution.
49. Officers have analysed the key reform areas and identified gaps, inconsistencies and opportunities to incorporate greater ESD outcomes.
50. The reform areas have been assessed in relation to Council's work towards a zero carbon planning scheme amendment and work with CASBE and member Councils on the *Elevating Targets* ESD project.
51. This section of the submission provides detailed feedback and extensive comments in order to achieve the best possible ESD outcome for planning within Victoria.

### Options

52. There are two options in relation to this matter:

#### Option 1

53. Provide DELWP with Council's submission to the ESD Roadmap and work collaboratively with the Department, CASBE and other Councils to inform the development of updated ESD policy, objectives and standards across the State of Victoria.
54. **This is the recommended option.** The implementation of ESD into the Victorian planning system and all planning schemes is critical to reach Victoria's emission reduction targets set out in the *Climate Change Act 2017* and to create a more sustainable and resilient built environment for current and future generations. This is also in line with Council's recently adopted *Climate Emergency Plan*.

#### Option 2

55. Do not proceed with providing feedback to DELWP on the ESD Roadmap.
56. A 'do nothing' approach is not recommended.
57. A move towards increased ESD standards is consistent with Council's *Climate Emergency Plan*.
58. The *Climate Emergency Plan* identifies the acceleration of renewable energy, zero carbon buildings, circular economy/waste, active transport and integrated water management as strategic priorities into the future.

### Community and stakeholder engagement

59. No external consultation was undertaken in the preparation of this report.
60. The report and attached submission were prepared in collaboration with the Strategic Planning, Statutory Planning, ESD staff and Strategic Transport units of Council.

### Policy analysis

#### Alignment to Council Plan

61. This report supports the following strategies in the Council Plan:
- (a) Investigate strategies and initiatives to better manage the long term effects of climate change;
  - (b) Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality and maintain Council as a carbon neutral organisation;
  - (c) Reduce the amount of waste-to-landfill with a focus on improved recycling and organic waste disposal;
  - (d) Promote responsible water usage and practices; and
  - (e) Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness.

#### Climate emergency and sustainability implications

62. The report supports Strategic Priorities Two, Four and Five in the draft Climate Emergency Plan:
- (a) Accelerate renewable energy, zero carbon buildings and efficient operations;
  - (b) Transition to zero emissions transport, and
  - (c) Move towards zero waste and conscious consumption.
63. This report has assessed the pathway to implement ESD standards throughout the Victorian Planning System.

64. If actions are pursued this would significantly increase sustainability outcomes through the planning process and increase environmentally sustainable development throughout Yarra and the State.

#### Community and social implications

65. There is community sentiment to increase the environmental performance of new buildings.

#### Economic development implications

66. There are no particular economic implications.

#### Human rights and gender equality implications

67. There are no human rights and gender equality implications.

### Operational analysis

#### Financial and resource impacts

68. There are no financial implications in receiving this report – it has been only officer time in preparing the submission and maintaining communication and involvement with DELWP throughout the process.

#### Legal Implications

69. There are no anticipated legal implications.

### Conclusion

70. Council officers have thoroughly reviewed the State Government's ESD Roadmap in relation to Yarra's ESD work program and associated strategic priorities.
71. Officers note the importance of embedding ESD more comprehensively across the Victorian planning system and generally support the two-stage proposal outlined in the Roadmap.
72. A collaborative approach to the further development of ESD standards and requirements is welcomed.
73. Officers have prepared a submission (Attachment 1) to the Roadmap which provides a proposed response and continues to advocate for a high standard of ESD embedded within the planning system.

### RECOMMENDATION

1. That Council:
- (a) note the officer report outlining *Environmentally sustainable development of buildings and subdivisions: A roadmap for Victoria's planning system*, ESD in Yarra and officers proposed response to the Roadmap, and
  - (b) endorse the submission (at Attachment 1) to *Environmentally sustainable development of buildings and subdivisions: A roadmap for Victoria's planning system* to be submitted to DELWP in response to the release of the Roadmap.

### Attachments

- 1 [↗](#) City of Yarra Submission to DEWLP ESD Roadmap

## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

### City of Yarra

#### Submission to DEWLP ESD Roadmap

19th February 2021

Thank you for the opportunity to input into this critically important piece of State Government policy and planning control development.

The City of Yarra welcomes the State Government's preparation and release of the ESD Roadmap. The integration of ESD into the planning system is key to maintaining and enhancing the sustainability and liveability of Victoria. Council applauds the State Government's commitment to addressing the gaps in the planning system such as climate change, energy efficiency and renewable energy.

As a leading Council in ESD, the City of Yarra welcomes the opportunity to work with DELWP and its CASBE partners, industry and the wider community to develop appropriate standards in the planning scheme.

Council highlights the strong economic case for increased ESD standards in development particularly in the face of the COVID-19 economic recovery. Specifically, Council acknowledges recent economic investigations across the sector that demonstrate that transitioning towards a zero carbon economy will strengthen economic competitiveness, including within the built environment.

There is an opportunity to create a stronger link between planning and the emission reduction targets which will come from the *Climate Change Act 2017*. Victoria has committed to net zero emissions by 2050, there is an opportunity to commit to net zero carbon buildings by 2050, which would strengthen the commitment to ESD and its role within planning across the state.

#### Summary

##### **Enhancing ESD policies in the Yarra Planning Scheme**

Firstly, it is of upmost importance that the current ESD policies and standards in the Yarra Planning Scheme are not diluted. This is particularly important given Yarra is working collaboratively with the Cities of Melbourne, Moreland and the Council Alliance for a Sustainable Built Environment (CASBE) on a Zero Carbon planning scheme amendment for new development.

Developers generally operate in Yarra with the understanding of the ESD standard expected by the City of Yarra, supported largely by our local planning policies (Clause 22.16 and Clause 22.17) and accept these requirements into their development feasibilities. It is of upmost importance that these requirements are not lessened in any new state policies or planning controls that are prepared.

##### **Raising ESD standards and allowing for local content**

We strongly recommend the State Government to use this opportunity to,

- Raise the standards of ESD across the whole State of Victoria, and
- Enable leading councils, like Yarra to set a higher benchmark.

*NOTE: A Summary of Recommendations follows. Following the General Feedback and Detailed Feedback sections of this report, a draft PPF Clauses summary of all recommendations is included in a table to assist DEWLP provide feedback to the City of Yarra.*

## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

## Recommendations

Theme	Recommendation
<b>General</b>	
<b>Overall</b>	<p>We strongly recommend the State Government to use this opportunity to,</p> <ol style="list-style-type: none"> <li>1. Raise the standards of ESD across the whole State of Victoria, and</li> <li>2. Enable leading councils, like Yarra to set a higher benchmark.</li> </ol>
<b>Overall</b>	Yarra strongly supports the proposal to embed ESD more comprehensively in the Planning Policy Framework and inserting the consideration of ESD into the purpose of all planning schemes.
<b>Local Provisions</b>	City of Yarra strongly urges the State Government provide the ability to tailor controls to local circumstances through local schedules to the new Victorian Particular Provisions.
<b>Existing ESD Local Policy</b>	<p>Yarra considers the ESD Local Policy <u>must</u> be retained while the Particular Provisions and other planning mechanisms (e.g. schedules to zones or the Design and Development Overlay) are explored.</p> <p>Yarra would like to work with DELWP and its CASBE partners to review the contents of the ESD Local Policy in relation to any proposed new provisions.</p> <p>Yarra considers local policy should be part of the package to effectively implement ESD provisions. Local policies on ESD will remain important as they express the local objectives of Council and help provide direction where locally specific policy guidance on a particular matter is needed or where it not addressed by State Policy.</p>
<b>Input into development of Vic Particular Provisions</b>	<p>Yarra strongly supports the development of specific planning objectives and standards that help achieve ESD policy goals.</p> <p>Council welcomes the opportunity to work with DELWP and its CASBE partners and participate in consultation on the detailed provisions commencing from the middle of this year.</p>
<b>Clear and measurable Particular Provisions</b>	We encourage the development of particular provisions that are clear, measurable and simple to demonstrate. This will greatly assist both development applicants and Council's Statutory Planning team assess these submissions.
<b>General – Guidelines and materials</b>	Council recommends that guidance materials (such as Planning Practice Notes and Guidelines) must be available at the outset, for example when changes to the Particular Provisions (or other provisions of the VPPS) are gazetted to aid in interpretation by Council and to assist development applicants.
<b>Stage 2 Standards</b>	The City of Yarra strongly recommends the Elevating Targets CASBE objectives and standards are considered and adopted into the Victorian Particular Provisions during Stage 2 of the ESD Roadmap for: Energy & Carbon, Water, Integrated Water Management, Waste & Circular Economy, Transport, Urban Ecology and Climate Resilience.
<b>ESD Tools</b>	The City of Yarra recommends augmenting and supporting established tools including BESS, STORM and Green Star. Council does not consider there would be benefits to industry or government if the State Government was to develop another new ESD tool.

## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

<b>Planning and building</b>	Council agrees with commentary in the ESD Roadmap that the regulatory systems need to work together and complement each other to ensure effective ESD outcomes for Victoria's built environment.
<b>Zero Carbon and Energy</b>	
<b>Zero Carbon Target</b>	We recommend that the State Government recognise and include an overarching long-term zero carbon objective within the State-wide Planning Policy Framework.
<b>Zero Carbon within Particular Provisions</b>	Council recommends that the future Particular Provisions (or other proposed changes which embed ESD standards into the Scheme) must enable local government to fulfil their climate change commitments and obligations under the <i>City of Yarra Climate Emergency Plan</i> and the <i>Climate Change Act 2017</i> , by requiring zero carbon emissions from new development.
<b>Zero Carbon in Stage 2 Standards</b>	<p>During Stage 2 of the ESD Roadmap, we recommend that new ESD planning controls (Particular Provisions) include a measurable performance standards which achieve zero carbon developments but allow developers the ability to respond with a range of design responses that suit the context and typology of the development.</p> <p>If a State-wide zero carbon performance standard cannot be included in the VPPs for the whole State, we request that the State Government enable leading local governments, such as the Cities of Yarra, Moreland and Melbourne to pursue an identical and consistent local schedule to the Particular Provisions stipulating a zero carbon performance standard.</p>
<b>Energy</b>	We recommend that improved guidance on passive design for non-residential developments be included.
<b>Energy</b>	<p>We recommend energy efficiency section expanded to include all relevant aspects of energy efficiency considered at the planning stage, to complement the National Construction Code. Components of energy efficiency that are relevant for consideration at the planning stage, include,</p> <ul style="list-style-type: none"> <li>○ Façade design, window size and placement,</li> <li>○ Shading systems and/or façade articulation and solar gain and solar ingress,</li> <li>○ Building scale, bulk and massing,</li> <li>○ Space allocation for major services such as rainwater tanks, heating and cooling systems and mechanical plant areas,</li> <li>○ Renewable energy systems, such as rooftop solar arrays,</li> <li>○ The overall energy &amp; carbon performance standard of the building.</li> </ul>
<b>Energy</b>	We recommend that offsite renewable energy and carbon offsetting is recognised as a legitimate consideration for planning by the ESD Roadmap within the Energy category and contributing to carbon emission reduction targets.
<b>Integrated Water Management</b>	
<b>IWM (flooding)</b>	Council recommends that updates to flooding policy are required to ensure future modelling takes account of climate change across Victoria.
<b>Transport</b>	
<b>Transport (bicycle parking 52.34 review)</b>	<p>Recommend revised rates for the number of bicycle spaces to be a minimum of one secure bicycle space per dwelling and a minimum of one space per 10% of building users for non-residential development, and based on benchmarking research of what is adequate to meet future demand / align with local and State policies to support uptake of cycling.</p> <p>Recommend increases in the number and quality of end of trip facilities.</p>



## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

	<p>Recommend requirements for location of bicycle parking and end of trip facilities and access. For example, resident / employee bicycle parking should be located at the ground floor and within close proximity to the end of trip facilities.</p> <p>Recommend including principles for design and location of visitor bicycle parking that acknowledge that options may be needed for sites with constraints such as heritage or limited footpath space.</p> <p>Recommend provision of e-bike charging and appropriate 'on-ground' or 'no-lift' parking for larger/heavier bicycles such as e-bikes and cargo bikes.</p> <p>Recommend consideration of surrounding bicycle and pedestrian infrastructure connections with development sites and any alterations / upgrades required.</p> <p>Recommend consideration for different rates for an inner-city context versus outer city context should be explored to better reflect great demand for bike parking/facilities in the inner city.</p>
<b>Transport (bicycle infrastructure)</b>	Council recommends the Stage Government consider developer contributions for large developments at locations where upgrades of any immediate surrounding cycling / pedestrian facilities are required.
<b>Transport (car parking)</b>	Council recommends a review of Clause 52.06 (Car Parking). Whilst the changes to this Clause under VC148 have helped reduce the rates (Column B rates applies to much of the Yarra City Council area) a more holistic view should be taken again with inner city versus outer city car parking demand data.
<b>Transport (innovation)</b>	Council recommends supporting innovation in transport and recommends the State Government consider opportunities such as the adaptive use of commercial car parks after business hours for EV charging, and the rollout of 'vehicle to building' energy sharing systems and technology.
<b>Transport (EV requirements)</b>	The City of Yarra recommends the State Government consider requirements in larger developments for EV car share bays and public EV charging facilities during Stage 2 of the ESD Roadmap.
<b>Transport (Car parking rates)</b>	Council recommends that review of Clause 52.06 reconsider what is the adequate provision of off-street parking to reduce car use, ease traffic congestion and increase sustainable modes. The Stage Government should carefully reflect on the implications of oversupply of parking on strategic transport objectives.
<b>Transport (adaptive re-use of car parks)</b>	Council recommends that the review of Clause 52.05 consider car park design that can facilitate the future adaptation to alternate uses in the short and long term.
<b>Indoor Environment Quality</b>	
<b>Noise</b>	<p>Council recommends that DELWP should investigate standards which address other gaps in the scheme (and other legislation such as State Environment Protection Policy - SEPP N's) around noise. For example, Council's Guidelines also address:</p> <ul style="list-style-type: none"> <li>- Commercial and industrial plant and equipment.</li> <li>- Music.</li> <li>- Patrons – new outdoor patron areas and new residential development near existing outdoor patron areas.</li> <li>- Apartments – noise from apartment developments to existing dwellings and noise from apartment common areas to apartments within the development.</li> </ul>

## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

<b>Daylight, Ventilation and thermal comfort</b>	<p>Council strongly recommends that Indoor Environment Quality is greatly expanded within the ESD Roadmap including incorporation of access to natural daylight and natural ventilation (in buildings other than apartments).</p> <p>Council recommends measurable standards for daylight and ventilation of building design for all development typologies.</p>

## Attachment 1 - City of Yarra Submission to DEWLP ESD Roadmap

### General Feedback

#### Approach proposed in the ESD Roadmap

The ESD Roadmap proposes a two-stage process to develop an integrated planning system approach to ESD. This is supported.

Yarra considers a package of changes to the Victoria Planning Provisions (VPPs) and Planning Schemes are needed to effectively implement ESD provisions and create an integrated planning approach to ESD.

Council considers this package should include the use of:

- State Policy in the Planning Policy Framework (PPF)
- Local policy, including updated ESD specific local policies, in the PPF
- Particular provision(s) (or other key provisions in the VPPs such as zones)
- Local schedules to the Particular Provision(s) or zones or overlays to enable local tailoring, where required
- Assessment tools.

#### Stage one: Update the Planning Policy Framework (PPF)

Yarra strongly supports the proposal to embed ESD more comprehensively in the Planning Policy Framework and inserting the consideration of ESD into the purpose of all planning schemes.

As the ESD Roadmap acknowledges, current State Policy does not provide comprehensive policy on ESD and does not recognise some fundamental Government strategies and plans.

Council welcomes the inclusion of ESD elements under:

- *Clause 11 - Settlement – Additions to various policies*
- *Clause 12 - Environment and landscape values – Additions to Biodiversity*
- *Clause 13 - Environmental risks and amenity – New policy on Urban heat mitigation, additions to noise abatement and air quality management*
- *Clause 15 - Built environment and heritage – Addition of general policy on Environmentally Sustainable Development, enhancements to building design and subdivision design and the deletion and relocation of Clause 15.02 – Energy and resource efficiency. (NB - proposed location of Yarra's ESD Local Policy in Amendment C269 – see below)*
- *Clause 18 - Transport – Addition of references to low emission vehicles, end of trip facilities in commercial and multi-residential developments and minimising car dependency*
- *Clause 19 - Infrastructure – Addition of references to climate change, supporting reduction of greenhouse gas emissions targets and the transition to a low carbon economy, water efficiency and use of alternate sources, integrated waste and resource recovery.*

Detailed comments and responses to each of these clauses are included in the next section of this submission.

#### Council update to Planning Policy Framework through Amendment C269

Council has recently exhibited Amendment C269 which proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 of the Yarra Planning Scheme with a Municipal Planning Strategy and local policies within the Planning Policy Framework (PPF), consistent with the structure introduced by Amendment VC148.

The proposed new local policies have a strong focus on the environment. They aim to make Yarra's built and natural environments more resistant to the impacts of climate change and promote more sustainable development. The policies seek to:

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- Direct growth to activity centres and employment areas that are well serviced by public transport.
- Ensure new development mitigates and adapts to climate change and reduce flood risks.
- Manage interface issues between residential development and noise generating uses.
- Protect and enhance the environments of the Yarra River and Darebin and Merri Creek corridors.
- Increase the quality and quantity of the city's biodiversity.
- Enhance the urban forest and increase greening initiatives.
- Reduce flood risk from intense rainfall events and improve the health of waterways by minimising storm water flows and pollutants.
- Promote environmentally sustainable design of new buildings.
- Promote a transport hierarchy that prioritises walking, cycling and public transport over cars.

Amendment C269 also translates and updates the existing Environmentally Sustainable Development (ESD) policy (currently in Clause 22.17). The Environmentally Sustainable Development (ESD) policy aims to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The strategies encourage best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts. It includes strategies relating to energy performance, integrated water management, indoor environment quality, transport, waste management and urban ecology.

Changes proposed to the State Policy strongly align with Council's proposed update to the PPF. It is anticipated Council will consider submissions in May and whether to appoint a Panel, currently proposed for August 2021. Several of the submissions received for C269 raised ESD matters.

### **Stage 2 – Update Particular Provisions (in the Victoria Planning Provisions)**

Yarra strongly supports the development of specific planning objectives and standards that help achieve ESD policy goals.

As noted in the Roadmap, a combination of updated and new Particular Provisions are proposed to address elements of sustainability (these provisions being common to all planning schemes). Council welcomes the proposed use of Particular Provisions to address gaps in the current provisions, for example strengthening and extending ESD considerations for commercial and industrial developments.

Specific proposals outlined in the Roadmap include:

- Continuing to apply ESD objectives and standards throughout residential particular provisions under clauses 54, 55, 55.07, 56 and 58 (which already include many existing ESD considerations).
- Developing a new particular provision for commercial and industrial developments that provides ESD objectives and standards appropriate for these development types (building on existing clause 53.18 Stormwater management in urban development).
- Reviewing existing Particular Provisions that address a specific ESD theme, such as 52.34 Bicycle Facilities.

Council awaits the detail of these provisions before providing in depth comment. It welcomes the opportunity to work with DELWP and its CASBE partners and participate in consultation on the detailed provisions commencing from the middle of this year.

We encourage the development of particular provisions that are clear, measurable and simple to demonstrate will greatly assist both applicants and Council's Statutory Planning team assess these submissions.

Comments on key reforms areas are provided below.

Yarra considers the drafting of the future Particular Provisions (or other proposed changes which embed ESD standards into the Scheme) must enable local government to fulfil their climate change commitments and

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ensure we are on track to meeting our obligations under the *City of Yarra Climate Emergency Plan* and the *Climate Change Act 2017*.

Building on the success of previous work on the ESD local policy, the City of Yarra is collaborating with the CASBE network of Victorian councils to develop a new comprehensive set of objectives and standards across seven key category areas of ESD. A draft has previously been shared with DEWLP although on feedback has not been received to date.

This work is central to Yarra's work on a zero carbon development planning scheme amendment and a key output of CASBE's 'Elevating Targets' program which aims for a consistent and enhanced set of ESD objectives and standards across Victorian local governments.

The City of Yarra strongly recommends these objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Victorian Particular Provisions commences.

As part its strong ESD agenda, on 26 November 2019 Council resolved to *investigate the process required to amend the Yarra Planning Scheme to require: (a) that all future developments in the City of Yarra have the highest possible environmental rating; and (b) the use of 100% renewable energy in both the construction phase of developments and in completed developments.*

On the 17 March 2020, Council resolved to work with CASBE and other interested member Councils to establish a voluntary zero carbon development framework in the short term, and progress research into zero carbon standards and work towards a group planning scheme amendment to implement a new zero carbon local policy. Council looks forward to working with DELWP to progress this work during Stage 2 of the ESD Roadmap (see further discussion below in *Detailed Feedback - Energy*).

### **Ability to localise requirements in line with Council's endorsed position**

There is strong support for adoption of a State-wide approach to environmentally sustainable design to address climate change and other environment issues and to enable consistency across local government areas, providing certainty, efficiency and a level playing field for developers and investors.

However leading ESD Councils such as the City of Yarra are seeking the ability to localise their requirements in line with their Council's endorsed positions. As noted by the Planning Panel considering Planning Scheme Amendment C133, which introduced Yarra's Environmentally Sustainable Development (ESD) Local Policy into the Planning Scheme:

*"... even if a State wide policy is introduced, local policies, may still be appropriate where municipalities seek to 'raise the bar higher' either in specific locations, or where the community has higher sustainability expectations." (pg. 50)*

Council is aware of State Government and industry concerns about inconsistency between councils over building ESD expectations, however Council has a long history of partnering with (CASBE) and other interested member councils to progress higher ESD standards and improve consistency.

A key factor to the success of implementing Yarra's ESD local policy was the support of a collective approach with the initial six councils participating in the process together. Currently, 17 Victorian Councils have implemented the same consistent ESD local policy in their planning schemes.

Working together through the CASBE network, consistently using the BESS tool and the SDAPP Fact Sheets are all examples of local government developing a consistent, fair and reasonable approach to sustainable development assessment within the planning permit process.

Yarra understands the critical importance of maintaining industry engagement throughout any move towards localised standards such as zero carbon development. Council is currently engaging with the development industry to engage and facilitate zero carbon leadership and the development of standards.

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### Use of local schedules to the Particular Provisions

The ESD Roadmap is silent on whether local schedules to Particular Provisions will be developed as part of package of changes to the VPPs. The City of Yarra strongly urges the State Government provide the ability to tailor controls to local circumstances through local schedules.

Yarra notes that the City of Melbourne Future Committee on 20 September 2020 considering *Planning Scheme Amendment C376: Sustainable Building Design* resolved to,

*"...write to the Minister for Planning to request that he:*

- 9.2.1. introduce a state-wide planning provision to champion environmentally sustainable design, city greening and green infrastructure with a local schedule to enable mandatory requirements and allow tailoring by councils, attaching draft provision to assist.*
- 9.2.2. work with the City of Melbourne and Council Alliance for Sustainable Built Environments councils to finalise and implement the state-wide provision, enabling local governments to localise their requirements in line with their Council's endorsed positions..."*

The City of Melbourne developed a draft State-wide Particular Provision which addresses 'Environmentally Sustainable Design'. The draft provision includes objectives and standards and provides the ability for a local schedule to this clause. Council strongly supports the proposed option of a local schedule to the Particular Provisions (or zones should these be another tool that is explored).

### Role of local policy

The Roadmap proposes a *'further review of ESD local policy will be undertaken as part of the Stage Two reforms, in order to minimise any duplication with state policy and explore how state provisions and local ESD policies can best operate to support policy implementation and the permit assessment process'.*

Yarra considers the Local Policy must be retained while the Particular Provisions and other planning mechanisms (e.g. schedules to zones or the Design and Development Overlay) are explored. Yarra would like to work with DELWP and its CASBE partners to review the contents of the ESD Local Policy in relation to any proposed new provisions.

Yarra considers local policy should be part of the package to effectively implement ESD provisions. Local policies on ESD will remain important as they express the local objectives of Council and help provide direction where locally specific policy guidance on a particular matter is needed or where it not addressed by State Policy.

As noted by the C133 Planning Panel, which introduced the Environmentally Sustainable Development (ESD) Local Policy into the Yarra (and other planning schemes):

*"...If these policies duplicate the Statewide approach it would be appropriate for these local policies to be deleted, however if the local policies go further than the Statewide approach, the policies could [be] refined to delete areas of duplication and focus solely on those elements which seek to 'raise the bar' at the local level. (pg 51)*

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### **Further assessment, guidance and tools to support delivery of ESD**

#### **Additional guidance material**

The ESD Roadmap outlines that the changes will be supported by further guidance materials and tools.

Council considers that these materials (such as Planning Practice Notes and Guidelines) must be available at the outset, for example when changes to the Particular Provisions (or other provisions of the VPPS) are gazetted to aid in interpretation by Council and assist applicants.

#### **Use of tools**

Roadmap is silent on the role of ESD tools and how they might work with any proposed provisions. Council would like to further understand how DELWP is proposing to assess new ESD requirements.

Given Yarra's experience with ESD tools, including assistance developing BESS, we are keen to assist in the modification of existing tools, including BESS.

Given the significant resources involved in developing a new tool, the City of Yarra recommends augmenting and supporting established tools including BESS, STORM and Green Star. Council does not consider there would be benefits to industry or government if the State Government was to develop another new ESD tool.

This is something the City of Yarra would like to explore with DELWP as the proposed Stage 2 provisions are developed.

### **Concurrent building reform processes**

Yarra strongly supports the need to make reforms to improve sustainability standards in the building system. We agree these will be integral to ensuring that all new developments include energy efficiency standards and other features fundamental to the sustainable use of buildings.

We agree with commentary in the ESD Roadmap that the regulatory systems need to work together and complement each other to ensure effective ESD outcomes for Victoria's built environment.



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### Detailed Feedback

A few comments in relation to the key reform areas outlined between pages 18-27 of the Roadmap document are below:

#### Energy

Council strongly supports the State Government's proposal to improve building energy efficiency and support the transition to a zero carbon future. Council supports these proposals to help achieve the greenhouse gas emission abatement objectives set out in the *Climate Change Act 2017*, as we welcome the important reference to the *Climate Change Act 2017* within the ESD Roadmap.

This approach strongly aligns with the Strategic Priorities in Council's *Climate Emergency Plan*, specifically Strategic Priority 2 which seeks to 'Accelerate renewable energy, zero carbon buildings and efficient operations'.

In particular, through its *Climate Emergency Plan*, Yarra is seeking to:

- Accelerate residential solar installs and the reduction of carbon emissions via tailored programs (Action 2.1)
- Support Yarra community organisations to transition to 100% renewable electricity and upgrade their buildings (Action 2.4)
- Advocate to other levels of government to improve energy performance of buildings with an ultimate aim of achieving zero carbon buildings (Action 2.9)
- Advocate to the state government for a rapid transition to 100% renewable grid-supplied electricity and improved energy data (Action 2.10)

#### **Achieving zero net carbon emissions**

Attaining 'zero-net emissions' or 'zero carbon' across the Yarra community is a key driver of the *Climate Emergency Plan* which requires that the net carbon (or greenhouse gas) emissions from the entire municipality are equal to zero. The first priority is to reduce emissions, mainly from buildings and transport, as quickly as possible in the next ten years. This is the same shared goal of the Victorian *Climate Change Act 2017* which also seeks to achieve zero carbon emissions.

Action 2.8 of Yarra's *Climate Emergency Plan* seeks to 'Transition towards zero-carbon buildings and precincts through the planning process'. As part of this plan, Council is seeking to introduce zero carbon standards for new commercial and residential developments, working with other government partners to amend the planning scheme.

We recommend a stronger link should be made between Victoria's net zero carbon goal by 2050, and the emission reduction targets of the planning scheme for buildings and development.

It is appropriate that the planning system sets a clear and measurable performance standard for built development. We recommend that this standard is zero carbon, or net-zero emissions acknowledging our shared goals of greenhouse gas reduction and a commitment to zero net carbon.

Furthermore, for Stage 2 of the ESD Roadmap, we recommend that new ESD planning controls (Particular Provisions) include a measurable performance standards which achieve zero carbon developments but allow developers the ability to respond with a range of design responses that suit the context and typology of the development.

The City of Yarra already has several leading developments already committed to a zero carbon standard. This includes a range of development typologies, including townhouses, apartments, mixed-use and offices, that have developed different responses to suit their context. There are 17 developments who are currently finalising planning permit process with a firm zero carbon commitment, including applications at these addresses:

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Address	Development Typology
61-85 Dover St, Cremorne	Commercial office development
48-50 Gipps St, Collingwood	Commercial office development
85 Westgarth St, Fitzroy	Mixed use apartment, ground floor retail
34-40 Cubitt St, Cremorne	Commercial office development
7 and 9 Ford St Clifton Hill	Townhouses
2 - 8 Brighton Street Richmond	Mixed use apartment, ground floor retail
131-143 Smith Street, Fitzroy	Mixed use apartment, ground floor retail
150 Bridge Road, Richmond	Mixed use apartment, ground floor retail
1 Little Lesney St & 9 Wiltshire Street, Richmond	Serviced apartments, ground floor office & gym
14-18 Smith Street, Collingwood	Commercial office development
414-442 Swan Street, Richmond	Mixed use
116 Rokeby Street, Collingwood	Commercial office development

We would be happy to discuss the technical details of these responses with DEWLP to inform the ESD Roadmap. The City of Yarra intends to publish a case study of each of these leading developments to illustrate that zero carbon is achievable by the development industry and assessable as part of a Sustainability Management Plan and incorporated as part of a Statutory Planning application process. The first two case studies have been published here:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/environmentally-sustainable-design-in-planning/zero-carbon-developments>

Most importantly, if a State-wide zero carbon performance standard cannot be included in the VPPs for the whole State, we request that the State Government enable leading local governments, such as the Cities of Yarra, Moreland and Melbourne to pursue an identical and consistent local schedule to the Particular Provisions stipulating a zero carbon performance standard.

### Energy efficiency

The ESD Roadmap proposes improved guidance on passive design including building and subdivision orientation for residential developments. This is welcomed but is unclear why this is not proposed for industrial and commercial developments such as offices. We recommend that improved guidance on passive design for non-residential developments be included.

In October 2018, Amendment VC149 amended the Victoria Planning Provisions and all planning schemes to introduce planning requirements that require new developments to consider their impact on any existing solar energy facility mounted on the roof of an adjoining dwelling. VC149 inserted new requirements into the residential zones and also the Commercial 1 Zone to ensure the impact of new development on existing rooftop solar energy systems is assessed.

Updating of the development standards to address overshadowing is welcomed, particularly providing clearer guidance on what is defined as 'unreasonable' overshadowing of rooftop solar panels. The City of Yarra suggests the State Government expand these provisions to other zones, such as,

- The impacts of overshadowing of dwellings in the Commercial 1 Zones, and
- Consideration of overshadowing of solar installations on non-residential developments in the Commercial 2 or Industrial Zones.

The ESD Roadmap acknowledges the importance of siting, design and orientation in consideration of energy efficiency, but we recommend this is expanded to include all relevant aspects of energy efficiency considered at the planning stage, to complement the National Construction Code. Noting that,

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*“...The 2014 Advisory Committee and Panel Report on Environmentally Efficient Design Local Policies suggested that “Planning is best suited to dealing with the ‘big picture’ upfront issues, whereas building is best suited to managing the detailed impacts...”.*

In principle, we support the statement in the ESD Roadmap that,

*“...There is scope for planning policy and standards to better address and design at the planning stage to support energy efficiency goals at the building stage”.*

However, we would like to highlight that there are several components of energy efficiency, beyond orientation, that are relevant for consideration at the planning stage, including,

- Façade design, window size and placement,
- Shading systems and/or façade articulation and solar gain and solar ingress,
- Building scale bulk and massing,
- Space allocation for major services such as rainwater tanks, heating and cooling systems and mechanical plant areas,
- Renewable energy systems, such as rooftop solar arrays,
- The overall energy performance standard of the building.

### **Offsite renewable energy**

The ESD Roadmap is silent on the issue of offsite renewable energy. The purchasing of offsite renewable energy is a key component of zero carbon development.

While Council recognises that there are several components of a zero carbon building, such as offsite renewable energy purchasing, cannot be covered by the National Construction Code (NCC) of Australia, we consider these can be included in the overall intended carbon performance of a building at the planning permit stage. Use of off-site renewable energy purchasing is typical of industry leaders with the City of Yarra who are currently developing zero carbon developments.

Offsite renewable energy purchasing allows development to operate at a zero carbon standard, consistent with international standards, and is critical in inner-metro areas where apartments and higher density development dominate. In areas of higher density, the electricity demand is too high to generate via solar arrays on the available roof space. Based on analysis of current development applications, residential or non-residential buildings over six storeys in height will only be able to generate 5-10% of their electricity demands onsite.

Mechanisms for including offsite renewable energy and a measurable zero carbon performance standard within planning permit applications and permits have already being trialled and developed by the City of Yarra. This approach has had supportive responses from industry development proponents and legal investigations into the matter.

The consideration during the planning permit of energy efficiency, onsite generation and offsite renewable energy together offers the “*new approaches to energy management, such as prompting consideration of distributed energy technologies*” acknowledged in the ESD Roadmap.

We recommend that offsite renewable energy and carbon offsetting is recognised as a legitimate consideration for planning by the ESD Roadmap within the Energy category and contributing to carbon emission reduction targets.

### **Renewable and distributed energy systems**

Council strongly supports any standards which support the generation and deployment of renewable and distributed energy systems for residential, commercial and industrial development. However, it is unclear what this might look like in the planning scheme. We request further information on how this is going to be incorporated into the new planning scheme provisions during Stage 2 of the ESD Roadmap.

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We welcome and support the acknowledgement in the ESD Roadmap of the economic benefits of energy efficiency and zero carbon buildings can have in lowering running costs, improving business competitiveness for commercial entities and delivering affordable living outcomes for residents.

As noted earlier in this submission, the City of Yarra has collaborated with the CASBE network of Victorian councils developing a new comprehensive set of objectives and standards across seven key category areas of ESD, including Energy. The City of Yarra strongly recommends the Energy objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the provisions commences.

### Feedback on draft energy clauses

The following clauses have been listed with suggested additional text that has been underlined and unnecessary or ambiguous text has been marked with a ~~strike through~~.

- 15.01-25      “Improve the energy performance of buildings through siting and design measures that support:
- ~~Cost effective~~ compliance with energy performance standards in the National Construction Code.
  - Passive design responses that minimise the need for heating and cooling.
  - Adoption of renewable energy and storage technologies.
  - Contribution towards a zero carbon performance standard.”
- 15.01-35      “Creating an urban structure and providing utilities and services that:
- Responds to climate change hazards and contributes to ~~reduction of greenhouse gas emissions~~ to a zero carbon performance standard.
  - Support resource conservation.
  - Support energy efficiency through urban layout and lot orientation.
  - Support the uptake of renewable energy technology, including microgrids and batteries.
  - Incorporate integrated water management.
  - Support waste minimisation and increased resource recovery.
  - Minimise exposure of sensitive uses to air and noise pollution.”
- 19.01-15      *Energy supply*  
Objective  
To facilitate appropriate development of energy supply infrastructure.
- Strategies  
Support the development of energy infrastructure in appropriate locations where it provides benefits to industry and the community and takes advantage of existing infrastructure.
- Support achievement of greenhouse gas emission reduction targets under the Climate Change Act 2017 and the transition to a zero carbon ~~low carbon~~ economy by adopting renewable energy and low emission technologies.

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### **Water**

Council notes that planning measures to support sustainable water management were introduced in 2018. Additional measures will focus on ongoing implementation to support these changes.

Council adopted the *Yarra Integrated Water Management Plan* on 15 September 2020. The Plan's vision is for 'A water wise city in a healthy urban environment'. Its objectives are:

- Efficient and fit for purpose use of all water sources
- A resilient and effective drainage network that flows into healthy and valued waterways
- An informed and responsible community benefitting from / enjoying a vibrant sustainable landscape.

Water is one of the seven key categories included in CASBE's 'Elevating Targets' program. As with objectives and standards from other key areas, the City of Yarra strongly recommends these objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Particular Provisions commences.

### **Water Sensitive Urban Design and stormwater reforms**

Council in principle supports proposed enhancements to 'planning system guidance to support implementation of the 2018 stormwater reforms (e.g. advice on treatment options to meet planning standards)'. However, it is unclear what is specifically envisaged at this stage. We look forward to working with DEWLP during Stage 2 of the ESD Roadmap on these details.

It is also unclear how these proposed provisions might work with Council's existing *Water Sensitive Urban Design* (WSUD) Policy (Clause 22.16). Council wishes to retain this policy until such time as the detailed provisions are released and the contents can be reviewed.

The City of Yarra is also one of four Councils which currently has *Water Sensitive Urban Design* (WSUD) Policy in the scheme. The policy at Clause 22.16 was introduced via Amendment C117 in 2014. It is proposed to be translated to Clause 19.03-3L through Council's Local Policy Rewrite via Amendment C269.

Council's *Water Sensitive Urban Design Policy* seeks to reduce pollutants in storm water to improve the health of waterways. It also promotes the collection and reuse of water on site. Amongst other things the policy:

- Seeks to achieve the best practice water quality performance objectives set out in the *Urban Stormwater Best Practice Environmental Management Guidelines*, CSIRO 1999.
- Use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways
- Application must be accompanied by a Water Sensitive Urban Design Response.

Council's current *Water Sensitive Urban Design* Local Policy applies to commercial and industrial development. Council's *Integrated Water Management Plan* at Action 6.4, includes investigating stricter measures to increase the volume of water captured treated and reused by large commercial and multi-unit development. Yarra would be keen to pursue this option with the State Government.

The ESD Roadmap proposes to review how to support VicSmart processes to improve assessment of stormwater management for commercial and industrial development. More detail is required for Council to understand what this might look like.

### **Flooding**

Flooding is not specifically addressed in the ESD Roadmap as an area for review. Council acknowledges existing Clause 19.03-3S includes strategies to minimise flood risks, however it is not clear whether flooding provisions take into account change rainfall patterns and other aspects of climate change .

Strategic Priority 3. of the *Yarra Climate Emergency Plan* which is to 'Create a climate adapted city'. Action 3.3 is to 'Work through state and local planning mechanisms to facilitate a more climate resilient city, including: Use updated flood modelling that includes future climate scenarios to inform future flood overlays.' Likewise Action 7 of the *Yarra Integrated Water Management Plan* seeks to undertake updated flooding modelling.

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Council recommends that updates to flooding policy are required to ensure future modelling takes account of climate change across Victoria.

### **Water efficiency/ potable water substitution**

The ESD Roadmap proposes to review measures to support water efficiency/use of alternative water sources for residential, commercial and industrial development. These measures are strongly supported by Council and reflect both its aspirations in its *Climate Emergency Plan* and *Integrated Water Management Plan*. We are unclear what is being suggested in terms actual standards and look forward to discussing the relevant Victoria Particular Provisions in Stage 2 of the ESD Roadmap.

Council welcomes the addition to Clause 19.03-3S *Support development that is water efficient and encourages use of alternative water sources*, and the encouragement the wider use of grey and black re-use technologies.

### **Waste and recycling**

Council strongly supports the Government's recycling and waste minimisation goals. Strategy Priority 5. of the *Yarra Climate Emergency Plan* is to 'Move towards zero waste and conscious consumption'. Action 5.2 seeks to Roll out Yarra's Waste Revolution across the municipality: a new four-bin glass, food and organic waste kerbside collection service, along with recycling education.

Council also supports planning standards for new buildings will be updated to make it easier and more convenient for building occupants to divert materials for reuse or recycling.

Council supports the update of standards for apartments and developments of two or more dwellings on lot by including key elements from Sustainability Victoria's Better Practice Guide for Waste Management and Recycling in Multi-unit Developments. We note that it needs to be updated to include separate glass collection.

These guidelines complement Council's proposed updates to policy at Clause 19.03-5L Waste, which seeks to ensure:

- *Provision for waste and recycling is included in all new development (including separation, storage and collection facilities and facilities for composting)*
- *Size and design of facilities match expected waste to be generated*
- *Ease of use by occupants and ease of access for transport.*

Council supports, in principle, other proposals in the ESD Roadmap including:

- Encouraging the assessment of opportunities for subdivision infrastructure to facilitate small scale recycling and resource recovery technologies (e.g. reverse vending machines).
- Adopting minimum requirements to support effective management, separation and storage of waste and recycling for commercial and industrial development.
- Encouraging the assessment of opportunities for subdivision infrastructure to facilitate small scale recycling and resource recovery technologies (e.g. bio-digestion unit in commercial precincts).

As with other proposals, we recognise detail has not been provided at this stage and look forward to discussing the relevant Victoria Particular Provisions in Stage 2 of the ESD Roadmap.

There is limited discussion around circular economy principles including greater use of recycled building materials in construction. Council notes the recent release of Victoria's Circular Economy Policy and 10 year action plan, *Recycling Victoria: a new economy (2020)*. We suggest that this policy and principles be better integrated with the ESD Roadmap and assist Victoria move towards a circular economy.

Waste and the Circular Economy is one of the seven key categories included in CASBE's 'Elevating Targets' program. As with objectives and standards from other key areas, the City of Yarra strongly recommends these

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objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Particular Provisions commences.

### **Transport**

Council strongly supports the facilitation of active and sustainable transport choices mooted in the ESD Roadmap. This aligns with Strategic Priority 4. of the *Yarra Climate Emergency Plan* is to '*Transition to zero emissions transport*'. Council's vision is that: *Sustainable transport is the most attractive, safe and convenient way to travel in and through Yarra.*

This also aligns well with Action 4.2 of the *Yarra Climate Emergency Plan 2020 -2024* is '*Raising the sustainable transport standards (i.e. Green Travel Plan requirements) for new residential and commercial developments, working with council and state government partners*'.

A key action of the Climate Emergency Plan is for Council to develop an *Integrated Transport Plan*. The ITP will set out Yarra's strategic objectives for transport and how future projects could be delivered. It is also anticipated Council will also develop a new *Parking Management Plan* in conjunction with the ITP, to ensure the strategic directions of both plans deliver on Climate Emergency Plan objectives and transport priorities for Yarra.

### **Low emission vehicles including electric vehicles (EV)**

Council supports policy which promotes the provision of infrastructure to support low emission vehicles, including electric vehicles. It also supports the investigation of design measures to support new multi-unit developments being EV ready for residential, commercial and industrial developments.

Action 4.4 of the *Yarra Climate Emergency Plan 2020 -2024* is to 'Support the rapid transition to zero emissions vehicles, including facilitation and advocacy to increase electric vehicle charging points across private and public spaces within the municipality by:

- *Working with potential sites and providers to support the roll out of public-use electric vehicle charge points*
- *Incorporating in the planning permit process, requirements for significant new developments to make appropriate provision for electric vehicle charging infrastructure.'*

There are several challenges that need to be addressed, such as electrical demand for charging during the day in buildings and what level of EV charging provision is considered appropriate for commercial buildings.

The City of Yarra has worked on a set of 'EV ready' best practice standards (pg. 50 – 56) of this Local Government Resource Pack and informed the CASBE Elevating Targets work. These can be accessed via this link: <https://electricvehiclecouncil.com.au/wp-content/uploads/2020/12/EVC-Local-Government-Resource-Pack.pdf>

Yarra welcomes the focus on EV infrastructure and recognises the need for EV design measures and standards as critical to supporting the uptake of electric vehicles in residential and commercial contexts.

Council also recommends supporting innovation in this context and recommends the State Government consider opportunities such as the adaptive use of commercial car parks after business hours for EV charging, and the rollout of 'vehicle to building' energy sharing systems and technology.

The City of Yarra recommends the State Government consider requirements in larger developments for EV car share bays and public EV charging facilities during Stage 2 of the ESD Roadmap.

### **Active transport and public transport**

Council supports clearer policy on bike parking and end of trip facilities for commercial and multi-residential development.

In particular, we enthusiastically support the review bicycle space allocation requirements and end of trip facility standards of clause 52.34. Council considers these requirements should be much higher to promote cycling. As part of a review and update of Clause 52.34 (Bicycle Facilities), we recommend,



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- Revised rates for the number of bicycle spaces to be a minimum of one secure bicycle space per dwelling and a minimum of one space per 10% of building users for non-residential development, and based on benchmarking research of what is adequate to meet future demand / align with local and State policies to support uptake of cycling.
- Increases in the number and quality of end of trip facilities.
- Requirements for location of bicycle parking and end of trip facilities and access. For example, resident / employee bicycle parking should be located at the ground floor and within close proximity to the end of trip facilities.
- Principles for design and location of visitor bicycle parking that acknowledge that options may be needed for sites with constraints such as heritage or limited footpath space.
- Provision of e-bike charging and appropriate 'on-ground' or 'no-lift' parking for larger/heavier bicycles such as e-bikes and cargo bikes.
- Consideration of surrounding bicycle and pedestrian infrastructure connections with development sites and any alterations / upgrades required.
- Consideration for different rates for an inner-city context versus outer city context should be explored to better reflect great demand for bike parking/facilities in the inner city.

The ESD Roadmap flags introducing the '*consideration of development interaction with strategic cycling corridors*'. This concept is supported by Council but to assist implementation clarity around the location of these corridors and what protection is needed within these corridors, particularly in regard to reduction or removal of vehicle crossovers is required.

Council welcomes the proposal within the ESD Roadmap to review planning policy, tools and guidance to support sustainable and active transport outcomes for land use development. This should include updated design guidelines on best practice employee, resident and visitor bicycle parking and end of trip facilities. This aligns with Council's Strategic priorities and we look forward to understanding the details of this proposal during Stage 2 of the ESD Roadmap.

Council also recommends the Stage Government consider developer contributions for large developments at locations where upgrades of any immediate surrounding cycling / pedestrian facilities are required.

### **Car Parking Rates**

Council notes a gap in the ESD Roadmap in support for reduced off street car parking rates.

Council recommends a review of Clause 52.06 (Car Parking). Whilst the changes to this Clause under VC148 have helped reduce the rates (Column B rates applies to much of the Yarra City Council area) a more holistic view should be taken again with inner city versus outer city car parking demand data.

A review of Clause 52.06 would complement the draft VPP change that seeks to reference minimising car dependency Clause 18.02-25 that promote public transport and active transport.

Council recommends that review of Clause 52.06 reconsider what is the adequate provision of off-street parking to reduce car use, ease traffic congestion and increase sustainable modes. The Stage Government should carefully reflect on the implications of oversupply of parking on strategic transport objectives.

Furthermore, we recommend that the review of Clause 52.05 consider car park design that can facilitate the future adaptation to alternate uses in the short and long term.

Transport is one of the seven key categories included in CASBE's 'Elevating Targets' program. As with objectives and standards from other key areas, the City of Yarra strongly recommends these objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Particular Provisions commences.

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### **Landscaping and biodiversity**

The City of Yarra welcomes the proposals for strengthening of landscaping and biodiversity within the ESD Roadmap. This aligns well with Council's *Yarra Nature Strategy – Protecting Yarra's Unique Biodiversity 2020-2024*, and the *Urban Forest Strategy*. The *Yarra Nature Strategy* seeks to:

- *Increase the diversity, connectivity and resilience of Yarra's natural environment*
- *Encourage people to further appreciate and actively enhance Yarra's natural landscape*
- *Embed nature at the core of Yarra's business practices*
- *Make innovation, communication and collaboration the cornerstones of Yarra's nature focussed programs*

In addition, the *Yarra Climate Emergency Plan* is seeking to increase canopy cover for the whole municipality by 25% by 2040, from a 17% baseline in 2014.

Council welcomes the proposed VPP changes that will help strengthen existing planning scheme policies relating to landscaping.

#### **Tree canopy**

Council supports broad policy changes which seek to enhance and protect the urban forest and support biodiversity. The Roadmap flags that a suite of planning measures to support retaining and increasing urban tree cover will be developed in response to cooling and greening. This is supported but further detail on how this might be achieved is needed to enable further comment.

New standards could ensure creation of new streets in large developments provide the opportunity for new tree planting, especially where significant canopy trees may be possible (Action 12 – Yarra Urban Forest Strategy).

#### **Biodiversity**

Council supports proposed policy changes which contribute to protecting and enhancing urban biodiversity values. Council strongly supports changes to the scheme which consider measures to support urban biodiversity for residential, commercial and industrial development.

Action 3.2 of the *Yarra Nature Strategy* seeks to encourage more natural spaces in the private realm via planning mechanisms. Its detailed proposals include requirements for landscaping plans for 2 or more lot subdivisions and developing pre-application information for planning permits that includes preferences around indigenous plants and habitat components. Action 3.3 also suggests promoting green roofs as a location for habitats.

Opportunities to incorporate requirements for increased native vegetation planting should be addressed and further investigated in Stage 2 of the ESD Roadmap.

The City of Yarra has collaborated with the CASBE network of Victorian councils developing a new comprehensive set of objectives and standards across seven key category areas of ESD, including Urban Ecology. This work is a key output of CASBE's 'Elevating Targets' program which aims for a consistent and enhanced set of ESD objectives and standards across Victorian local governments. The City of Yarra strongly recommends these objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Victorian Particular Provisions commences.

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### Urban heat

Yarra welcomes additional policy and standards that will better address urban heat amelioration, in addition to our local policies. The proposal for guidance and new planning standards to reduce urban heat exposure (in addition to tree canopy cover), including cool paving and surfaces, shade devices and water sensitive urban design for residential, commercial and industrial developments is supported.

This aligns well with Council's *Climate Emergency Plan*, *Integrated Water Management Plan*, *Nature Strategy* and *Urban Forest Strategy* all recognise the impacts of urban heat. Strategic Priority 3. Create a climate-adapted city in the *Climate Emergency Plan* identifies as the climate changes, infrastructure and assets (both natural and built forms), will be placed under increasing pressure due to rising urban heat, storm and flood risks and water insecurity. While these impacts pose significant challenges, they also present an opportunity to create a more climate resilient city that improves liveability through green spaces, parks, planting and WSUD.

Actions in Council's *Climate Emergency Plan*, *Integrated Water Management Plan*, *Nature Strategy* and *Urban Forest Strategy* include planning and designing streetscapes and open spaces to address increasing climate vulnerability. However, the *Climate Emergency Plan* also acknowledges the need to 'Identify climate resilience opportunities when undertaking planning for activity centres, precincts and other strategic land use planning processes.'

The City of Yarra has collaborated with the CASBE network of Victorian councils developing a new comprehensive set of objectives and standards across seven key category areas of ESD, including Climate Resilience. This work is a key output of CASBE's 'Elevating Targets' program which aims for a consistent and enhanced set of ESD objectives and standards across Victorian local governments. The City of Yarra strongly recommends these objectives and standards are considered during Stage 2 of the State ESD Roadmap when drafting of the Victorian Particular Provisions commences.

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### Air and Noise Pollution

The ESD Roadmap highlights that noise exposure response standards have already been developed for apartments (Clauses 55.07-6/58.04-3), but there are currently no mechanisms for new sensitive uses exposed to noise from transport infrastructure. The implementation of noise siting and design standards for sensitive commercial and institutional development and the addition of policy around air pollution is welcomed.

Given there is a gap in the current planning provisions, Council supports changes to the PPF which seek to minimise exposure to noise and air pollutants for new residences and other sensitive uses located on transport corridors through siting and design guidance. Council also supports proposals to extend apartment noise design standards to other residential developments and other noise sensitive land uses.

As part of its rewrite of local policies in the Yarra Planning Scheme (Amendment C269), Council has updated existing policy to manage interface issues between residential development and noise generating uses (Clause 13.07 Interfaces and amenity).

Council has developed comprehensive *Guidelines - managing noise impacts in urban development*, proposed to be included as an incorporated document to guide decisions when considering noise impacts from urban development and activity. These guidelines deal with noise (and in some cases vibration) impacts from road traffic and from rail and tram.

Council recommends that DELWP should investigate standards which address other gaps in the scheme (and other legislation such as State Environment Protection Policy - SEPP N's) around noise. For example, Council's Guidelines also address:

- Commercial and industrial plant and equipment.
- Music.
- Patrons – new outdoor patron areas and new residential development near existing outdoor patron areas.
- Apartments – noise from apartment developments to existing dwellings and noise from apartment common areas to apartments within the development.

### Indoor Environment Quality

Council has identified significant gap in the lack of consideration of indoor environment quality in the ESD Roadmap, and this is of critical importance to healthy and sustainable built environment.

Council strongly recommends that Indoor Environment Quality is greatly expanded within the ESD Roadmap including incorporation of access to natural daylight and natural ventilation (in buildings other than apartments). Council recommends measurable standards for these important aspects of building design for all building typologies.

As energy efficiency standards are raised by the National Construction Code the ratio of windows to total floor area tends to reduce, driven by the most cost effective way to keep a building thermally stable and reduce heating and cooling loads.

There is a real risk of a perverse outcome of increased thermal performance that is the reduction of access to daylight and natural ventilation (fewer windows reduces cost and increases thermal efficiency) Although this has been addressed to some extent by Victoria's Better Apartment Design guidelines and Clause 55 and 58, there are many other types of building that are suffering without guidance and standards in this area, including townhouses office and industrial workplaces.

The City of Yarra welcomes a discourse with DEWLP regarding including daylight and natural ventilation within the planning scheme rather than relying on the NCC. The NCC provisions for daylight and natural ventilation were demonstrated NOT to be adequate for apartment buildings during the Better Apartments Design process, and nor are these provisions adequate for other typologies.

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### **Additional Items**

#### **Strengthen and extend ESD considerations for commercial and industrial developments**

Council welcomes the development of ESD considerations for commercial and industrial developments.

As the ESD Roadmap notes, commercial sites account for nearly half of the greenhouse gas emissions from all buildings in Australia, and the commercial and industrial sector produce more than double the amount of waste of Victorian households. We welcome the ESD Roadmap including provisions for these forms of development. Council's current ESD Local Policy already applies to all residential and non-residential developments.

#### **Mechanisms outside the planning system**

While Council strongly supports the opportunity to better embed ESD in the formal planning system, Council suggests the ESD Roadmap should highlight the need for partnerships, collaboration, funding and other opportunities for support outside the planning system.

A collaborative approach across all regulators, industry and community is required to reach net zero emissions by 2050 and to embed ESD cross the state.

#### **PLEASE NOTE**

*A summary table of all recommendations contained in this submission is included overleaf.*

*Some comments are provided in the PPF changes summary table after this.*

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### City of Yarra Victorian ESD Roadmap Submission

#### Summary of all recommendations

Theme	Recommendation	DEWLP Response
<b>Overall</b>	<p>We strongly recommend the State Government to use this opportunity to,</p> <ol style="list-style-type: none"> <li>3. Raise the standards of ESD across the whole State of Victoria, and</li> <li>4. Enable leading councils, like Yarra to set a higher benchmark.</li> </ol>	
<b>Overall</b>	Yarra strongly supports the proposal to embed ESD more comprehensively in the Planning Policy Framework and inserting the consideration of ESD into the purpose of all planning schemes.	
<b>Local Provisions</b>	City of Yarra strongly urges the State Government provide the ability to tailor controls to local circumstances through local schedules to the new Victorian Particular Provisions.	
<b>Existing ESD Local Policy</b>	<p>Yarra considers the ESD Local Policy <u>must</u> be retained while the Particular Provisions and other planning mechanisms (e.g. schedules to zones or the Design and Development Overlay) are explored.</p> <p>Yarra would like to work with DELWP and its CASBE partners to review the contents of the ESD Local Policy in relation to any proposed new provisions.</p> <p>Yarra considers local policy should be part of the package to effectively implement ESD provisions. Local policies on ESD will remain important as they express the local objectives of Council and help provide direction where locally specific policy guidance on a particular matter is needed or where it not addressed by State Policy.</p>	
<b>Input into development of Vic Particular Provisions</b>	<p>Yarra strongly supports the development of specific planning objectives and standards that help achieve ESD policy goals.</p> <p>Council welcomes the opportunity to work with DELWP and its CASBE partners and participate in consultation on the detailed provisions commencing from the middle of this year.</p>	
<b>Clear and measurable Particular Provisions</b>	We encourage the development of particular provisions that are clear, measurable and simple to demonstrate. This will greatly assist both development applicants and Council's Statutory Planning team assess these submissions.	

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<b>General – Guidelines and materials</b>	Council recommends that guidance materials (such as Planning Practice Notes and Guidelines) must be available at the outset, for example when changes to the Particular Provisions (or other provisions of the VPPS) are gazetted to aid in interpretation by Council and to assist development applicants.	
<b>Stage 2 Standards</b>	The City of Yarra strongly recommends the Elevating Targets CASBE objectives and standards are considered and adopted into the Victorian Particular Provisions during Stage 2 of the ESD Roadmap for: Energy & Carbon, Water, Integrated Water Management, Waste & Circular Economy, Transport, Urban Ecology and Climate Resilience.	
<b>ESD Tools</b>	The City of Yarra recommends augmenting and supporting established tools including BESS, STORM and Green Star. Council does not consider there would be benefits to industry or government if the State Government was to develop another new ESD tool.	
<b>Planning and building</b>	Council agrees with commentary in the ESD Roadmap that the regulatory systems need to work together and complement each other to ensure effective ESD outcomes for Victoria's built environment.	
<b>Zero Carbon and Energy</b>		
<b>Zero Carbon Target</b>	We recommend that the State Government recognise and include an overarching long-term zero carbon objective within the State-wide Planning Policy Framework.	
<b>Zero Carbon within Particular Provisions</b>	Council recommends that the future Particular Provisions (or other proposed changes which embed ESD standards into the Scheme) must enable local government to fulfil their climate change commitments and obligations under the <i>City of Yarra Climate Emergency Plan</i> and the <i>Climate Change Act 2017</i> , by requiring zero carbon emissions from new development.	
<b>Zero Carbon in Stage 2 Standards</b>	<p>During Stage 2 of the ESD Roadmap, we recommend that new ESD planning controls (Particular Provisions) include a measurable performance standards which achieve zero carbon developments but allow developers the ability to respond with a range of design responses that suit the context and typology of the development.</p> <p>If a State-wide zero carbon performance standard cannot be included in the VPPs for the whole State, we request that the State Government enable leading local governments, such as the Cities of Yarra, Moreland and Melbourne to pursue <a href="#">an</a></p>	



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	<u>identical and consistent local schedule</u> to the Particular Provisions stipulating a zero carbon performance standard.	
<b>Energy</b>	We recommend that improved guidance on passive design for non-residential developments be included.	
<b>Energy</b>	<p>We recommend energy efficiency section expanded to include all relevant aspects of energy efficiency considered at the planning stage, to complement the National Construction Code. Components of energy efficiency that are relevant for consideration at the planning stage, include,</p> <ul style="list-style-type: none"> <li>○ Façade design, window size and placement,</li> <li>○ Shading systems and/or façade articulation and solar gain and solar ingress,</li> <li>○ Building scale, bulk and massing,</li> <li>○ Space allocation for major services such as rainwater tanks, heating and cooling systems and mechanical plant areas,</li> <li>○ Renewable energy systems, such as rooftop solar arrays,</li> <li>○ The overall energy performance standard of the building.</li> </ul>	
<b>Energy</b>	We recommend that offsite renewable energy and carbon offsetting is recognised as a legitimate consideration for planning by the ESD Roadmap within the Energy category and contributing to carbon emission reduction targets.	
<b>Integrated Water Management</b>		
<b>IWM (flooding)</b>	Council recommends that updates to flooding policy are required to ensure future modelling takes account of climate change across Victoria.	
<b>Transport</b>		
<b>Transport (bicycle parking 52.34 review)</b>	<p>Recommend revised rates for the number of bicycle spaces to be a minimum of one secure bicycle space per dwelling and a minimum of one space per 10% of building users for non-residential development, and based on benchmarking research of what is adequate to meet future demand / align with local and State policies to support uptake of cycling.</p> <p>Recommend increases in the number and quality of end of trip facilities.</p> <p>Recommend requirements for location of bicycle parking and end of trip facilities and access. For example, resident / employee bicycle parking should be located at the ground floor and within close proximity to the end of trip facilities.</p>	

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	<p>Recommend including principles for design and location of visitor bicycle parking that acknowledge that options may be needed for sites with constraints such as heritage or limited footpath space.</p> <p>Recommend provision of e-bike charging and appropriate 'on-ground' or 'no-lift' parking for larger/heavier bicycles such as e-bikes and cargo bikes.</p> <p>Recommend consideration of surrounding bicycle and pedestrian infrastructure connections with development sites and any alterations / upgrades required.</p> <p>Recommend consideration for different rates for an inner-city context versus outer city context should be explored to better reflect great demand for bike parking/facilities in the inner city.</p>	
<b>Transport (bicycle infrastructure)</b>	Council recommends the State Government consider developer contributions for large developments at locations where upgrades of any immediate surrounding cycling / pedestrian facilities are required.	
<b>Transport (car parking)</b>	Council recommends a review of Clause 52.06 (Car Parking). Whilst the changes to this Clause under VC148 have helped reduce the rates (Column B rates applies to much of the Yarra City Council area) a more holistic view should be taken again with inner city versus outer city car parking demand data.	
<b>Transport (innovation)</b>	Council recommends supporting innovation in transport and recommends the State Government consider opportunities such as the adaptive use of commercial car parks after business hours for EV charging, and the rollout of 'vehicle to building' energy sharing systems and technology.	
<b>Transport (EV requirements)</b>	The City of Yarra recommends the State Government consider requirements in larger developments for EV car share bays and public EV charging facilities during Stage 2 of the ESD Roadmap.	
<b>Transport (Car parking rates)</b>	Council recommends that review of Clause 52.06 reconsider what is the adequate provision of off-street parking to reduce car use, ease traffic congestion and increase sustainable modes. The State Government should carefully reflect on the implications of oversupply of parking on strategic transport objectives.	

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<b>Transport (adaptive re-use of carparks)</b>	Council recommends that the review of Clause 52.05 consider car park design that can facilitate the future adaptation to alternate uses in the short and long term.	
<b>Indoor Environment Quality</b>		
<b>Noise</b>	<p>Council recommends that DELWP should investigate standards which address other gaps in the scheme (and other legislation such as State Environment Protection Policy - SEPP N's) around noise. For example, Council's Guidelines also address:</p> <ul style="list-style-type: none"> <li>- Commercial and industrial plant and equipment.</li> <li>- Music.</li> <li>- Patrons – new outdoor patron areas and new residential development near existing outdoor patron areas.</li> <li>- Apartments – noise from apartment developments to existing dwellings and noise from apartment common areas to apartments within the development.</li> </ul>	
<b>Daylight, Ventilation and thermal comfort</b>	<p>Council strongly recommends that Indoor Environment Quality is greatly expanded within the ESD Roadmap including incorporation of access to natural daylight and natural ventilation (in buildings other than apartments).</p> <p>Council recommends measurable standards for daylight and ventilation of building design for all development typologies.</p>	

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## Summary of Commentary relating to draft PPF Clauses

Clause reference / name	Scope of Change	City of Yarra Comments
01 – Purposes of the P.S.	Introduce new purpose: <i>“To promote environmentally sustainable development”</i>	
11 – Settlement	Strengthened reference to: <ul style="list-style-type: none"> <li>• A high standard of environmental sustainability...</li> <li>• Energy efficiency and renewable energy adoption.</li> <li>• Waste minimisation, resource recovery and waste management.</li> <li>• Climate change adaptation and mitigation</li> </ul>	
11.01-1S - Settlement	Additional strategies: <ul style="list-style-type: none"> <li>• ... Adopting integrated water management as part of settlement development.</li> <li>• Plan for regional responses to climate change adaptation and mitigation</li> </ul> Additional Policy Document reference: <ul style="list-style-type: none"> <li>• Applicable emission reduction pledges and adaptation action plans (as specified under Part 5 of the <i>Climate Change Act 2017</i>)</li> </ul>	<i>Reference to Part 5 of the Climate Change Act 2017 is supported.</i>  <i>See further comments and recommendations above.</i>
11.02.2S – Structure Planning	Objective updated to reference ... orderly “and sustainable” development ... of urban areas.  Additional strategy included that seeks structure planning that responds to the impacts of climate change.	
12.01-1S – Protection of Biodiversity	Additional strategy included to support land use and development that contributes to protecting and enhancing urban biodiversity values.	
13.01-3S – Urban heat mitigation (NEW)	<u>New</u> clause that seeks to reduce urban heat exposure through land use, built form and design responses.  Strategies for green and cool urban areas include use of vegetation, integrated water management and appropriate materials. Support tree health and cool the urban environment through WSUD.	<i>Benefits of vegetation/trees are well known. ‘appropriate materials’ is very subjective and should be defined.</i>  <i>Some policy relocated from 15.02-1S.</i>
13.05-1S – Noise Abatement	Updates proposed to strengthen the need to minimise noise pollution and minimise adverse effects on residential developments and other sensitive land uses.	<i>Positive update that better protects residential amenity.</i>

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		<i>Measurable performance standards to achieve the Objective is missing.</i>
13.06-1S – Air Quality Management	Additional strategy seeks to strengthen the need to protect occupants of residential development and other sensitive uses near transport infrastructure through suitable siting, layout and design responses.	<i>Clause 53.10 provides performance standards</i>
15 – Built Environment and Heritage	Additional policy: Planning must support development that is environmentally sustainable and: ...	<i>Significant ESD emphasis added</i>
15.01-2S – Building Design	<p>Objective now refers to building design and siting outcomes that contribute positively to local context, enhance the public realm and <u>support environmentally sustainable development</u></p> <p>Additional strategies:</p> <ul style="list-style-type: none"> <li>• Encourage retention of existing vegetation and planting of new vegetation as part of new developments.</li> <li>• Ensure the layout and design of the development supports waste and resource recovery and the efficient use of water.</li> <li>• Improve the energy performance of buildings through siting and design measures that support: <ul style="list-style-type: none"> <li>• Cost effective compliance with energy performance standards in the National Construction Code.</li> <li>• Passive design responses that minimise the need for heating and cooling.</li> <li>• Adoption of renewable energy and storage technologies.</li> </ul> </li> </ul>	<p><i>Vegetation policy relocated from 15.02-1S.</i></p> <p><i>Energy performance policy refers to 'cost effective' compliance. Reference to 'cost effective' should be removed to make it firmer.</i></p> <p><i>See further comments and recommendations above in relation to specifying a zero carbon performance outcome.</i></p>
15.01-3S – Subdivision Design	Updated strategy to reinforce promotion ESD outcomes for subdivision.	<i>See further comments and recommendations above in relation to specifying a zero carbon performance outcome.</i>
15.02-1S	Energy and resource efficiency (Deleted)	<i>DELETED</i>
16.01-2S	Location of residential development	<i>Inconsequential updates</i>
18.01-1S – Land use and transport planning	<i>Victorian Cycling Strategy 2018-28</i> added as a policy document.	<i>Replaces Cycling into the Future 2013-23</i>

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18.02-1S – Sustainable personal transport	Objective/Strategies now refers to promotion and support of low emission forms of personal transport (including associated infrastructure)  Commercial and multi-residential development now require bicycle facilities, in addition to other uses.	<i>Positive inclusions. Some comments above about reduction of private car usage would be useful to better promote active transport.</i>
18.02-2S – Public Transport	Reference to minimising car dependency added	<i>A great addition that could be reinforced in other policies (eg. Cl 18.02-1S above)</i>
19 – Infrastructure	New reference to avoiding and minimising environmental impacts and incorporating resilience to natural hazards, including climate change risks	<i>This is obviously very high level and essentially a preamble of what is to come. It wont change assessment in its current form.</i>
19.01-1S – Energy Supply	Reference to gas emission reduction targets of <i>Climate Change Act 2017</i> added.  Additional strategy: <ul style="list-style-type: none"> <li>Support achievement of greenhouse gas emission reduction targets under the <i>Climate Change Act 2017</i> and the transition to a low-carbon economy by adopting renewable energy and low emission technologies.</li> </ul>	<i>It is commendable to add reference to Climate Change Act gas emission reduction targets for energy supply / infrastructure policies.  See further comments and recommendations above in relation to specifying a zero carbon performance outcome.</i>
19.01-2S – renewable energy	Reference to gas emission reduction targets of <i>Climate Change Act 2017</i> added.	<i>As above to better support the provision of renewable energy.  See further comments and recommendations above in relation to specifying a zero carbon performance outcome.</i>
19.03-3S – Integrated water management	Additional strategy states: <ul style="list-style-type: none"> <li>Support development that is water efficient and encourages use of alternative water sources.</li> </ul>	<i>Council's WSUD local policies provides greater strength to this policy in conjunction with 53.18</i>
19.02-5S – waste and resource recovery	Various updated strategies and one additional strategy that generally strengthen emphasis on resource recovery, recycling and reuse, including: <ul style="list-style-type: none"> <li>Encourage development that provides for:</li> </ul>	<i>The policy changes complement the 'waste management' local provisions of proposed Clause 15.02-1L</i>

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	<ul style="list-style-type: none"> <li>• Systems that support waste minimisation and increase resource recovery.</li> <li>• Use of recycled and reusable materials where appropriate.</li> </ul> <p>Additional policy documents:</p> <ul style="list-style-type: none"> <li>• <i>Waste Management and Recycling in Multi-Unit Developments</i> (Sustainability Victoria, 2019)</li> <li>• <i>Recycling Victoria A New Economy</i> (Department of Environment, Land, Water and Planning, 2020)</li> </ul>	
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## 8.3 Outdoor Dining Program

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<b>Reference</b>	D21/15171
<b>Author</b>	Simon Osborne - Senior Project Officer - Retail, Tourism and Marketing
<b>Authoriser</b>	Director Planning and Place Making

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### Purpose

1. This report responds to the Council resolution of 2 February seeking an evaluation of the *temporary* outdoor dining program over the summer period, which has been running since October 2020 in response to COVID-19, and scheduled to cease at the end of March 2021.
2. The report provides important backgrounding information and outlines various elements that need consideration on whether or not the existing *temporary* program should be extended from 31 March 2021 for a period of time, such as to the end of June 2021.
3. Council officers are considering longer term seasonal options for the future of outdoor dining. This includes working with other local governments including some external research; this will be subject of other briefings and reports to Council.

### Critical analysis

#### History and background

4. In response to COVID19, in early 2020, Council supported businesses (traders) by providing fee waivers and reimbursements, grants, as well as several training and support programs. These waivers related to both *Footpath Trading* fees, and also *Food and Health Registration* fees which are two different matters.  
*Note: It is important to note that this report does not relate to Food and Health Registrations, but only outdoor dining being Footpath Trading and also the temporary areas of parklets in the side of roadways.*
5. Council, in mid-2020 adopted a new *Economic Development Strategy* – this recognised the major impact COVID19 has, and continues to have, and the changed circumstances in both the local and broader economy. The strategy contains a number of actions to assist traders over a number of years.
6. One of the long-standing actions within both the *Economic Development Strategy* and the *Council Plan* is having successful activity areas within the municipality. This brings vitality to the streets and also visitation for traders.
7. Yarra is home to some 1,100 hospitality businesses; so any program put forward needs to seek to assist as many of businesses as possible across the municipality.
8. Yarra's temporary outdoor program was implemented in large part, due to State Government enforced restrictions that stipulated that indoor dining was to be significantly restricted as Victoria eased out of Stage 4 restrictions.
9. These restrictions made allowances for hospitality businesses to have a greater density of customers seated outside, so long as the space permitted complied with the health requirements set by the State Government.
10. The Yarra Outdoor Dining Program was created to run on a temporary basis from 1 October, 2020 and conclude on 31 March, 2021.
11. Since inception, the program has delivered additional outdoor trading space to almost 500 hospitality traders within Yarra.
12. This has come in the form of businesses either:



- (a) taking out footpath trading for the first time (150);
  - (b) extending existing footpath trading (200);
  - (c) expanding dining into the roadway forming *parklets* (130), or
  - (d) using portions of laneways or roads (8).
13. For those businesses who were approved *parklets*, many traders constructed ‘structures’ such as platforms and fencing. While most have been acceptable, some have needed modification to even be able to extend to the end of March mainly related to safety aspects and / or drainage concerns.
14. From an early point, Yarra identified that from a risk management perspective, there needed to be some manner of protection to the users of the *parklet* areas. This led to the leasing of concrete bollards for the roadside edges of the *parklets* – this has cost a great deal at Councils expense.
15. It is noted that emergency services have understood the imperative for assisting traders, but have expressed some concerns with the arrangement from a public safety perspective.
16. None of the *parklets* are on VicRoads roads – and exist only on Council managed roads. The Department of Transport has provided approval through to 31 March for *parklets* and road closures that abut state managed roads.
17. Although some funding has been provided by the State Government to support the program, the pandemic has caused very major impacts on Council finances; in part, due to significant support packages provided by Council as well as significant losses in revenue streams (see financial implications below).
18. It needs to be noted that the current program was rolled out in limited time in order to quickly assist local traders at a critical time for recovery of trade. A number of topics exist that require more consideration for any future activities. In this regard, outdoor dining as a possible future feature in Yarra requires further analysis and further Council considerations. This will be subject of other reports in coming months so that Council will be able to provide careful consideration to the many aspects that arise in this subject matter.

February 2021 Council resolution

19. At the Council meeting on 2 February 2021, Council resolved to receive a report on the outdoor dining program. The resolution states:
1. *That Council:*
- (a) *notes the success of many of the pop-up outdoor dining parklets in Yarra in our recovery from the pandemic;*
  - (b) *notes that the benefit has been felt not only in the economic recovery of our small, local businesses and sole traders, but has aided our social recovery and wellbeing by encouraging our communities to occupy public space in a way that brings life to our streets and encourages safe socialising in the time of COVID-19;*
  - (c) *notes that these benefits would be felt regardless of the public health situation;*
  - (d) *notes that there has been both positive and negative feedback from members of the community on various outdoor dining parklets;*
  - (e) *undertake a review of the program to date, involving traders, residential neighbours, community members and experts to explore the appetite for and feasibility of extending the temporary permits and/or making them permanent or recurring.*
- Consultation with the community to include such methods as:*
- (i) *letter drop to neighbours in the immediate vicinity of each parklet; and*
  - (ii) *an online survey where participants can give feedback on specific sites or the overall program; and*

- (f) *provide Councillors with a report on the review by March 2021 to enable a decision on the future of the program before the current expiry of the outdoor dining permits, including, but not limited to:*
  - (i) *an overview of the information collected above;*
  - (ii) *financial data or estimates about the forgone revenue from any parking spaces and permit waivers used in the program and costs associated with the program; and*
  - (iii) *financial data or estimates (where available) of revenue made by the participants in the outdoor dining program, from their outdoor tables/spaces.*

### Discussion

- 20. As said above, Yarra's outdoor dining program was implemented following the State Governments request to allow hospitality venues to increase their outdoor tradable space, as health advice from DHHS advised outdoor dining reduced the likelihood of COVID19 transmission.
- 21. A grant of \$500,000 was provided to Council from the State to help facilitate this program.
- 22. Further, grants of \$5,000 were made available by the State to all hospitality businesses to assist with the hiring or purchasing of furniture or materials for the outdoor dining areas.
- 23. A memo was provided to Councillors on 29 January, 2021 which outlined the many and various aspects of outdoor dining that need consideration.
- 24. It is noted that some other inner city Councils are also currently considering positions regarding any temporary extensions to their outdoor dining programs.

### Yarra's Approach to the temporary outdoor dining program

- 25. Yarra introduced a four-tiered program which temporarily allowed hospitality businesses to apply for the following:
  - (a) tier 1 - an extension to existing footpath trading, incorporating their neighbour's footpath space;
  - (b) tier 2 - where possible, extend trade into on street carparks, better known as *parklets*;
  - (c) tier 3 - full or partial road and lane closures; and
  - (d) tier 4 – allow trade within public spaces, such as parks, gardens and reserves.
- 26. All tier 2, 3 and 4 applications were approved via an internal *rapid response team* made up of members from economic development, engineering, traffic, parking, open space and compliance units.
- 27. Permits for all tiers have the expiry date of 31 March, 2021.
- 28. The strategic nature of where *parklets* were approved was primarily dictated by two things:
  - (a) is the business requesting a parklet on a non-arterial (local) road, and
  - (b) is the parking bay being requested appropriate for the parklet.
- 29. It is important to note that due to the limited time period of the program, the number of existing parklets within the vicinity of the requested site, the operating days / hours of the business, and the design / fit out of the space, were not assessed as part of this approval process.
- 30. Further, due to the desire to support businesses getting approval for parklets as quickly as possible, consultation with the community was not carried out by Council; however a notification letter was provided to each business who was issued a parklet permit and they were encouraged to inform their neighbours.
- 31. This approach for parklets was due to the following aspects:

- (a) time constraints, to roll out the program and assist businesses as quickly as possible;
  - (b) that the space being requested (carparks) is a Council asset, and
  - (c) factoring in the *temporary* nature of the program until the end March 2021.
32. The outdoor program was initially introduced in large part as a health response, but there is no doubt that these new spaces have not only been a significant contributor to the economic recovery within Yarra, but they have also brought a sense of vibrancy, hope, and a place for people to reconnect and rediscover.
33. There are, however, many aspects and stakeholders that need to be considered should the Council consider extending the current temporary period past 31 March 2021 (see below).

#### Particular considerations

##### **Impact on amenity**

34. A small percentage of feedback from the survey highlights that the program has resulted in a number of complaints that relate to negative impacts (perceived or otherwise) to the amenity in the nearby area.
35. Increased noise, overcrowding of footpaths, increased rubbish, relocation of rubbish bins, reduction of parking, and poor utilisation of the spaces are some of the common complaints.

##### **Infrastructure hire & safety**

36. Following advice from Council's internal risk team, infrastructure in the form of 500 kg concrete bollards were sourced, and deployed on the outer boundaries of all parklet and road closure spaces.
37. This safety element was provided to mitigate against any vehicle impact.
38. The cost of this infrastructure package included;
- (a) hireage of 700 concrete bollards for 27 weeks (the time limited period);
  - (b) purchase of Yarra branded covers to the concrete bollards, and
  - (c) specialist labour to deploy and remove them.
39. The cost to Council has been \$515,000; which has been recovered by the State grant to Council.

##### **Construction of parklets**

40. As parklets were only approved through to the end of March 2021, some traders provided structures that are quite limited in their structural sufficiency.
41. There has been a level of tolerance by officers in this matter in the circumstances, and only those structures that provided a high risk have been made to be altered. That is, moderate and lower risk ones have been tolerated having regard to the limited time period of the parklet program.
42. Additionally, with the Autumn season, any extension to the program post 31 March may result in an increase of issues (blocked drainage in the kerb due to leaf litter, localised flooding, increased slip/trip hazards, structural integrity); and would require regular monitoring.
43. Should an extension to the program be granted, regular checks on all outdoor dining spaces would need to continue to occur, and a request for alterations, or ultimately the removal of (the parklet), may need to be made by officers to ensure public safety and impacts to amenity are at a minimum.

##### **Stakeholder approval**

44. Victoria Police (VicPol), the Melbourne Metropolitan Fire Brigade (MFB), Melbourne Water and Yarra Trams have expressed some concerns relating to some elements of the on-street dining.

45. VicPol have also noted that there has been an increase in the number of physical incidences surrounding areas where some parklets have been installed. Overcrowding and increased congestion within a confined space are two possible reasons provided.
46. It is also noted that the Department of Transport has only issued approval of parklets and road closures coming off main arterial roads until 31 March 2021.
47. Council officers are in close contact with these key stakeholders, and should Council wish to extend the program for a limited time period, officers will work through any ongoing issues and concerns related to the Yarra program.

#### Council support to businesses to date

48. Significantly, since inception, the program has delivered additional outdoor trading space to 488 hospitality traders within Yarra, which equates to almost one in two of the 1,100 hospitality businesses within Yarra.
49. Council has *waived* any application fees related to the outdoor dining program. This includes fee waivers attributed to;
  - (a) 150 businesses taking out footpath trading for the first time;
  - (b) 200 businesses extending existing footpath trading;
  - (c) 130 businesses creating parklets, and;
  - (d) 8 businesses using portions of laneways or roads,
50. Council has also refunded (six months) and waived (six months) footpath trading fees for all aspects of furniture on Council footpaths from 1 April 2020 through to 31 March 2021, totalling **\$714,170**.

#### Notes:

- (a) These fees relate to the number of tables and chairs on the footpath, signs, display of goods, planter boxes and the like;
- (b) These fees are 12-month fees with renewals ordinarily sent out in September, for payment by 1 October (as the billing period is 1 October to 30 September);
- (c) This year, however, due to the first two quarters being waived, the third and fourth quarter renewal is intended to be sent out in March, with payment due 1 April;
- (d) The normal anticipated fees for this period is shown below:

Footpath Trading	April 1 – September 30 (Q3 & Q4 renewal)
All Footpath Trading Fees	\$422,950 (for Q3 and Q4)

- (e) If a further three-month (one quarter) waiver to footpath trading was applied, that is, March, April and May), the cost to Council would be \$211,475; and

Footpath Trading	1 April – 30 June (Q3 waiver)
All Footpath Trading Fees	\$211,475

- (f) If this waiver was applied, Council would issue an invoice in June 2021 for the fourth quarter of footpath trading (1 July – 30 September 2021), and then the full renewal amount in September for the 2021/22 renewal year.
51. It is important to note that as *parklets* are brand new to Yarra, **there is currently no specific fee and therefore there has been no associated waiver** related to the carpark space as there is for the footpath.
52. A fee for parklets is possible and could be determined by Council. This could be based on the cost worked out by the estimated uncollected revenue (paid tickets and enforcement) within these spaces that is foregone, or a different method.

53. In this regard, it is noted that the 130 parklets created as part of the Outdoor Dining Program have removed **233** carpark bays.
- (a) 61 of these bays were on high volume, paid parking metered streets (i.e. Brunswick, Gertrude);
  - (b) 13 of these bays were on medium volume, paid parking metered streets (i.e. Peel, Wellington), and
  - (c) 159 of these bays were on low volume, non-metered streets (i.e. Rathdowne, Highett)
54. The **estimated** forgone revenue from these parklets, from 1 October 2020 – 31 March 2021 is \$272,000.
55. It is also important to note that since 1 April 2020, other forms of assistance by Council to Yarra's small businesses have included:

Form of assistance	Dollars
waiving of <i>health</i> registration fees;	\$ 52,664
waiving of <i>food</i> registration fees;	\$ 527,694
competitive grants to small business;	\$ 410,000
first round of precinct recovery grants	\$ 160,000
second round of precinct recovery grants;	\$ 160,000
A #RediscoverYarra marketing campaign	\$ 20,000
Mentoring and online training	

#### Council expenses and revenues

56. For the period 1 October 2020 to 31 March, 2021 the estimated total cost of the outdoor dining program is as follows:

All-inclusive hire of concrete bollards, covers and labour	\$ 515,000
Provision of waived footpath trading fees (all aspects for 6 months)	\$ 422,950
Loss of parking revenue related to <i>parklets</i> only (loss from paid parking meters and fines)	\$ 272,000
Traffic management, inspection fees, materials / reflective tape	\$ 20,000
Reinstatement works required (Burnley Circus Site – as the storage area of the concrete blocks)	\$ 15,000
<b>Total</b>	<b>\$ 1,244,950</b>

57. Council did receive a grant of \$ 500,000 from the State Government to offset the programs cost, however, it is evident that the program has cost significantly more, and this cost has been carried by Council.
58. It should also be noted that while the program has incurred the above costs, the program has not been run through Councils own Quadruple Bottom Line (QBL) tool, which aims to provide an effective means of integrating triple bottom line (social, environmental & economic) and future climate considerations into Council decision making.
59. The QBL tool would be utilised for any future long-term decisions or policies related to the outdoor dining program, in particular for parklets and street/lane closures.

Costs associated to extending the temporary program

60. Council has provided a great deal of assistance to the local traders over the past 12 months seeking to help them recover from the COVID lockdown periods; that is ongoing.
61. In this regard, some costings for a possible fee for parklets is provided below for Council consideration. That could be required for an extension period at this stage (say 3 months). NB with further analysis and Council determinations regarding possible future seasonal programs etc., that could be modified if 'medium' to 'longer' term parklet approaches were considered appropriate in the future.
62. The tables below outline elements that need to be considered regarding any extension of the program. NB. The figures below are based on a possible 3 month extension (from 1 April – 30 June 2021) if that is the Council determination.
63. As said, the parklets to date have had no fee for the use of the space; yet the parklet areas are on Council land just like footpath areas which do attract a fee under the Council longstanding policy.
64. If Council wanted to extend the program, but also determined that a charge for the use of parking spaces attributed to parklets and road closures is appropriate, a pricing model needs to be considered.
65. It is noted that if a 3 month extension period was considered, the following costs (approx.) would apply to Council.

<b>Approx. Costs</b>	<b>Cost to Council - 1 April – 30 June 2021.</b>
Hire of concrete bollards + labour	\$ 120,000 per quarter
Loss of parking revenue	\$ 136,000 per quarter
Waiving of <u>all</u> footpath trading fees	\$ 210,000 per quarter
<b>Total</b>	<b>\$ 466,000 for 3 months</b>

66. There are different methods of how to calculate any fee for a parklet area. One model would be to have particular regard to the revenue foregone for *high*, *medium* and *low* demand parking areas for a 12 month period; and apply the prorata fee of one quarter.
67. In this regard, a variable pricing model (pa), based on **per carpark bay**, of say \$5,000 for *high*, \$2,500 for *medium*, and \$500 for *low*, could be introduced (see below table).

*Note that the proposed fees are per carpark, not per parklet space and that the majority of Yarra parklets are 2 bays)*

<b>Revenue - variable fee for use of carparks 1 April – 30 June 2021</b>	<b>Amount generated if all current parklet operators opted in, and uses existing space</b>	
61 x <u>High</u> volume, metered streets	\$1,250 per bay for 3 mths	\$76,250
13 x <u>Medium</u> volume, metered streets	\$ 620 per bay for 3 mths	\$8,060
159 x <u>Low</u> volume, non-metered streets	\$ 125 per bay for 3 mths	\$19,875
<b>TOTAL</b>		<b>Maximum of \$104,185</b>

68. Notes:

- (a) In this scenario, if all parklets were extended but there was a fee attributed, Council would need to offer the traders the option of paying to continue, or to conclude 31 March;
- (b) If all parklet operators continued to keep their parklets under the example fee structure above, the **maximum** revenue generated would be \$104,185 for the 3 mth period,

which would offset a significant part of the estimated \$136,000 loss in parking revenue; and

- (c) Different fee structures for *parklets* could be determined for an interim period, such as a flat rate per car space, notwithstanding the level of shopping centre / road.

#### Options regarding the current temporary outdoor dining program

- 69. In the February resolution, Council sought advice as to whether or not the outdoor dining program could be extended, and in giving this advice, the officers have regard to the various elements and also the community views.
- 70. This report provides commentary regarding this matter as well as the community feedback (see below and attachments).
- 71. In this regard, Council could either:
  - (a) not extend the program - on the basis that it was for a limited period only to assist traders with public health directives and to support the COVID recovery period;  
or
  - (b) extend the period for a few months in order to provide some additional outdoor trading period whilst Council considers the various aspects further (including the research currently being undertaken) and further briefings from officers.

#### Options regarding any short term extension of the temporary outdoor dining program

- 72. As far as any temporary extension to the program, Council could:
  - (a) extend the program for say 2 months with it concluding at the end of Autumn (end May), on the basis that the weather would then most probably not be suitable for trade in the parklet areas;  
or
  - (b) extend the program for 3 months to give all concerned more time to assess the situation.
- 73. It is important that Council, as part of its considerations, have regard to the community responses to the surveys (see below the summary points and comments and also the Attachments).

*NB. If Council is predisposed to extend the current temporary program then it is recommended that it be for 3 months (until end June 2021). This would enable more time for Council to receive the research being undertaken and be able to consider that as part of its further deliberations.*

## **Community and stakeholder engagement**

### **Community Sentiment**

- 74. In response to the 2 February Council resolution regarding seeking community feedback on the program, two surveys were produced and have been widely promoted via all Council channels.
- 75. One survey asked for feedback from community members, while the other has sought feedback from business owners.
- 76. At the time of writing, there were 2727 survey responses in total.
- 77. An overview of the responses is outlined below.
- 78. Further, officers have provided a *summary* of the themes as stated in the survey responses (see Attachments 1 and 2). The full verbatim comments are also available in Attachments 3 and 4.



### Summary of survey responses

79. Most of the business owner surveys have been carried out in a 1-1 manner by Council officers, while the community survey was promoted via all available Council channels including:
- (a) Council's corporate website;
  - (b) digital newsletters (Yarra Life, Business, Arts & Culture);
  - (c) Yarra Life printed publication;
  - (d) all social media channels, and
  - (e) targeted letter drops to neighbouring properties surrounding parklets
80. The surveys remain open until 31 March 2021, however, a summary of initial results from the survey up until, and inclusive of 21 February are provided in this report.

### Community feedback

81. Of the **2,727 people** who have completed the survey to date:
- (a) 93% of respondents dined in a parklet;
  - (b) 49% of respondents said they visited this business especially for their parklet;
  - (c) 84% of respondents said they liked the vibe/atmosphere of the parklet;
  - (d) 84% also said they liked parklets as a better use of public space;
  - (e) 89% of people said they felt very safe or somewhat safe in the parklet;
  - (f) 94% found the parklet very accessible or somewhat accessible, and
  - (g) 95% were very likely to return to a parklet.
82. Regarding the removal of car parks:
- (a) 77% of respondents said removing car parking has had a very positive impact or some positive impact on the area;
  - (b) 13% said no impact, and
  - (c) 8% said some negative or very negative impact.
83. Regarding how respondents got to the parklet:
- (a) 79% of respondents walked for some of the journey to the parklet;
  - (b) 21% rode a bicycle;
  - (c) 18% caught public transport;
  - (d) Less than 10% drove a car, and
  - (e) Overwhelming sentiment is that finding a car park near the parklet was not difficult.
84. When asked if respondents wanted to see more parklets:
- (a) 75% said 'yes' on a permanent basis (year-round);
  - (b) 20% said 'yes' on a temporary basis (spring/summer months only), and
  - (c) 2% no, not at all.
85. Summarised Business feedback:
- (a) 125 business owners took the survey, and
  - (b) 39.00% have a parklet, 61.00% don't.
86. Of these surveys, the positive comments have been:
- (a) 98.00% of parklet operators said their customers love their parklet;
  - (b) 96% liked that their parklet increased their capacity of customers;



- (c) 92% liked that their parklet increased their business revenue;
- (d) 92% liked that their parklet creates a positive vibe/atmosphere for the area. 70% of business owners **without** parklets agreed with this, and
- (e) 92% said parklets were a better use of public space. 56% of business owners **without** parklets agreed with this.

87. Economic impacts:

- (a) **96%** of parklet operators said their parklet enabled them to **keep their staff employed** during COVID-19 restrictions, and
- (b) **83%** of parklet operators said their parklet enabled them to **keep their business open** during COVID-19 restrictions

88. Removing car parking:

- (a) 79% of parklet operators said removing car parking has had a very positive impact or some positive impact on the area;
- (b) 19% said no impact;
- (c) 2% said some negative, and
- (d) 0% said very negative impact.
- (e) 41% of business owners without parklets said removing car parking has had a very positive impact or some positive impact on the area;
- (f) 18% said no impact;
- (g) 18% said some negative, and
- (h) 18% said very negative impact.

89. Safety:

- (a) 100% of parklet operators said they felt that their parklet is very safe or somewhat safe.

90. Use:

- (a) 62% of businesses with parklets said their parklet is used by customers more than 80% of the time they're open, and
- (b) 26% said their parklet is use between 60% and 80% of the time they're open.

91. Cost:

- (a) 42% said they wouldn't be willing to pay for a parklet, and
- (b) 44% said they would be willing to pay \$500 per month.

**Option Analysis**

92. As said, there are *broadly three options* for the Council in relation to any extension of the temporary outdoor dining program.

Option 1- no extension to the temporary program

93. In this option:

- (a) all *footpath trading fees* (tables and chairs and other materials) would be reinstated from 1 April;
- (b) parklets and road closures would cease at end March 2021;
- (c) there would be no additional cost to Council; and
- (d) also see table below.

<b>Option 1</b>	<b>1 April – 30 June 2021</b>
<b>Outgoings</b>	<b>Council expenses</b>
None	Nil
<b>Income</b>	<b>Revenue raised</b>
Recommencement of <u>all</u> footpath trading fees	\$210,000
Estimated Parking revenue	\$136,000
<b>Total</b>	<b>\$346,000</b>

Option 2 - Council extends the program for 3 months and charges fees

94. In this option:

- (a) Council covers the cost of the concrete bollards;
- (b) reinstates all footpath trading fees from 1 April 2020;
- (c) introduces a fee for 'parklets' and road closures based on location; and
- (d) also see table below.

<b>Option 2</b>	<b>1 April – 30 June 2021</b>
<b>Outgoings</b>	<b>Council expenses</b>
Hire of concrete bollards + labour	\$120,000
Loss of parking revenue	\$136,000
<b>Income</b>	<b>Revenue raised by fees</b>
Recommencement of all footpath trading fees	\$210,000
Variable parklet fees for use of carparks	\$104,185
<b>Total</b>	<b>\$58,185</b>

Option 3 - Council extends the existing program for 3 months (without fees) as it has been for the period from October 2020 to end March 2021.

95. In this option:

- (a) Council covers the hire cost of the concrete bollards;
- (b) Council waive all footpath trading fees;
- (c) does not charge a fee for operating a 'parklet' or road/lane closure; and
- (d) also see table below.

<b>Option 3</b>	<b>1 April – 30 June 2021</b>
<b>Outgoings</b>	<b>Council expenses</b>
Hire of concrete bollards + labour	\$120,000
Loss of parking revenue	\$136,000
Waiving of all footpath trading fees	\$210,000
<b>Income</b>	<b>Revenue raised by fees</b>
None	\$0

<b>Total</b>	<b>- \$466,000</b>
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In this option, the Council would incur a **cost of \$466,000**.

*Note: Council has applied to the State Government for a competitive grant of up to \$500,000 to support the temporary outdoor dining program. The awarding of this grant will only be known from 26 March 2021.*

## Policy analysis

### Alignment to Council Plan

96. Assisting traders and seeking to add to the vitality of the streets is consistent with the Council Plan and broad strategies including the 2020 *Economic Development Strategy*.

### Climate emergency and sustainability implications

97. Drainage is a matter that needs consideration of the parklets.
98. Localised flooding could occur if heavy rain occurs due to the parklets being in the kerb and channel of the roadway and can impede water flow. This risk may be more pronounced in autumn due to leaf litter.

### Community and social implications

99. The vitality of the local streets is important for the local community and visitation to Yarra.

### Economic development implications

100. Assisting traders return to profitable businesses is important and reflected in Council strategies and policies including the *Economic Development Strategy*.

### Human rights and gender equality implications

101. Community wellbeing and minimisation of disturbance to neighbours are matters for consideration.

## Operational analysis

### Financial and resource impacts

102. The outdoor dining program has been very important to support the local food and beverage economy and the assistance to traders has been very real (along with the increase in ambience in the local streets).
103. The program, in a broad sense, has been very well received and a number of positive comments have been received from many sources during the past few months. Some concerns have been expressed (see comments in attachments).
104. It has, however, been very resource intensive both in officer time and costs of materials and also a very heavy impact on the Council finances.
105. Some grant monies have been received from the State, but that has not offset the Council's very major expenses.
106. Council does need to seriously consider the cost of the program to Council as part of its consideration in any temporary extension of time for the current program.

### Legal Implications

107. Council can consider an extension of time providing the approvals are granted to coincide with the term that Council decides.
108. The current Council insurance policy exists up to end June 2021.
109. The granting of approvals is a logistical aspect only; however, adequate notice is required for the office to arrange the required approvals and any invoicing that Council determines.
110. Public safety and public liability are, nevertheless, matters that Council still need to have particular regard to.

### Other

111. The period of trading to date for parklets has been authorised by Council approvals until the end of March 2021.
112. The expectation is that at the end of this period (unless extended by Council) that all parklet structures as part of the temporary outdoor dining program be removed.
113. If the current authorised period is not extended, officers will need to ensure that the parklets are not used beyond the authorised date of end March 2021; and that within some weeks, the structures are removed.
114. Those structures that rely on the concrete blocks as part of the 'parklet arrangements', will need to be removed promptly due to the lease arrangement by Council of the blocks only until end March.
115. If the temporary period of parklets is extended by the Council, the officers view is that this does not relate to any new proposals, but rather only existing approved parklets.
116. Further, if parklets are not being used correctly or efficiently, then officers may seek their removal.

### Conclusion

117. The outdoor dining program was agreed to by Council to assist local businesses to comply with health directives and to support the economic recovery.
118. Yarra City Council provided an extensive program via a 4 tiered approach. The main approach was to encourage additional footpath dining and also to enable traders to utilise some road space (kerbside) for parklets to enable increased tables and chairs for diners.
119. The proactive approach from Yarra City Council has come at considerable cost with the hiring of concrete blocks and waivers for all aspects of footpath trading.
120. The use of the road space as *parklets* has also been for no charge to the traders during this temporary outdoor dining program. Council revenue has been impacted as a result of this program.
121. The temporary program has been very successful receiving widespread support from traders, many in the community and visitors to the city. That said, there has also been a number of concerns and complaints lodged at Council. Vic Police have also expressed concerns regarding public behaviours at some premises.
122. The program was instigated late last year with no consultation due to the urgency of enabling the trade to occur over the summer period.
123. The Council arrangement has been for the trading of parklets to be until the end of March 2021 only. Accordingly, many parklets were designed and installed as temporary arrangements and some are not designed for a medium to longer term.
124. The arrangements for the parklets has involved concrete blocks at the edges of the parklets as a means of reducing any incidents with nearby vehicles and the parklet areas. The ongoing matter of public safety regarding the parklets is a matter that Council needs to consider.
125. The Council sought information from officers in the February 2021 resolution and that has been provided in this report and with the community sentiments shown in the attachments.
126. Council officers are also working with other inner city Council officers regarding the value of the outdoor dining program; and also how the better parts of the program could be anticipated for a longer period. In this regard, research has been commissioned and that will be provided to Council over the coming months to form part of the considerations as to whether some form of further outdoor dining should occur in future seasons; that work is also engaging with abutting Councils; and further information will be able to be provided to Council mid this year.

127. The Council is now asked to determine if it wishes to extend the outdoor dining program or not. If the Council is predisposed to do so, it is recommended that it be for 3 months until the end of June 2021.
128. Importantly, if Council does wish to extend the temporary outdoor dining program, the following decisions are required from the Council:
- (a) is the footpath trading fees for all components to be reinstated from 1 April 2021;
  - (b) is a fee to be introduced for 'parklets' (either a one flat rate per car space, or a varied fee depending on whether the street is a *high*, *medium* or *low* demand street), and
  - (c) if a fee is to be imposed for a 'parklet' from 1 April to end June, what is that fee to be?
- Note: the office requires these decisions so it may inform traders; and depending on the Council decision, arrange for invoices to be sent to traders.*
129. It is noted that during this COVID recovery period, officers have applied some discretion to the location of various footpath trading furniture / features. At the conclusion of the current program, officers will then recommence enforcement of the Footpath Trading Guidelines which is principally to maintain proper pedestrian pathways including the clearances and pathways for disabled persons.
130. Council is requested to now consider the officer report, the survey results and commentary from both traders and the local community, and form an opinion as to whether or not extend the outdoor dining program as a temporary arrangement.

## RECOMMENDATION

1. That Council note:
- (a) the officer report in response to the Council 2 February, 2021 resolution requesting a report and surveys of the local community and traders participating in the temporary outdoor dining program;
  - (b) the attachments outlining the comments from businesses and community members following the consultation with the community;
  - (c) that the program has been broadly commended, but there has been some concerns expressed by some local community members;
  - (d) the survey results (both quantitative and qualitative) provided in response to the questions posed (as shown in the Attachments (both summary version and verbatim versions));
  - (e) the costs of the temporary outdoor dining program and the impact on the Council finances to date;
  - (f) that officers have engaged with many State agencies and emergency services as part of the set up for the temporary outdoor dining program up to the end March 2021;
  - (g) the public safety aspects of the outdoor dining program insofar as it relates to the parklets in the kerbside of roads;
  - (h) that officers are undertaking further research with other Melbourne inner city Councils regarding the value of the outdoor dining program, and will be in a position to inform Council of that research in the middle of this year;
  - (i) that notwithstanding the grant received to date from the State Government, the cost to the Council in providing support and assistance to the local traders has been well in excess of those monies; and has been a major impact on the Council resources and finances, and

- (j) that the quality of the outdoor dining facilities provided by traders varies, and that some are not designed for a medium term period and / or do impact on the Council facilities such as drainage, parking facilities and the like.
- 2. That Council now determine if it wishes to extend the temporary outdoor dining program or not until end June 2021.
- 3. That Council now determine from the following options regarding this temporary outdoor dining program to instruct the organisation:
  - (a) Option 1 – cease the temporary outdoor dining program at end March 2021, and that footpath trading fees for all components of footpath trading be reinstated from 1 April 2021;
  - (b) Option 2 – extend the temporary outdoor dining program until end June 2021 on the following basis:
    - (i) no kerbside trading fees be applied for that period, but that all footpath trading fees be reinstated from 1 July 2021, and
    - (ii) no fees for parklets until end June 2021.
  - (c) Option 3 – extend the temporary outdoor dining program until end June 2021 on the following basis:
    - (i) all kerbside trading fees be applied from 1 April to end June 2021, and ongoing,
    - (ii) that a fee be applied for all parklets for this extension period based on the number of whole car spaces being used, (noting that any future programs may have a different fee after due Council consideration of any future outdoor dining programs), and
    - (iii) that Council determine the monthly fee for the use of the parklet for this temporary extension of the outdoor dining program.
- 4. That Council in considering part 3 above, have particular regard to the officer report as part of its deliberations, including the extent of Council waivers and revenue forgone during the period of this temporary outdoor dining program, and also the matters of public safety and public liability aspects that does exist with the parklet approach due to the proximity of moving vehicles nearby.
- 5. That if the Council determines that the outdoor dining program regarding *temporary* parklets is to conclude at the end of March 2021, that Council recognise that:
  - (a) officers will not renew any Council consents for those items, and
  - (b) that officers will commence a process to require the structures to be removed within 14 days.
- 6. That Council also acknowledge that in any extension period, if a particular issue arises with specific parklets that the CEO may require modifications and or removals to ensure adequate public safety and drainage aspects are attended to.
- 7. That Council note that at the end of any extension period by the Council to the temporary outdoor dining program that officers will revert back to the full compliance requirements of Footpath Trading regarding spacings and dimensions of the materials and furniture of the footpath.
- 8. That Council receive further information from officers once the analysis from the research, in conjunction with other inner city Councils, has been received and considered by officers.
- 9. That the CEO be authorised to operationalise all aspects to deliver on the Council resolutions above.

## Attachments

- 1 [↓](#) Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2
- 2 [↓](#) Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1
- 3 [↓](#) Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021
- 4 [↓](#) Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

# Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2

## Summarised community parklet feedback report

Summary of responses as at Friday 19 February 2021

### Response count

	Count	Percent
Complete	2,501	95.8%
Partial	101	4.2%
Total	2,602	100%

### Have you dined in a parklet in Yarra?

Value	Percent	Count
Yes	93.00%	2,235
No	7.00%	152
Totals		2,387

### Do you live in Yarra?

Value	Percent	Count
Yes	84.000%	2,174
No	13.50%	409
Totals		2,583

### How did you travel to the parklet? (Tick all that apply)

Value	Percent	Count
Walk	79.00%	1,903
Bicycle	21.00%	504
Public transport	18.00%	432
Car as driver	9.00%	224
Ride share (e.g. Uber, Ola, DiDi)	9.00%	206
Car as passenger	4.00%	108
Other active transport (e.g. skateboard, scooter)	1.00%	22
Taxi	1.00%	16
Other	0.00%	0

### Where and how far away from the parklet did you park your car? How easily did you find a parking space?

Easily
I parked around the corner, very convenient and no trouble at all
Parked a couple spaces up from restaurant. Super easy, there's still so many car spaces on and around Rathdowne street!



# Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2

Not too far and more than happy to park fourth et away and walk Loved the outdoor dining and want it to stay!
Parked on Easy street. Was not hard to find a space. I drive around for work as a sales rep and have not found parking any different since the installations have been installed.
Parking in and around smith street has always been a hassle, but since Yarra introduced the parklets I've seen no difference
Quite easily. Happy to find parking a little further away if it means there is more space and community atmosphere
It was easy enough. There was no real difference between finding a parking space before the parklets where around
It was hard to find a car park
Street parked, normal distance from the venue. Parking is often difficult around the Fitzroy area but achievable. If parking was more difficult, we would just ride share there always.
Never had to park more than a block away. Easy to find a parking space
Parking during peak times definitely a challenge. Have had times when no parking available at all, when normally wouldn't be an issue.
Incredibly hard, after multiple loops of the vicinity found a park - however I don't mind I'd rather business expand patron capacity and as a punter I love sitting on the street watching the world go by .
I parked just down the street and it's not usually hard to find a park at all on smith street or Brunswick street. I don't believe the parklet's have impacted parking as much as I thought it would.
I had to park a considerable distance after an extended period trying to find a parking spot, which was frustrating, and if I had not found a park almost immediately after reaching this point of frustration I would have decided to not attend Frederic, and not had a meal in Yarra at. I would have tried another restaurant in another council
blocks away. Parking in yarra is now a nightmare! There is nowhere to stop and pick up anything quickly. Some of the positions are horrible. The one on Dight St for the Bendigo Hotel obstructs traffic badly and causes congestion in the middle of the intersection as no-one can pass.
Difficult. My vehicle is over 2.3m tall as required for my work. I would like to see some parking reserved for taller vehicles as there is plenty of off street car parking that only accepts less than 2.2m

**Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2**

**Would you have dined at this business if it weren't for the parklet?**

Value	Percent	Count
Yes, I was going to dine here regardless of the parklet	36.00%	877
No, I went especially for the parklet	49.00%	1,169
Unsure	15.00%	357
Totals		2,403

**What do you like about this parklet?**

Tick all that apply or write your own

Value	Percent	Count
Outdoor dining is safer than indoor dining (COVID-19)	80.00%	2,062
Vibe/atmosphere	84.00%	2,150
Design, look and feel of the parklet	68.00%	1,746
Something new/different	55.00%	1,416
Supporting local businesses	83.00%	2,118
Better use of public space	84.00%	2,147
Other	7.00%	176

**"Other" comments**

Can sit outside with my dog
Nothing
Accessible for my friend who uses a wheelchair
Cars take up too much inner-city public space, this is 10000x better
Brings the community onto the street and gives a vibrant life to the suburb
Didn't like it. Too noisy, dusty and too close to traffic
Enjoy being outside in the fresh air. Gives more seats to keep the businesses running.
I am not in favour of parklets in side streets near residential areas
I don't think parklets should be allowed on a side street with residential properties close by
I have dogs and need to sit outside. I am therefore able to sit with friends with my dogs.
Neighbours need these 'meeting places' to connect in these uncertain times and meet every day to 'check in' During 2020 Cheeky Monkey Cafe kept us SANE and connected, it was a real life saver for many single people.
I feel more comfortable and less anxious sitting outside because of COVID but I also prefer fresh air and space, etc.
Not much to like. Generally, poorly designed and constructed from cheap materials. They look unsightly and have become targets for tagging
On a street like Peel parklets are great. I would not consider dining in a parklet on Smith or Brunswick street, too near cars, too smelly, too awful
Right on the tram stop. This is too dangerous especially for an elderly person. Not enough room for people getting off and on at the same time.
i don't, smokers are invading my sidewalk. Will you pay for my chemo?
a bit disappointing that this cuts into a busy bike lane
Erected on a loading zone and there is unsafe of unloading of goods
It is on a residential only street and has caused great harm to all the surrounding resident's ability to conduct their day to day lives, sleep, open windows in their house and spend time in their gardens. It has also meant that residents feel unsafe in their homes
Well the council didn't really offer much except a couple coloured blocks. Rouleur added their own tables and barriers which are nice
takes up valuable short term parking spaces

**Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2**

Thinking about vehicle traffic, how safe did you feel while in the parklet?

Value	Percent	Count
Very safe	89.00%	2,134
Somewhat safe	9.00%	208
Neutral	1.00%	31
Somewhat unsafe	1.00%	17
Very unsafe	0.00%	10
Totals		2,400

### Comments

#### Very safe

There are a number of parklets in Gertrude St and they are well constructed and easy to see by passing cars, and so it seems unlikely that a car would crash into them.

I liked that their parklet was fully fenced in and they have integrated the concrete blocks really well. I have felt the most safe in theirs, especially considering it's on a relatively busy rd (Smith st)

Concrete bollards are well placed, less cars in general, people travelling at a slower pace and taking it all in.

It's no different than being on the footpath

I think they're a fantastic addition to so many communities. They bring an exciting, vibrant and friendly atmosphere to so many streets across Melbourne. It can be something good that comes from COVID!

#### Somewhat safe

It still felt like it was on the road, if there was a bit more established separation between traffic and dining it's better. Better than not having it though

It is easily visible to drivers

Solid barrier between myself and cars, car going relatively slowly.

#### Neutral

I didn't think about it at the time, but a car could have easily run us over while dining

Not something I considered as an issue.

#### Somewhat unsafe

Most of the parklets are made of ply wood it seems and I don't think patrons would survive too well if a car plowed into them. Perhaps more pink concrete blocks. Or safety standards could be implemented

Fumes from cars

#### Very unsafe

Too close to the tram and traffic. Exhaust fumes and traffic noise was awful

Between bicycles, cars and trams, it feels like an accident waiting to happen.

# Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2

## How accessible did you find the parklet?

Value	Percent	Count
Very accessible	78.00%	1,877
Somewhat accessible	15.00%	365
Neutral	5.00%	110
Somewhat inaccessible	2.00%	36
Very inaccessible	0.00%	6
Totals		2,394

### Comments

#### Very accessible

Well spaced tables, open end on footpath side, mobile ramp for wheelchair access in use

I have a physical disability and it was fine. The step up would have been an issue for anyone in an electric chair but otherwise good

As a wheelchair user I enjoyed the extra seating space.

My friend in a wheel chair is now able to visit more places as the parklets make everything more wheelchair accessible

#### Somewhat accessible

We have young children and use a pram to transport them. The park let wasn't accessible for the pram, but we were able to take the baby out and leave the pram nearby

It was fine for us, however there was a step to get from the kerb to the parklet so no accessibility for people using wheelchairs. It was also unclear first where to enter the parklet.

A step is a minor inconvenience. It is still considered safe.

#### Neutral

No more or less difficult than inside cafes.

Although the space itself is accessible for diners, it does block off a through route for walkers somewhat. If this particular space was permanent, it should have tables only on the sides of the laneway and a wider walkway down the middle

#### Somewhat inaccessible

Parklets in general are often not accessible to everyone, often on a slope or the wooden platforms have a step rather than a ramp for wheelchair access.

Steps. To congested.

#### Very inaccessible

A danger to the old, frail, impaired, because of step and trip hazards.

There is huge step up which has no warning tape or paint and is an obvious trip and fall hazard (I saw a couple of people stumble

## Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2

By creating parklets we've had to temporarily remove some car parking spaces.

What impact do you think this has had in this location?

Value	Percent	Count
Very positive impact	65.00%	1,682
Some positive impact	12.00%	305
No impact	12.00%	320
Some negative impact	5.00%	140
Very negative impact	3.00%	67
Unsure	2.00%	60
Totals		2,574

### Comments

#### Very positive impact

It is great to see 20 or 30 people sitting outside rather than 2 or 3 cars in the same spot. It enlivens the area and makes it a drawcard.

Opinion 1: Removing carspots isn't a bad thing, there are still plenty of parking spaces in and around the area, if people have to walk an extra 5-10min that's no big deal, Opinion 2: Public transport is highly available in Yarra, Opinion 3: Hospitality in general has a lot of catching up to do and for most the parklets are playing a huge role in that.

Reduce cars on the road, promote public transport and walking/cycling. Great vibes for the Yarra council area. Safer dining in terms of being covid safe

These parklets are doing absolute wonders for Yarra!! I will be shattered to see them go. I've not heard anyone complaining about reduced parking - Yarra is so accessible by PTV or cycling or by foot.

Spaces are utilised for much greater public benefit than for car parks. A space that might have allowed one person to drive and park is now allowing a dozen or more patrons to enjoy outdoor dining. Adds to vibrant atmosphere of post-lockdown Yarra.

#### Some positive impact

some positive, some negative. it's often very hard to find parking in yarra which may frustrate some, but if it pushes more people to public and active transport, i'm all for it.

Although we parked opposite the cafe due to high availability of car spaces, we would have been happy to park on one of the side streets and walk. Less cars around parklets feel safer.

Cremorne has too much traffic, so removing non-permit on-street spaces will hopefully discourage workers from driving there. If we did this everywhere in Cremorne the positive impact would be large

These parklets have brought the streets to life and encouraged us to dine at other restaurants we wouldn't have otherwise chosen

Anything that encourages people to find alternate methods of transportation (rather than cars) is a plus in my books. Yarra is well serviced by trams and buses, and even though we could do with more bike lanes, we do have a reasonable network.

#### No impact

More people now walk and it's safer for diners with less traffic on the road and good for the environment. Could make Brunswick Street into an Acland Street

There is still ample parking in the area

**Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2**

<b>Some negative impact</b>
People may be less likely to stop and walk in, but most of the customers probably would just find another spot to park!
It can be harder to find a car park but that's what you should expect in the inner city. Walk to where you want to go instead of driving
Surely any idiot realises the negative impact duh! Take away parking space equals less parking space !more congestion and less parking for people with homes in surrounding streets
No real consideration given to surrounding neighbours. We were not even given the courtesy of a note in the letterbox advising what was happening.
I understand this can negatively impact drivers because parking is a hot commodity, but I'd love to see something like this encourage people to think about using public transport or share rides, etc.
There is limited parking in the City of Yarra and although the venue may have enjoyed the benefits of extra customers, other businesses rely on the parking spaces may have found it to be detrimental for their customers. Also challenging fir residents if their road is closed and puts extra traffic onto other side streets
<b>Very negative impact</b>
Residential car parking spaces are being taken up by non- permit vehicles and the lack of enforcement by Yarra Council is a well known fact amongst patrons.
As a person with a disability who can't rely on public transport. The reduction in spaces make it even harder to access various areas of the community.
Drivers double parking. Fighting for parking spaces. Increased traffic than before covid 19.
we need to keep every single car park
People cluster on the street and disregard social distancing; it's just an outside stand-up bar. It causes congestion for passing pedestrians, and makes crossing the road hazardous - as do all of these structures
Noise pollution has been terrible.
<b>Unsure</b>
Logically I expect it's harder to find parking, but I haven't seen anyone upset about it, and I'm not aware of people circling the block, haven't heard it discussed. Maybe people understand there is less parking and so Uber or public transport it to cafes now?
I haven't heard reports of people complaining about reduced number of parking spaces but given parking is a hot issue in the area I assume it must have an impact. But may encourage people to stay local and support nearby businesses
<b>Did not answer</b>
Still heaps of parking in this area.
<b>What other positive or negative impacts (if any) have you experienced with this parklet? (Optional)</b>
The parklets look great and lend a festive atmosphere. I'd really like to see them stay.
Loud unruly noise in close proximity to houses. People wandering the street with alcohol, urinating on the fences of houses, drinking and doing drugs on house verandas, entering properties to drink from taps, unruly noise and behaviour up until 1 am.
All of the parklets are exceedingly ugly and as my summary below articulates, that is a very bad look for CoY

## Attachment 1 - Attachment 1 - Summarised Report on Community parklet feedback report 19 Feb 2021.docx2

I think it's a great initiative for some very hard hit businesses. Great to see them reestablish, street getting its vibe back. Just can be a little frustrating getting a park in your own st. If temporary happy																					
It allows outdoor late night drinking in conflict with the planning permit and liquor licensing conditions. Meals are not the reason that people come to this venue. A permit has been granted for a roof-top dining area with very strict conditions. The parklet circumvents these conditions.																					
The parklet is an eyesore and has had a negative aesthetic impact on the surrounding area. It appears to have been very cheaply and haphazardly assembled. It is not cleaned and maintained with litter and dog faeces constantly found in and around parklet																					
Great atmosphere, nice community vibe																					
positives - great that business can operate safely during Covid																					
I love how some business have gone out of their way to really make it an extension of their indoor spaces - it really adds to the visual appeal of Smith St.																					
<p><b>How likely are you to dine in this parklet or another parklet in Yarra in the future?</b></p> <table border="1"> <thead> <tr> <th>Value</th> <th>Percent</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Very likely</td> <td>95.00%</td> <td>2,268</td> </tr> <tr> <td>Somewhat likely</td> <td>3.00%</td> <td>76</td> </tr> <tr> <td>Neutral</td> <td>1.00%</td> <td>19</td> </tr> <tr> <td>Somewhat unlikely</td> <td>1.00%</td> <td>14</td> </tr> <tr> <td>Very unlikely</td> <td>1.00%</td> <td>14</td> </tr> <tr> <td>Totals</td> <td></td> <td>2,391</td> </tr> </tbody> </table>	Value	Percent	Count	Very likely	95.00%	2,268	Somewhat likely	3.00%	76	Neutral	1.00%	19	Somewhat unlikely	1.00%	14	Very unlikely	1.00%	14	Totals		2,391
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<p><b>Parklets are currently scheduled to be removed from 31 March 2021. Would you like to see parklets in Yarra in the future?</b></p> <table border="1"> <thead> <tr> <th>Value</th> <th>Percent</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Yes, on a permanent basis (year-round)</td> <td>75.00%</td> <td>1,932</td> </tr> <tr> <td>Yes, on a temporary basis (during spring/summer months only)</td> <td>20.00%</td> <td>514</td> </tr> <tr> <td>Yes, on a temporary basis (only if COVID-19 restrictions limit indoor dining)</td> <td>3.00%</td> <td>67</td> </tr> <tr> <td>No</td> <td>2.00%</td> <td>58</td> </tr> <tr> <td>Totals</td> <td></td> <td>2,571</td> </tr> </tbody> </table>	Value	Percent	Count	Yes, on a permanent basis (year-round)	75.00%	1,932	Yes, on a temporary basis (during spring/summer months only)	20.00%	514	Yes, on a temporary basis (only if COVID-19 restrictions limit indoor dining)	3.00%	67	No	2.00%	58	Totals		2,571			
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<p><b>Comments</b></p> <p><b>Yes, on a permanent basis (year-round)</b></p> <p>amazing atmosphere, more capacity helps businesses continue after our long lockdown, more room to sit in places that normally are mostly standing</p> <p>Encourage active transport, use of outdoor space. Can leave footpaths clear for use by pedestrians while still giving businesses more customers</p> <p>I think they are a great use of space and are a fantastic way to add another layer to Melbourne's rich hospitality culture that boosts support for local business and helps create a sense of community after a year that left Melbourne a bit fractured.</p> <p>Brings so much more atmosphere to the area. Prevents being crowded within venues. Better for both physical and mental wellbeing to spend more time outdoors. Allows businesses to increase their customer numbers/profits after a very difficult year.</p> <p>I'm not sure I'll ever feel as comfortable with indoor dining as pre-COVID. It gives those of us an opportunity to sit outside if we want to. The prior footpath seating was not enough, it's just really obvious now when you see the sheer amount of people that are sitting outside.</p>																					



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While I love the idea and would like to see them long term, I expect outdoor dining to be less popular in winter, and disused parklets may fall into disrepair and "tarnish the brand" of parklets overall.
<b>Yes, on a temporary basis (only if COVID-19 restrictions limit indoor dining)</b>
Parklets are impacting the ability for people to find parking spaces, which were already very limited in Yarra.
As a local resident the extra outdoor space in a residential area is unpleasant - smokers and drinkers late every night. Would prefer they remain within the venue.
Covid doesn't go in March and the vaccine won't be fully rolled out. We need to give businesses the best opportunity to keep operating in a covid safe manner.
The take up parking space and some cover bike lanes. Not all of them are well designed. Also they seem to be draining revenue from the council
It's probably not necessary to be made permanent but certainly while the risk of COVID restrictions remain in place, they're very valuable. Keep them until end of 2021
<b>No</b>
Given traffic and parking difficulties I would avoid Yarra venues seeking places where accessibility is easier. Yarra makes it too difficult
They are unsightly, dangerous, obstruct the pedestrian footpath, of low use, occupy traffic parking, puts to much pressure on rate payers resident and visitor car parks.
They create a great vibe. We already dine outside in winter. Let's keep the parklets all year round.
ALL OFF THE ABOVE HORRIBLE IMPACT ON OUR LIVES. This has been a cookie cutter approach which did not consult residents that put business before community
We tolerated these shanty town eyesores because we were told they were temporary,
<b>Any additional feedback?</b>
I think the parklets create a great vibe and have actually revitalised many areas making the streets places for people rather than places for cars.
The loss of car parks (as a driver) has not been of a negative impact. The park let's are a great way to promote small businesses and certainly have a positive impact on the vibe of the Yarra areas.
Noise is an issue that needs consideration. The outdoor nightclubs etc have changed the environment quite a lot for neighbours and will be difficult to live with long term.
Well done to Yarra for supporting businesses during covid :) I would also like to add that some of the parklets do look a bit less safe/enticing, I am overall in favour of them but it would be good if there are clear guidance about how to make them safe (or if this guidance already exists, that it is made more publicly available?)
I am so happy to learn of this survey, and the opportunity that parklets may become ongoing. I didn't know they were called parklets. Thank you Yarra for measuring the parklets phenomenon, and for trialling them in 2020. It's a sobering reminder of COVID in our community, and an example of positive change from such a devastating situation. That's what I think of when I see parklets.
Parklets make venues more visible and appealing to foot traffic and give venues outdoor seating options. They're in areas with great public transport access so I don't see any negatives.
Thanks for all the work supporting businesses, the community, and setting the parklets up.
Noise levels increased and caused tension between cafe and tenants. Plus it was very annoying as a tenant.
The covers on the concrete blocks are very, very ugly and that is more than disappointing. CoY used to have a reputation as a municipality that nurtured arts & culture - not ugly nylon/concrete



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plinths. CoM has rolled out a far more aesthetically pleasing response to the challenge and I'm disappointed that CoY didn't tackle it in a more creative manner.
Thanks Yarra Council. I think you're the best.
Not all spaces in front of restaurants/café are suitable for Parklets. Some are creating difficult pedestrian access when combined with already existing foot-path dining, pedestrians are also entitled to Covid safe access to past these sites
I worry about safety of diners. So close to cars and some park lets aren't too secure or strong enough to sustain a car breaking through
you've made sure that a residential corner is covered in smoke and swearing twenty and thirty somethings. Some of us have been paying rates for a few decades and would like to leave our house without going by the wharfs
I think the temporary nature of the parklets at the moment is awesome, but on some streets (i.e Gertrude Street) - I would encourage a more systematic review of movement, particularly with respect to cyclists having enough space between the trams and the edge of the parklets to ride
My main concern with Parklets is the creation of accessibility issues for thoroughfare on the footpath. I've observed quite a few extend their seating/tables into the footpath area (in-between the Parklet and the restaurant/cafe), and also it creates heavy traffic as waiters and staff need to cross the footpath frequently. This is a significant issue for wheelchair users, people with mobility issues, guide-dogs, or people with spatial-processing disorders. I totally support the Parklets, but there need to be enforced rules that keep sidewalks completely clear for these members of our community.
I can be somewhat cynical about Councils, but seeing these are a clear reminder that the council gives a s*** about local businesses, hospitality venues and the community more generally. They reflect very well on the Council and indicate a commitment to positively improve the local area.
Keeping the parklets permanently would benefit the community greatly, increased trade = more jobs and more money kept in the community. I'd say the challenge is to fairly balance permanency with businesses that missed out - there are some 'hole in the wall' places that got massive spaces, and other traders that got nothing. A minor rebalancing would be appropriate. Everyone wins.
the smoking section was right near the dining area it was disgusting
We had objected to footpath trading (outside our house) when it was first introduced outside the Tramway Hotel - but the City of Yarra did not even reply to our correspondence.
Please stop being so wowserish at Yarra, we saw this with your embarrassing efforts with Edinburgh Gardens. Try to understand the people who live here, I don't care if the toffs or the tree tories in their \$2m houses don't like seeing all the rambunctious youths on the street, the increased area offered to hospitality helps small business recover and to employ people. We should be proud of this. This is not Malvern, this is not Balwyn, this is a vibrant area. Keep it that way.
We are so disappointed that City of Yarra did not consult us on an issue that would so profoundly change our lives. We have not been able to sleep, socialise, open windows in our house or spend time in our garden, we are horrified this has happened in a heritage overplayed R1 zone. GNH already has a large beer garden. We residents have no relief. Also wanting to know why GNH have drinking tables on the footpath next to community bikes?
I am strongly against parklets in any side residential street as they will cause noise problems for nearby residents. Existing noise problems are already bad enough without making it worse.
I think it's important that a business can only consume space immediately in front of their place of business - or perhaps half of the next residence along. There appears to be some parklets that go along 3-4 residences which seems rather unfair and profit-grabbing.
The park let at the end of Cameron st is very inconvenient and a hazard given the only option is a thin street with cars parked - just plain dangerous at times. Not a great choice

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Aesthetically awful. Limiting parking for residents, as they vie for spots with business patrons. Not enough disabled parking spaces.
The noise pollution is a real problem with these and they are not safe. I have seen so many near misses.
I am a resident of Smith Street, my house has sat looking over the changing streetscape for many many years. The parklets brought life back to a ghost town and create so much atmosphere and community presence. We are blessed with great weather in Australia and it seems stupid to not make the most of it. For the sake of a couple of parking spots the right decision is absolutely to keep them. We need to promote alternatives to private car use and less available parking spaces is a great one. It has made me leave the car at home and opt for other options.

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

# Summarised Business owners parklet feedback report

Summary of responses as at Friday 19 February 2021

### Business owner parklet feedback report for Council

#### Response count

	Count	Percent
Complete	113	90.4%
Partial	12	9.6%
Total	125	100%

#### Does your business have a temporary parklet?

Value	Percent	Count
Yes	39.0%	48
No	61.00%	74
Totals		122

#### If you don't have a parklet, what is your business type?

Value	Percent	Count
Cafe and restaurant	23.50%	16
Other retail	14.70%	10
Fashion	13.20%	9
Bar and pub	11.80%	8
Professional services	8.80%	6
Grocery and fresh food	7.40%	5
Other	7.40%	5
Health care	5.90%	4
Hair and personal services	4.40%	3
Homeware	2.90%	2
Totals		68

#### If you do have a parklet, what type of parklet do you have?

Value	Percent	Count
On the street in one or more car parking bays	96.0%	46
In a laneway or side street that has been closed off	4.0%	2
Totals		48

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**Did you receive a \$5,000 Outdoor Eating and Entertainment Package Business Grant from the Victorian Government?**

Value	Percent	Count
Yes	79.0%	38
No	15.0%	7
Unsure	6.0%	3
Totals		48

**Excluding any grants, how much money did you invest into your temporary parklet?**

Value	Percent	Count
None	4.0%	2
Between \$1 and \$1,000	10.0%	5
Between \$1,001 and \$5,000	29.00%	14
Between \$5,001 and \$10,000	29.00%	14
More than \$10,000	27.00%	13
Totals		48

**If you do have a parklet, what do you like about your parklet?**

**Tick all that apply or write your own**

Value	Percent	Count
My customers love it	98.00%	47
Increased customer capacity for my business	96.00%	46
Increased revenue for my business	92.00%	44
Freedom to design and fit out the space myself	73.00%	35
Outdoor dining is safer than indoor dining (COVID-19)	83.00%	40
Creates a positive vibe/atmosphere for the area	92.00%	44
Council supporting local businesses	81.00%	39
Better use of public space	92.00%	44
No permit fees	73.00%	35
Other	13.00%	6

**If you do have a parklet, what do you like about your parklet?**

**“other” responses**

Customers continually ask if we can make it a permanent feature.

Helps activate our shopfront so people now know we are there

Hoping it may continue past March 31

Reduces traffic in the area

Enables instant flexibility to lockdowns as we have seen this week

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

It gives the area character and it's own vibe that has the potential to put us on the dining map far and wide

***If you don't have a parklet, what do you like about the temporary parklets in Yarra?***

**Tick all that apply or write your own**

Value	Percent	Count
Creates a positive vibe/atmosphere for the street/neighbourhood	70.00%	50
Better use of public space	56.00%	40
Council supporting local businesses	55.00%	39
Outdoor dining is safer than indoor dining (COVID-19)	48.00%	34
My customers love them	25.00%	18
Increased foot traffic to my business	21.00%	15
Increased revenue for my business	10.00%	7
Other	21.00%	15

**"other" responses**

Nothing

Absolutely unfair that several businesses were denied the use of parklets. No compensation either.

I find it unfair for those who can't use them, some businesses are doubling what they could hold before covid due to this system which is insane to me. Why should they get to hold more then they usually can without restrictions because they have access to parking spaces or other shop fronts when a lot of us can't and still have to survive under capacity?

I think they were necessary while hospitality venues had greatly reduced capacity's inside their businesses

Increased capacity for venue

It is a disaster as it takes away from valuable parking spaces for my customers

More vibrant streets and community atmosphere

My Customers have complained and don't like them.

Personally, we don't particularly like them and feel there is a lot of wasted space on footpaths

which has not been efficiently used which would have removed the requirement for introducing as many parklet spaces.

Restricts vehicular traffic

Worst city in Australia

***If you have a parklet, what economic impacts has your parklet had on your business?***

Value	Percent	Count
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## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

Enabled me to continue trading	83.00%	39
Enabled me to keep my staff employed	96.00%	45
I didn't need to reduce trading hours/days	43.00%	20
I didn't need to increase trading hours/days	21.00%	10
Other	11.00%	5

### **"other" responses**

Assisted in a reliable income post lockdown to approx. 90% of pre-covid meaning I could maintain staffing levels and continue with a similar product as before.

Creates a point of difference in our area.

Employ more staff

It has been hugely beneficial for our business (to be honest it probably saved us) and customers love it.

enabled me to trade at a similar and even improved capacity as before. With restrictions we can't have so many people inside.

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

Thinking about your temporary parklet specifically, has your parklet increased your businesses revenue? If so, by how much \$ per month?

Response	Count
\$500	2
\$1,000	2
\$2,500	2
\$3,000	2
\$4,000	11
\$5,000	11
\$6,000	2
\$7,000	2
\$7,500	2
\$8,000	2
\$10,000	11
\$15,000	7
\$17,000	2
\$20,000	9
\$24,00	2

**Total**                **46**

**Question to business owners with parklets:**

**By creating parklets we've had to temporarily remove some car parking spaces.**

**What impacts do you think this has had on your business and/or the surrounding area?**

Value	Percent	Count
Very positive impact	64.00%	30
Some positive impact	15.00%	7
No impact	19.00%	9
Some negative impact	2.00%	1
Very negative impact	0%	0
	Totals	47

### **Very positive impact**

It's created more opportunity for customers to experience our venue where previously we would often be at our capacity limit and not have enough seating.

Customer feedback has consistently indicated the additional outdoor space is something they'd like to see us retain, as it positively improves the ambience at the pub and the streetscape. The loss of the single car park has not been missed.

Closed street is now safer for the area. Residents are finding the street much quieter and more enjoyable

We are utilising 2 car spaces. Now about 20 people get to use that space at any one time during the day and into the night to socialise and enjoy in a safe and sunny outside environment

We are using 15mins car park spaces which are usually for people stops by anyway. Without the cars parking in front of our cafe, it surely gives us the exposure to the passing trades a lot more. It helps business a lot.

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

More people are coming to the area on foot and bicycle. With more people in the area, the shops are busier and the energy is great. The car parks we are occupying were mostly used by Uber drivers taking a nap anyway.

More people are coming to the area on foot and bicycle. With more people in the area, the shops are busier and the energy is great. The car parks we are occupying were mostly used by Uber drivers taking a nap anyway.

There are still plenty of empty spaces at all times of the day. I don't believe the parking has suffered.

Visually very appealing, customers love the extra space and safety they feel when dining outdoors. Makes us look open for business and just makes the area more lively in general. Zero complaints regarding lack of parking.

### Some positive impact

Because locals are now even more willing to walk and the area has become an absolute amazing place to be out, enjoy food and drinks. I really believe the parklets have transformed Collingwood/Fitzroy into an even better place to be.

Because there is no shortage of parking around our business. So many side streets. The locals love it. It feels like a European city and it's really progressive

### No impact

There is plenty of other parking for people to park at.

### Question to business owners without parklets:

**By creating parklets we've had to temporarily remove some car parking spaces.**

**What impact do you think this has had in this location?**

Value	Percent	Count
Very positive impact	30.00%	21
Some positive impact	11.00%	8
No impact	18.00%	13
Some negative impact	18.00%	13
Very negative impact	18.00%	13
Unsure	4.90%	3
Totals		71

### Very positive impact

As much as this has taken away parking for my customers to my business, the positive impact outweighs the negative. I think that my clients enjoy the atmosphere more than needing a parking space. They either ride their bikes, take public transport etc..



**Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1**

Encourages less cars in Yarra. Yarra should introduce local mini buses to transport people through Yarra so they dont need to use their cars to the door of a restaurant or a business

These spaces offer better usage for a greater amount of people (rather than what one car space offers for one car)

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

### Some positive impact

Fantastic idea, should be adopted every year during warmer months. Cooler months return the parking spots to use.

More seats at venues, creates slower moving traffic and less cars which draws more pedestrians as they feel safer.

### No impact

No impact at all, parking was situational to begin with and the businesses need the extra space to maintain an income, who greatly outweighs the need for a 15 minute car spot!

### Some negative impact

Limits parking options on the street especially for customers and deliveries

Customers voicing some little frustration at loss of parking in the vicinity of our business

Parking is difficult in City Of Yarra but probably not at the moment with only 50% of the workforce allowed back in the office. Not sure what will happen when it's 100%

### Thinking about vehicle traffic, how safe do you feel your parklet is?

Value	Percent	Count
Very safe	91.00%	43
Somewhat safe	9.00%	4
	Totals	47

### Very safe

It actually feels safer than having regular footpath trading with temp barriers. Having the bollards and a permanently erected solid barrier around the parklet creates a much safer divide between people and cars.

Concrete bollards, high visibility with umbrellas trees etc. Unless there was an intentional terrorist attack would be hard for a car to cause damage or injury

### Somewhat safe

The concrete bollards have been hit twice (not serious - very low speed impacts by people doing U-turns in the street) all on occasions when we are not trading, so no risk to patrons and staff, but I think that even though they are huge covered in bright pink material they are in the blind spot when people u turn in the street - you can't help poor decisions by hasty/lazy people.

I think the council could provide some stronger barriers like the city of Melbourne has done. But blocks work pretty well though

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

**To business owners without parklets: Have you experienced any challenges with our temporary parklets? If so, what were these challenges?**

Parking!!!!

Yes they are a terrible idea as they take away from customer parking.

Negotiating the footpath needs improvement. Some hospitality premises have the road and the footpath covered in furniture so it's regularly difficult to Social Distance when passing pedestrians. The pedestrian width could be increased to solve this.

Many if not most are using them for drinking only and for smoking, which was not the intention. I support the ones that are used for dining but not drinking and smoking additions to businesses.

**To business owners with parklets, have you experienced any challenges with your temporary parklet? If so, what were these challenges?**

Some logistical issues with access to our business for deliveries & collections but nothing that can't be managed with a bit of pre planning.

Cost - we had to take out a loan and spent over \$30,000.

The design was hard but the council has been great as well as the government.

It took way too long to get approved (Two months) and I'm now just hoping I get to use our parklet properly.

We have not experienced any challenges. Our customers are enjoying it. The locals love it. We have had no complaints. Great for the area.

None. It has been one of the best things that has happened to our business and is a great dining area for our patrons. Under the tree, elevated off the ground it looks sensational for passers by and a great dining experience.

Heating and cover - we would like to invest more money in heating and permanent cover. However, have not been unable to do so due to the permit ending at the end of March. if the permit becomes permanent we will definitely invest in this area at our cost

Council placing a time limit reducing our willingness to spend money on it, and to plan for the future. The most recent lockdown clearly demonstrates how outdoor space must remain going forward.

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

To businesses with parklets, what days of the week is your business open?

	Open		Closed	
	Count		Count	
Monday	21	51.2%	20	48.8%
Tuesday	34	82.9%	7	17.1%
Wednesday	42	97.7%	1	2.3%
Thursday	43	100.0%	0	0%
Friday	43	100.0%	0	0%
Saturday	43	100.0%	0	0%
Sunday	38	88.4%	5	11.6%

Of the days your business is open, how often is your parklet used by customers?

Value	Percent	Count
More than 80% of the time we're open	62.00%	29
Between 60% and 80% of the time we're open	26.00%	12
Between 40% and 60% of the time we're open	9.00%	4
Between 20% and 40% of the time we're open	4.00%	2
Less than 20% of the time we're open	0%	0
Totals		47

To businesses without parklets, if the option was made available to your business type, would you consider applying for a parklet in the future?

Value	Percent	Count
Yes, on a temporary basis (during spring/summer months only)	14.00%	10
Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)	7.00%	5
Yes, on a permanent basis (year-round)	29.00%	20
No	50.00%	35
Totals		70

**Yes, on a temporary basis (during spring/summer months only)**

To create a different atmosphere that doesn't come uniquely from the hospitality industry. To have fair access to benefits that are otherwise only for hospitality.

It increases the amenity of the neighborhood.

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

<p><b>Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)</b></p> <p>Permanent or during spring/summer would be amazing</p> <p>Customers vs cars? It's a no brainer. We want customers! Parklets would also be great for pop-up performances, fashion shows etc.</p> <p>Because enriching the area and thereby assisting small business after such a difficult &amp; challenging time is far more important than car parking.</p>																				
<p><b>No</b></p> <p>Less appropriate for our business, but strongly feel increased outdoor dining adds value to the community and a permanent option should be considered.</p> <p>Why would anyone want to sit in full sun on the bitumen with trams, ambos, police vehicles thundering by, not three metres away.</p> <p>My business does not require one. However, I absolutely love seeing them! I hope they stay permanently! It brings so many people into the area!!</p> <p>Not all businesses have access to these parklets.</p>																				
<p><b>To businesses with parklets, if we ran a similar initiative in the future, would you apply for a parklet again?</b></p> <table border="1"> <thead> <tr> <th>Value</th> <th>Percent</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Yes, on a temporary basis (during spring/summer months only)</td> <td>11.00%</td> <td>5</td> </tr> <tr> <td>Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)</td> <td>2.00%</td> <td>1</td> </tr> <tr> <td>Yes, on a permanent basis (year-round)</td> <td>87.00%</td> <td>41</td> </tr> <tr> <td>No</td> <td>0%</td> <td>0</td> </tr> <tr> <td>Totals</td> <td></td> <td>47</td> </tr> </tbody> </table>			Value	Percent	Count	Yes, on a temporary basis (during spring/summer months only)	11.00%	5	Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)	2.00%	1	Yes, on a permanent basis (year-round)	87.00%	41	No	0%	0	Totals		47
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No	0%	0																		
Totals		47																		
<p><b>Yes, on a temporary basis (during spring/summer months only)</b></p> <p>We'd love to offer the space year round, however your current position of not allowing heating in the area (which does not make any sense) renders the space effectively useless over the winter months. COVID isn't going away, this is something we have to live with now, and we need to adapt the way we live. The parklet's have been a wonderful initiative for businesses and for the neighbourhood. It should also be a year round initiative – what do you expect businesses to do with all the infrastructure/furniture they've invested in if you remove the parklets? Many businesses invested their own money to make these spaces operational. Many would not have the space to store this additional furniture/infrastructure over winter without being able to place them out. Taking this away from businesses is penalising them when it's still an incredibly tough environment out there, and so fragile. We know it's safer to be outside, why not promote this?</p>																				

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

**Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)**

Money is still very tight from no income for most of 2020 so we couldn't afford it all year round yet.

**Yes, on a permanent basis (year-round)**

Increased sales, the pandemic is not over and won't be over instantly on 31st March, so I would feel safer having customers outdoors rather than crammed inside. There has been a huge increase of sales revenue for us because previously we didn't have enough capacity to cater for everyone.

Because it's the only way I can keep the business alive and pay all employees.

The vibes are very positive!! Customers love it, we love it!!! Why not?!?

It is making such great use of the space. The area feels much more vibrant with all of the outdoor dining. Like a European city. People come on bikes or with their dogs to enjoy a meal in the fresh air. We really appreciate the council taking the initiative to make it happen, and hope it is here to stay.

We honestly believe this is the future of drinking and dining. Would happily pay annual fees to keep this ongoing all year round

beautifies and cleans up the suburb, provides a social presence in troubled drug areas, allows safe trading during COVID, allows greening of the city

**To businesses with parklets, how much would you be willing to pay (per month) to retain your temporary parklet?**

Response	Count
\$0	42.00%
\$500	44.00%
\$1,000	7.00%
\$1,500	2.00%
\$2,000	2.00%
\$5,000	2.00%

**To businesses without parklets, how much would you be willing to pay (per month) for a temporary parklet?**

Response	Count
\$0	44.00%
\$500	28.00%
\$1,000	13.00%
\$1,500	9.00%
\$2,000	3.00%
\$10,000	3.00%

## Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback Report 19 Feb.docx 1

### Any additional feedback?

We would be happy to pay annual fees to keep the parklet given we invested \$40,000 building it, we are also wanting to recover from restricted trading in 2020 and recoup the parklet investment

Park let pricing should be the same as outdoor seating permits , by the amount of tables chairs etc

Thank you for your support!! We would love to keep the parklet whilst social distancing is still enforced. Staying in business would be almost impossible without it which is evident when looking around the city. I consider ourselves to be very lucky and fortunate to have the opportunity to use the space. We are all very grateful.

From my perspective, this parklet has saved my business. It has been warmly received by the community with over 300 customers signing a petition to keep the parklet as a permanent arrangement.

As a new business the parklets have kept us alive and viable. Without them the new indoor social distancing mandates would have seen us shut our doors for good. People love the space and feel safe out there. Coming back into flu season its fantastic to be able to offer our customers a much safer dining experience.

It greatly disadvantages businesses that don't have access to these additional spaces . But for those fortunate to have access it's a great option

From what I have observed the vast majority of temporary parklets are extremely underused so I would wonder why they would be considered as a more permanent addition. The funding for these as grants from council could have been better used I think. Also, the introduction of these more permanently would be an unfair and anti competitive advantage for those businesses that have them over venues that cannot because of where they are located, in addition to those that have spent large amounts of money on permanent outdoor spaces within their own premises. Also, there seems to be some concern from residents that the process for allowing these have been rushed and that many residents have not been properly consulted.

Most Parklets are empty most of the time. Many of these businesses trade limited days and hours. Perhaps we need to look at shared parklets rather than one each for cafes and bars? A balance needs to be struck somehow so all residents and all traders have amenity. (Ps: I wouldn't pay 500 dollars but the question above only gave 500 as the minimum)

We think they are great. Less cars, more people. Much better

I think it is great having these parklets available to businesses, even if I do find parking places hard to find. It is good to see people out and about relaxed and enjoying themselves after the COVID restrictions were lifted.

If you are looking to attract amazing businesses and ensure CoY is one of the greatest LGAs to live in, why would want to charge for this? Stop moving "traffic management" instruments around endlessly and use the money saved to fund this program.

**Attachment 2 - Attachment 2 - Summarised Report on Business Owners Parklet Feedback  
Report 19 Feb.docx 1**



## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

# Community parklet feedback report

Verbatim comments Friday 19 February 2021

### Response count

	Count	Percent
Complete	2,501	95.8%
Partial	101	4.2%
Total	2,602	100%

### Have you dined in a parklet in Yarra?

Value	Percent	Count
Yes	93.60%	2,235
No	6.40%	152
Totals		2,387

### Do you live in Yarra?

Value	Percent	Count
Yes	84.000%	2,174
No	13.50%	409
Totals		2,583

### How did you travel to the parklet? (Tick all that apply)

Value	Percent	Count
Walk	79.00%	1,903
Bicycle	21.00%	504
Public transport	18.00%	432
Car as driver	9.00%	224
Ride share (e.g. Uber, Ola, DiDi)	9.00%	206
Car as passenger	4.00%	108
Other active transport (e.g. skateboard, scooter)	1.00%	22
Taxi	1.00%	16
Other	0.00%	0

### Where and how far away from the parklet did you park your car?

### How easily did you find a parking space?

easily
Easily on coppin st
Difficult to find parking anywhere near by.
Not far. Easily.
Around the corner
There is a lot of car parks around the cafe available. Always get a car spot

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Real easy
Easily, but it was my work's car parking space.
About 200m away. Easy enough to find.
2 streets away, hard to find a park
I parked just down the street and it's not usually hard to find a park at all on smith street or Brunswick street. I don't believe the parklet's have impacted parking as much as I thought it would.
Easy
Quite easily about 50m
A long way away. There is lots of increased developments that's have had onsite parking planning permit exemptions... they park in the street now of course
50 metres, very easily.
100 - 150 m in the nearby streets. Relatively easy
Across the road
I had to park a considerable distance after an extended period trying to find a parking spot, which was frustrating, and if I had not found a park almost immediately after reaching this point of frustration I would have decided to not attend Frederic, and not had a meal in Yarra at. I would have tried another restaurant in another council
On Rose Street, literally only a 2-3 min walk away
About 50 metres away and easy enough
Close by. Less than 100m
Moor St. 100 metres
100m
Opposite the cafe, it was easy.
100m
Parked on Victoria St
Across the street
200m easy to find a park
Ten metres
Easily 200m away
Across the street on lee street and another time on newry st. Very nearby.
blocks away. Parking in yarra is now a nightmare! There is nowhere to stop and pick up anything quickly. Some of the positions are horrible. The one on Dight St for the Bendigo Hotel obstructs traffic badly and causes congestion in the middle of the intersection as no-one can pass.
Easy to find a space
Very close
across the rd but it early in the morning 8am
Not far, very easily
Very easily
One block. Easy parking.
About a block, finding parking was fine.
Close. Relatively easy to find park during COVID
George St. 3-5 minute walk. Reasonably easy to find a park.
5 mins away
Across the road
Just around the corner in Canning St car parking very easy to find
Across the road
Parked directly next to the parklet
Around the block. Was quite difficult getting a parking space.
Dropped off

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

easy
We parked opposite the road; it was mid-January on a Saturday and there were few cars on the road or parked in the area.
I managed to get a park on Gertrude street, a couple of minutes walk from Anada.
I managed to get a park on Napier street very close to Fitzroy Town Hall Hotel.
I managed to get a park on Gertrude street, a few minutes walk from Archies. Parking was not an issue.
30 meters. Very easy to find a park. We would normally cycle but had a person with mobility challenges that day.
About 100m. Fairly easily.
Within 700m on a Sunday afternoon
A block away, it was no more difficult than finding a park any other time.
Found car park easily near cafe .
in the surrounding streets of Lennox, Bowen and Highett
100 meters, it was easy
On Street parking - generally within 100 metres of the cafe
About 50-100m. Very easy
Easily, there are available parking spaces in Oxford St or around the corner in Langridge St. We don't dine in peak weekend times.
Few hundred metres. Not far.
20m. easy peasy
During the week it was easy enough to find a parking spot however on the weekend when the permit zones were active it was almost impossible which is a shame as the whole parking bay was almost empty.
within a block. fairly easily.
opposite, close by
Parking was available opposite site easily . Mainly I walk or ride
Side street very close
Parked max 50 m from the venue. Been to many of the new parklet spaces. They are brilliant. Make them permanent
Same Street. Easy enough.
Very easy on bridge road
100m
About 500m. Parking is difficult due to permit zones
Street parking right across the street
Very close. Less than 1 min away.
Right out the front
About 500m away. Was easy to find a spot
East parking found 2 blocks away from the restaurant
I parked around the corner, very convenient and no trouble at all
Within 50m, found easily enough.
About 100metres. I found it no different to before the parklets.
On gold street it was very easy to find a park
On gold street it was very easy to find a park
Less than 300mtrs
It wasn't too hard about 50m
In Charles street, quite easily
Like two minutes and it was easy
4 blocks

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Difficult. My vehicle is over 2.3m tall as required for my work. I would like to see some parking reserved for taller vehicles as there is plenty of off street car parking that only accepts less than 2.2m
Just up the road on another street. Not hard at all.
I parked right across the road and found a parking space very easily.
There is street parking on any of the adjoining side streets to Smith Street
Pretty easily
~30m away, on Smith St, very easily!
Easily, 40m away
quite easily, maybe a block away
One street over from the cafe, I have never spent more than 2 minutes looking for a park when wanting to go somewhere and eat.
Incredibly hard, after multiple loops of the vicinity found a park - however I don't mind I'd rather business expand patron capacity and as a punter I love sitting on the street watching the world go by .
Parked a couple spaces up from restaurant. Super easy, there's still so many car spaces on and around Rathdowne street!
50m down the road. Wasn't hard.
Not far at the Coles Carpark nearby.
Very close. Across the road. Very easy to find a park
I drive a van which is rather large and have never had trouble finding on street parking. Max walking 50m
parking was ok there are no many other cafes/restaurants requiring parking in the area.
Easy, other side of street.
A few streets away. No issue finding parking on a busy day.
Within same block - only 3 parks taken by new outdoor area but has room for up to 50 patrons
100m
About 100m away down peel street, no issue finding a park - some issues with length of parking
Parked 3min walk away, easy to find parking
Near peel st, not far at all
It was okay but getting a bit more difficult now.
Easily and nearby
In a side residential street, easily found a park
Close 20m
Not far, easy to walk to from car park
With 50 metres. Very easily.
We were skating at imax so we left our car there and walked. It took about 10 minutes.
About thirty meters. It was pretty easy to get a park.
100m, easily on a Sunday
30m - very easy
There were still some car spaces available out the front. No issues finding a park.
About 10m. Relatively easy to park
Parked about 50m away. Relatively easy to find a car park
Just a few car parks down on Gertrude street. Was easy to find a park.
Next street. Very easy
About 100m. Easy.
10 metres. Was not an issue AT ALL. Was very easy.
parked down the strat, maybe 20 meters
Two blocks away. Easy to find a park!

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

In two instances no, we wanted to be outside and there wouldnt have been room and we also like the ambience and aor circulation
200m away. Reasonably easily
Very close 20m
100 metres. Very easy.
100 metres. Very easy.
15 m walk, 5 mins by car; will only drive at night
Around cnr
Metered park
Not too far and more than happy to park fourth et away and walk Loved the outdoor dining and want it to stay!
Very close to the restaurant on the street
Near curtain square
30 metres
300m
Past Gertrude street on Smith street, not easily found for a drop off destination, nor parking locally.
Parked near by. Easily found.
Easily found a park on Raphael street, 100 metres from Coffee Peddlr.
Parked on Easy street. Was not hard to find a space. I drive around for work as a sales rep and have not found parking any different since the installations have been installed
Fitzroy is always hard to find a park, but the backstreets behind Smith St tend to have a few if you hunt. I would never pay for parking along smith st anyway.
Parking in and around smith street has always been a hassle, but since Yarra introduced the parklets I've seen no difference.
Very easily about 25m away.
It was early on a Saturday so parking was not an issue
Quite easily. Happy to find parking a little further away if it means there is more space and community atmosphere.
10 metres / easy
Opposite, no difficulty.
Same side of the street, no difficulty parking
Around the corner on Charles street, no difficulty parking
Very easy acres of space
Yes
we've been multiple times and always found parking within a very short walk. Normally on Gertrude St right near Archie's.
Street parking close by
Across the road. Found very easily within 1 minute
Was able to get a car park on Gertrude st only 1 block away.
About 100mtrs, relatively easy
Further along St David Street.
I parked about 200 metres away. It was easy to find a park with in walking distance.
Around the corner
25m. Very easy on street parking.
Pretty easily, they only take up a couple of spaces
Only a block away
I found parking without an issue, 20 metres away :)
Easy to find, five minutes
I parked a few streets away and found the spot easily enough.

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It was easy to find a parking spot just around the corner.
50m and was as normal finding a park
Very close
I have found parking easily across the city of Yarra in side streets at certain times. Majority of the time I will walk or public transport to these venues. I think that the parklets are a much more valuable use of space than parking spots.
Super easy to find parking space only once had to park one street away
With in 100m and found a park easily. No problems
Same parks as usual. Easily parked.
Parking is a little harder if I'm honest. Especially outside amenities like chemist warehouse on smith st Collingwood.
We're dropped off so parking was not an issue.
5 mins walk away. Pretty easily!
150m
Has no issues with parking
Mostly uber & tram but when i did drive it was super easy
No issues. Lots of parking.
Within 1-2 streets. Easily found parking in North Carlton however had more difficulty in Carlton
Easily found parking in side streets
In Gertrude St. Easy
Not far
Relatively easy.
Parked less than 5 min walk away. Parked easily.
Mostly we've been walking which is very easy.
In a side street, very easy
300 metres
Parking during peak times definitely a challenge. Have had times when no parking available at all, when normally wouldn't be an issue.
Very easily
No issue finding a park within a 2 minute walk of the park let. I have only used a car to drive to dinner a one occasion as the public transport options in Yarra are many.
Street parked, normal distance from the venue. Parking is often difficult around the Fitzroy area but achievable. If parking was more difficult, we would just ride share there always.
Never had to park more than a block away. Easy to find a parking space
Anywhere between 5 meters to 5 minute walk
About 10m, found parking very easily.
5 minute walk, found a car park fine.
Had no problems finding a parking space. Parked off Brunswick St and off Smith St in paid parking. Or chained my bike up with no problems.
On the same street or in a parking complex.
Very easily, 300m walk
Yes. There are parking available just next to parklet. Just off gettrude st. The smaller lane ways have parking and is usually easily available.
Very easy
Very easy, super close on smith at and Brunswick st
N/A
Easy.
It was simple, slightly longer but not a problem if planned for. I am More likely to ride or drive share
Very difficult... parked about 80m away

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

I have parking at work around the corner, a short walk.
Easily, I park on Gertrude or Brunswick street
No further than I'd normally park in the same area. Very easily.
Parking space found easy.
We managed to find a park within 2 minutes walk of our destination
Neighbouring street a block away
Found a carpark on a sidestreet with no bother whatsoever
Within 500m Plenty of parks available.
It was easy enough. There was no real difference between finding a parking space before the parklets where around
usually across the road or on a nearby side street, parking hasn't been an issue since the parklets have been introduced
It was hard to find a car park
Easy. Lesser parking from parklets was no issue and prefer to walk or ride most days anyway!
Parked very close and found parking easily.
very easy
2 mins walk. Plenty of parking
Pretty close.
About a block away. Around the corner. It was quite reasonable.
No issues finding parking

### Would you have dined at this business if it weren't for the parklet?

Value	Percent	Count
Yes, I was going to dine here regardless of the parklet	36.00%	877
No, I went especially for the parklet	49.00%	1,169
Unsure	15.00%	357
	Totals	2,403

### What do you like about this parklet?

Tick all that apply or write your own

Value	Percent	Count
Outdoor dining is safer than indoor dining (COVID-19)	80.00%	2,062
Vibe/atmosphere	84.00%	2,150
Design, look and feel of the parklet	68.00%	1,746
Something new/different	55.00%	1,416
Supporting local businesses	83.00%	2,118
Better use of public space	84.00%	2,147
Other	7.00%	176

### "Other" comments

	Count
Can take my dog	2
Dog friendly	4
None	2
We could bring our dog	2
nothing	2

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Can sit outside with my dog	2
Nice big tree and just far enough from Swan St to be not too noisy but still lively.	
Nothing	
Accessible for my friend who uses a wheelchair.	
Added something extra for the business and my customer experience I would have gone to some establishments anyway but on a few occasions have gone especially for a parklet, on another a business could only seat us in the parklet because their inside space was socially distanced	
Adds more space to the venue which means more likely to get a spot	
Also, feels very European. Makes the street look alive and looks very appealing, I like spacing tables, feels much safer, with regard to COVID practices.	
Being able to be outside in the fresh air and sunshine	
Being outdoors is great plus you see neighbours and friends passing by.	
Brings the community onto the street and gives a vibrant life to the suburb	
Can bring my dog	
Can dine with my dog together	
Can take dog	
Cars take up too much inner-city public space, this is 10000x better	
COVID safe environment	
Didn't	
Didn't like it. Too noisy, dusty and too close to traffic.	
Enjoy being outside in the fresh air. Gives more seats to keep the businesses running.	
Enjoy dining outside	
Enjoy weather	
Erected on a loading zone and there is unsafe of unloading of goods	
Feel special	
Get to be outside after being locked inside all year!	
Gives a lot more outdoor dining space which is more pleasant, and allows for larger and more comfortable tables than the sidewalk typically does	
Great to be able to bring my little dog to more venues with additional	
Greater enjoyment of nature outdoors	
Helps increase available dining spots due to COVID restrictions	
I am not in favour of parklets in side streets near residential areas	
I can take my dog with me	
I can take my dogs with me while I eat out	
I could bring my dog	
I didn't like it	
I do NOT like anything of it !	
I do not like anything about this parklet.	
I don't like anything about it and I resent being required to reply as if I do	
I don't think parklets should be allowed on a side street with residential properties close by	
I feel more comfortable and less anxious sitting outside because of COVID but I also prefer fresh air and space, etc.	
I have dogs and need to sit outside. I am therefore able to sit with friends with my dogs. Neighbours need these 'meeting places' to connect in these uncertain times and meet every day to 'check in' During 2020 Cheeky Monkey Cafe kept us SANE and connected, it was a real life saver for many single people.	
I like less cars around	
I like to dine outside when possible. Previously they had limited outdoor space	



# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

I love dining outside in general so having more opportunities to do so at more venues has been brilliant	
I love how much more of a community vibe they create! Great way to reclaim public space	
I often drive through that little street to get to Bridge Rd. It's not a great nuisance but I was a little put out when I couldn't get through.	
I've dined and drank at places I normally wouldn't as they were too busy or I don't like their interior as much. They have added so much to the local areas possibly the best thing that the council has allowed	
If this outdoor dining option wasn't there, the pub would have been full and we wouldn't have been about to be accommodated.	
If you have a little child (18 months) the parklets make it easier to eat and socialise with them	
Increased capacity	
Increased venue capacity while being COVID safe	
Indifferent to it	
It gives the neighbourhood a more vibrant feel.	
It is a good idea but very badly constructed and not maintained in terms of hygiene.	
It is on a residential only street and has caused great harm to all the surrounding resident's ability to conduct their day to day lives, sleep, open windows in their house and spend time in their gardens. It has also meant that residents feel unsafe in their homes.	
It is preferable to bins and rubbish in these former parking spaces	
It is spacious, allows me and my co-workers to eat comfortably in a less loud area.	
It is taking up little public space but adds a real sense of community and a lovely space to meet people.	
It makes streets seem so much more lively and safe	
It's a great novelty being out on the street.	
It's brought our city back to life. It lifts everyone's mood to see all this vibrancy in the streets	
It's easier to bring a dog	
It's nice to be able to have more outside space for nice days!	
Its nicely done, good for the kids and i on the weekends.	
Keen to see these Parklets become even more bespoke and beautiful.	
Keep an eye on my bike	
Less motor vehicles on street	
Makes streets feel a lot more pedestrian friendly	
Makes the street (Cameron?) a lot quieter	
More alfresco dining	
More outdoor space for dining when I have my dogs with me	
More space for more customers, too!	
Next to park and greenery, sitting in sun and seeing sunset	
Nice to have people rather than cars!	
Niche Cafe is not listed?	
Nil agreement - see following	
None really...	
Not as noisy outside	
Not much to like. Generally, poorly designed and constructed from cheap materials. They look unsightly and have become targets for tagging.	
Nothing	
Nothing	
Ok	

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

On a street like Peel parklets are great. I would not consider dining in a parklet on Smith or Brunswick street, too near cars, too smelly, too awful	
One of the few places in Cremorne with an outdoor space	
Opportunity to enhance outdoor area. Unfortunately, I didn't find this the case	
Outdoor dining on a sunny day	
Outdoor on a warm day is just nicer - and less hassle COVID wise.	
Parklets are great for prams. I love not needing to negotiate narrow doorways or interior stairs, and if my bub is noisy, it's less of a problem outside	
Pet friendly	
Pet friendly outdoor space	
Pet-friendly	
Prefer outdoor dining generally	
Prefer outdoor dining with baby and pram	
Provided the opportunity to dine in this otherwise busy bistro	
Provides them with outdoor space so we can go with our dog. Previously we went elsewhere	
Reallocation of public land for public good , i.e. not car parking.	
Reducing cars	
Reminds me of how they do it in Sweden!	
Restaurants and bars can be quite loud and often hot and cramped. I enjoy the fresh air, the space and the atmosphere	
Right on the tram stop. This is too dangerous especially for an elderly person. Not enough room for people getting off and on at the same time.	
Safer for bike riding (less chance of dooring)	
See below	
Some back gardens are too noisy, so it's a more quiet option out the front	
Some of them take up too much space on the Street, especially on Smith Street and you're sitting next to traffic	
Sunny!!	
Sunshine and air on a sunny day	
The bar inside is tiny so the parklet offers a completely different experience	
The capacity at Kent St has basically doubled which is great for such a small local business	
The design of the parklet is very unattractive	
The less cars the better	
The pride and care displayed by business owners in dressing up the parklet	
The street feels more social, as if a street festival were happening. It's great to walk outside post-COVID and see people having fun.	
There was a jazz stage set up across the road!	
There's no alternative at this venue.	
These guys have done such a great job of the space they have been given.	
They hardly take up enough space to warrant removing them.	
They pack people in beyond the regulations and no one there to police it	
This has vastly improved the streetscapes within my local area.	
This should be made permanent.	
Usual appeal - looks better not to have cars parked on the street	
Was seated there	
We wanted to bring our dog	
We wouldn't have been able to have dinner at the pub without the extra space of the parklet :)	

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Well the council didn't really offer much except a couple coloured blocks. Rouleur added their own tables and barriers which are nice	
While I think the survey touches on most of the points for continuing this, I think there is something intrinsically beautiful about seeing the community gathering in these spaces that is not done justice by any of the options. As a local it seems a better use of our space than for car parking, and as an American living in city of Yarra for five years now I have been moved to tears more than once by how wonderful it is we can take these spaces back to gather safely with friends and loved ones. That emotional response is likely driven by the horrific state my friends and family at home still find themselves in, but also speaks to a sense of togetherness that I really do not think we should squander in our effort to move from COVID normal to normal in the coming months	
a bit disappointing that this cuts into a busy bike lane	
able to enjoy sunshine	
adds street life to Cremorne	
can sit out in the sunshine	
could take the dog	
do not like	
dog friendly	
dont like it	
good spot for dogs	
helps business expand	
i don't, smokers are invading my sidewalk. Will you pay for my chemo?	
it makes the streets feel more communal and creates a revitalised atmosphere	
lack of support for residents for parking	
more space to sit than other venues who didn't have parklet.	
nil	
on a nice day I prefer to sit outside.	
see below	
sun!	
takes up valuable short term parking spaces	
they make a great smokers at pubs	

Thinking about vehicle traffic, how safe did you feel while in the parklet?

Value	Percent	Count
Very safe	89.00%	2,134
Somewhat safe	9.00%	208
Neutral	1.00%	31
Somewhat unsafe	1.00%	17
Very unsafe	0.00%	10
Totals		2,400

### Comments

#### Very safe

they have added wooden panels to the concrete bollards and the speed limit for vehicles and trams is pretty slow anyway.
secure fencing

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It's on a side street
Well blocked off, didn't feel like I was on the road
There are a number of parklets in Gertrude St and they are well constructed and easy to see by passing cars, and so it seems unlikely that a car would crash into them.
Solid walls with reflects, concrete bollard supports
Concrete blocks everywhere! Also, traffic is slow anyway
Sturdy bollards I feel more unsafe with the tradespeople and how they behave / park and drive around our streets
Slow speed limit. Concrete blocks.
Large bollards protecting the space
The parklet is well fenced and Rathdowne St is wide.
Had no concerns with traffic
Cars and other traffic slowed near them, and it gave the whole neighborhood a great vibe. People were enjoying each other, the outdoors, and lots of small businesses in a really visible and fun way.
I liked that their parklet was fully fenced in and they have integrated the concrete blocks really well. I have felt the most safe in theirs, especially considering it's on a relatively busy rd (Smith st)
The parklet is totally separated from the street, I didn't feel there was a risk cars could get confused and drive into it.
Just felt like I was on the footpath. Didn't feel I was on the road, though I guess I was!
The structure is built beautifully and there isn't much traffic on that road. It fits in nicely with the vibe of a suburban cafe and is under a beautiful shady tree.
Concrete bollards are well placed, less cars in general, people travelling at a slower pace and taking it all in.
Big wide street with an intersection. Cars are already slowing and have plenty of space to pass
It is on a side street, so it doesn't get much traffic
Felt like a perfectly sufficient barrier from vehicles. It's not a high speed street
Off the Main Street
Well built and a safe distance from trams/cars
Separation from cars was very sturdy and established
Vehicles are v aware of these spaces. I was not concerned in any way!
Bollards, traffic was moving slowly, lots of other people around
We sat away from the corner of Brunswick St and it was very peaceful
The fences provide protection from cars/traffic
It felt separated from traffic
Well distanced from cars, didn't feel on the road at all really!
The concrete bollards, and not a fast traffic street
The potential threat of traffic didn't even cross my mind.
There are walls and traffic on Smith St is generally slow.
It did feel that the parklet area was not part of the restaurant. Also, the boulders make it safe.
Concrete bollards
Traffic goes at slow speeds up Brunswick Street so I rarely felt unsafe. Exhaust fumes and noise, however, are something that could be improved - for example, by directing through traffic to Nicholson Street (which is much wider and more appropriate as a traffic thoroughfare)
The parklet was on a relatively quiet street and bordered off properly with a fence.
Appropriately located. No heavy traffic.
I love the vibe they give Brunswick Street and Yarra. They're very cool and I'd love to see them stay.
It was mostly closed off from traffic
Totally enclosed

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Traffic is slow. No more dangerous than footpath dining.
Traffic obeyed the road rules
It was on a side street with limited traffic.
Due to heavy traffic, car drivers are careful on Gertrude St.
The traffic on Napier St is slow due to the intersection with Gertrude St. It's a bit polluted though.
It has taken over the car parks in front of it and with the bollards I never feel a car is going to crash into us.
Traffic was nowhere near the parklet
Even though cars and trams were going past quite closely, the barrier seemed strong and it therefore didn't feel any less safe compared to normal footpath trading.
Less traffic these days. Mainly bikes out the front of Molly
Adequate protection
Well protected from passing traffic.
Adequate protection
Away from traffic
No cars moving in Napier St
adequate protection
Not a busy street.
No risk of any incidence on side road.
On a side street, more formal structure, well set up
Very quiet street and tables well separated from traffic.
Safety bollards in place
It's on a quiet local street
Bollards
Less traffic
Bollards
Fully protected by concrete bollards and visually separated by walled deck design
the solid barrier between the street and the dining was reassuring, but also the traffic speed is generally pretty low on Gertrude St.
Well separated from the traffic with barriers
There's not that much traffic down Gertrude st and it's pretty slow
The bollards seemed adequate and there were existing gardens at each end that acted as barriers also.
The concrete blocks make it feel safer
Its no different than being on the footpath
The road is under-utilised anyways and is a perfect fit for the area
It's a very quiet street anyway, with minimal traffic.
Very limited vehicle traffic in local area
The park let is located in a quiet street.
Because no one seemed to close, driving too fast etc
Local traffic has a low speed limit land it's not a high traffic area.
Quite street perfect use of the public space
It slows traffic down and had safety features
Protected and off main road
We were behind a wall or structure and was far enough away from cars or trams going past
They are very visible and in line with the edge of where parked cars would usually be.
Quiet streets
Bollards work!
quiet sidestreet, with ample signage and distance from the main road. as well as confidence in the concrete bollards.

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Big concrete bollards either side
The set up of the parklet felt secure and well constructed
On a quiet street no heavy traffic
It was practically placed
Isolated from road
Quiet street
It is a completely residential street with hardly any traffic. Couldn't feel safer.
Because I don't live in fear and Yarra has installed the concrete blocks
It is well set up and protected from traffic
The concrete bollards feel secure. I also prefer outdoor dining when it is slightly protected within the confines of a park let as opposed to regular footpath dining. It feels safer.
The barriers were well placed and street traffic was slow as it was close to a stop sign
The barriers
It didn't occur to me to feel unsafe
Park let us on a side street with little traffic. Tables were adequately spaced.
End of the one way street is blocked off
Parklets are sturdy, look good and traffic is very slow in the area already.
Easy to see and speed limit is only 40 in this area anyway. Think the iridescent pink is ridiculous. You don't need an eyesore colour to be able to see clearly where people are dining. City of Melbourne ones are a lot more attractive
Easily viewed by traffic
The parklet was clearly walled off from the road
Plenty of barriers to block off the traffic
I live around the corner and I know that spot well. It is barely used for parking and it's a great spot for a new local business to expand. I felt completely safe there.
Park let was still removed from traffic
They had a nice raised parkley, well separated from traffic.
There isn't a lot of traffic on the surrounding streets and there's a speed limit of 40kms
Parklet is well out of traffic flow. Concrete blocks add extra level of safety.
Well barricaded and slow traffic
Traffic completely blocked from access
Bollards and planter boxes provide barrier to traffic.
This is a side street, so traffic is low anyway, but the extra seating made it nicer.
The barriers are clear and the car parking is recessed.
Side street parklet
This parklet is on a small street with little traffic, plus it is entirely closed in and therefore there is a feeling that you are protected from vehicles
Whole street closed off
Very quiet street. Barriers protect patrons
Good bollards
They are well fenced off. They have been around long enough that the traffic is acutely aware of them. This awareness will only increase if they are more permanent or more prevalent or both
Bollards and planters
Good structure built, plus Wellington bike lane separates traffic
Traffic speeds are very moderate along this road and the parklet was well built.
Area was clearly marked and visible, no anger of cars mistaking it for road or parking
Side street with less traffic
Good design
Tucked off main street, which is quiet anyway, with very low speed limit. Plus bollards make it more secure.

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

bollards at each end with fencing. parking it is set in is indented.
Extra structure built
We are protected behind the bollards
Very well-built parklet. Felt even safer than just sitting at a table only protected by a gutter.
quiet side street location
Good barriers
The traffic is often slow around the surrounding streets already.
Big piece of concrete helped
Well protected with the planters which also look great and we didn't have much passing traffic
This is one of the best designs by far, really makes a beautiful statement and maximises comfort and safety
The parklet did border onto a bike lane, and staff wandered out into the bike lane to take orders and distribute beers which I thought was a little unsafe. Putting themselves in harms way or potentially pushing cyclists into traffic.
The parklet was fenced off from the road and traffic on smith street is pretty slow.
It's was sturdy, visible and safe.
Bollards made me feel secure and there's a reasonable speed limit down Smith St
Having the barriers in place actually made me feel safer than normal on street dining
Has good timber barrier around the park let.
The bollards increase safety, traffic speed limits are low in commercial areas
The street near Goldy's tavern is wide, with gardens already in place to slow traffic, it seemed a natural area for dining.
Traffic is slow on Smith street which is relaxing
It is clearly designated
Sectioned off from the road
Keep the Parklets alive! They make Yarra a more exciting place to dine!
Concrete bollards
Generally in slow / high traffic areas, and concrete bollards are sturdy.
It was off the side of Johnston street, close to the action but safely tucked away
Its a specially built deck next to the Warm Hug Cafe, that has a guard rail around it. The western end of Cameron Street has been closed off and this is where the deck area is. It is extremely safe and welcoming.
low speed street
It isn't a busy street and this is usually just dead space
The parklet is located at the end of a Lane/Street and there is no traffic flowing past the perimeter of the parklet other than on Lennox Street and the parklet is well back from that traffic. In addition the council substantial concrete bollards are prominently displayed (pink) and form an appropriate safety bollard protection for customers using the parklet.
Protected from traffic
Sturdy surrounds protecting us
The concrete barriers and the wooden barriers.
Oxford St vehicle traffic is fairly used to lots of pedestrians, except for occasional aggressive tradies, who aren't locals.
The parklets are very visible & Oxford St is a quiet semi-residential street.
Barricaded from traffic. On quiet street
It is out of the way of traffic, offered an enclosed space and tables were socially distanced.
Traffic is typically slow and there doesn't appear to be any road related danger. Concrete blocks help.
The cars were going at a slow speed and didn't feel concerning what so ever
Barriers in place. Good signage

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Excellent lighting. Fully panelled and there are also reflectors on the outside to inform cars at night.
Clear barriers, no traffic. Great use of the street space
Quite separate
Bollards were in place and road is not very busy at lunch time
I could see there were bollard/concrete structures to it and this particular one was slightly elevated off the street
Parklet is well designed so that the brightly coloured bollards are easily visible by drivers.
Enclosed space
It just seemed like an extension of the footpath.
Surrounded by a divider
Was removed from the street, had good barriers, Rathdowne St is only 40km p/hr anyway.
The big concrete blocks were good
Because the border is solid and I know the pillars are big fat concrete blocks.
Garden barriers between diners and cars
The business had built a raised deck off the road and clear bollards making me feel safe as it would be hard for a car to mistake the decking as a road.
Bright colours on the exterior
It is well built and designed.
Great safe vibe and feels like Paris. Please keep them all so good for area.
Solid barrier to traffic
It was well built & I had a great view.
This parklet is really well built and would be clear to drivers going past.
Well protected. Better/COVID-safer space than inside.
The concrete bollards gave me a piece of mind
Safer than sitting on the footpath at a Cafe. Its bright and a well signed.
I felt that the parklet was clearly marked to be visible to traffic
Fenced in, on small road
It's located in a side street which is closed to traffic. A fence is around the turf they've laid down.
All open air, good sanitary protocols, easy to clean furniture.
It's a quiet street and those concrete bollards seem like they would stop a car in its tracks
Not much traffic on street
Quiet street, the parklet was a logical space that should have been there the whole time
The street has 40 km speed limits
nicely blocked off from traffic, sits nicely in the existing car spots.
It was clearly sectioned off so cars knew to go around.
My seat was far from traffic which was minimal
it was on a quiet street and I felt protected from the traffic
Clear barrier, minimal traffic
There was a good barrier between me and the road
Clear separation and solid concrete corners
Actually felt safer than the normal outdoor tables on the street near parking cars
It is really well set up
You left out alimentari, which is where I really dined. I felt safe on the parklet as a customer. As a cyclist, it gives me a very narrow path between the parklet and the lane. However, it also occupies car parks, so I have to deal with LESS random doors opening on the right hand side of parked cars. I also have to deal with LESS crossing over the tram tracks to move around cars that are struggling to park, which is risky and involves moving into the thick of traffic. As I cyclist, I overall feel that the parklets are SAFER for cyclists than parked cars that can door you or cars forcing you to weave in and out when they park. However, one marginally less safe aspect is that the BIKE LANES ARE



# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

NARROW. the optimal solution would be a slightly wider bike lane with blocks of car-free parklets. That would be the ultimate safety upgrade to Smith St.
It was on smith street and the traffic is generally moving slowly
The space is well defined and physically shielded from traffic
barriers are sufficient
Closed of space
I think drivers and pedestrians were very aware of the parklets and treated them with respect. No one was driving erratically and all the feedback I've heard from friends have also been positive
Bollards are strong and the parklet is well defined.
Shipping container structure is very solid. I had no concerns about safety
It was very well blocked off from the road
Hard bollards are great
Totally protected from roadway, just felt like a footpath extension.
It was raised up from the ground
Traffic management was excellent
There was minimal traffic and the abundance of parklets in the St meant traffic more consistently slowed
The bright bollards make it feel safe.
Strong barrier to traffic provided by the concrete bollards - feels safer than normal on-footpath dining on Smith St.
Already a quiet street with plenty of traffic taming in place (speed bumps etc), protection from cars due to the massive concrete bollards
The parklet is long and nicely marked with planter boxes - ie: easy to see.
Clear boundary
Because of the concrete blocks which provide q safe barrier to vehicles
Dining outdoors is such a Melbourne thing and adds to the beautiful atmosphere of Fitzroy. I sincerely hope these remain as I love them!!
The design of the parklet is very visible
Well blocked off from traffic
The concrete bollards
Concrete bollards are proven protection
The parklets are clearly cordoned off from traffic.
good barriers
The Union's parklet is covers a single car park (used usually by a car sharing scheme) and provides shady additional space to one of the best local pubs in Yarra.
The concrete bollards feel like they're positioned to stop a car hitting you if it were to have an accident
The concrete blocks and structures seem sturdy enough. The Molly Rose venue is also on a street w road speed of 30km
It doesn't feel any different from just sitting/walking on sidewalk, in face it feels safer in some ways given the bollards. A driver would have to be driving extremely dangerously to threaten people (as they could anywhere)
Surrounding bollards
The concrete blocks are sturdy and strong. Despite visiting the Sircuit "Street Bar" many times, I have never once felt concerned about the cars or trams going past on Smith Street.
The walls were solid and high enough. The concrete blocks made it extra safe. I also LOVE that I can take my puppy. We need WAY more pet friendly venues in Yarra.
Giant concrete blocks and slow traffic
Cars are pretty slow in the area
We were separated from the traffic by bollards

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

This particular parklet seemed to have a concrete bollard at the corner.
It is located on a 30kmph road and has space between seating and cars
the walling was sufficient and the street was slow-moving enough that even if a car bumped into it I couldn't imagine anyone getting hurt
There was a very clear barrier between the parklet and the cars.
We were on a raised platform, separated from the street by a bollard
Clearly a safe and separate area.
Traffic is slow along Smith St
The barricades feel secure and are easily visible from the road
further away from the cars. the concrete block look pretty solid
Large, clear, and conspicuous bollards
This particular Parklet is surrounded by other parklets which helps slow down traffic. As well as the concrete blocks and some fencing.
30km speed limit in the street plus the outdoor area had rails/walls around it
They're not on the road, there's fencing, and bollards
It's roomy and not on a main road
Just the same is sitting on a foot path next the road
I love the quite street and trees
The partitions
Barriers are solid and parklet seems well protected from traffic
Concrete bollards look very strong
Traffic on Smith Street is usually slow anywhere but there were also sufficient barriers although these could be better if they were made semi permanent and incorporated into the actual road
Concrete bollards look very strong
Concrete barriers, raised platform, and sturdy fence
Well-built and secure
Strong construction
Great use of existing raised footpath area
Well protected
The section of peel st it's on is pretty quiet
The separation from the road and protective barriers made it very safe and sound
Concrete bollards look very strong
The parklets are well signed and enclosed
Adequate protection
Because it's fully protected
Elevated and on a slow, quiet road
Heavy cement barriers.
The cars drove slowly when near the parklet
It's on the side street so there is minimal traffic. It's also very clear and obvious where the parklet is, being cornered but trees.
The barriers create a good separation from the road
They're all great and I think they should stay.
It's very rare that cars crash into parked vehicles using the space. Similar likelihood of crashing into the parklet. However, reduced speed limits would make the space safer and more enjoyable
Sitting behind a massive concrete block fills me with confidence I won't be swished by a wreckless fool
There are barriers protecting from cars and bikes and it doesn't feel like you are near it
The platform was raised and had a good perimeter of walls - I'd say more safe than some of the semi-permanent screens some cafes use to separate diners from the gutter.
Wooden structure that I think even motorists would be able to avoid

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Raised
Barricades blocked the cars, also as there was less parking and just traffic, cars seemed to move slower and more deliberately.
Side street. Trees protect. Slow speed of vehicles nearing intersection.
Well constructed an robust installation with clearly identifiable boundaries
The parklet is very visible from a drivers perspective, and fits in well with surrounding car parking.
I LOVE PARKLETS!
The parklet is traffic calming and the design of Smith Street this way discourages car use given the high frequency and size of trams on the 86
Fitzroys back street bars are quiet and urban, not much traffic apart from local. The parklet provides a great addition to what would normally be wasted space.
This one was on a side street
The whole project is set up well around Fitzroy, nice to have fence/flooring, great idea please keep it!
This particular parklet was in a lane, not directly on the main road so felt very quiet. Also the barriers help it feel safe.
The concrete bollards definitely helped me feel safe.
they're built by professionals
No vehicles passing close by
Quiet street
The parklets were deisgned with seating, pedestrians and motorists all in mind
It is well constructed and well located.
Felt safer than sitting kerbside on pavement seating. Concrete blocks felt very solid. Handrails and fencing felt good.
It was done very well
Totally safe and secure due the mid height wooden barriers.
didn't even cross my mind that there was a safety issue. Probably because of concrete blocks + wall + low speed of traffic?
Please keep them! I have dined at many throughout Yarra and they add vibrancy to the streets, as well as supporting the businesses as they can have more guests!
The parklets I've used are the properly established ones, I'd probably feel a little less safe in the ghetto concrete bollard ones, but that's reason to improve them, not get rid of them
Accessed it from footpath. Quiet street beside it.
You're no closer to passing cars than you are on the footpath. There is just a lane of traffic gone.
Wellington Street is perfect as the 30kmh limit keeps cars at a safe speed and the set up at Molly Rose provides ample safety barriers
Concrete bollards!
Traffic in Fitzroy is very slow moving to begin with, plus there were barriers between the dining space and the road.
What is there to be scared of?
The structure is solid and very safe
The bollards and the graphic skin on them provide a good, high visibility barrier.
The parklet is secured with strong fixed structures
Bollards and speed of traffic
The blocks on the ends, even though it's in the parking area, I found it safe.
There's plenty of footpath space on this location
I didn't feel that there were any hazards present at the parklet in terms of vehicles and never felt unsafe.
Speed limit is only 40km so there is only slow traffic.

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Traffic can see the Parklet. There's always a bright barrier or indicator! ...and if these remain and become commonplace, drivers will be even more aware.
The concrete bollards and the parklet structure made it very safe
Just sturdy and comfortable!
It's separate from traffic, if you made them a permanent feature you could modify the roadway for even more improved safety.
The heavy concrete bollards help, something to restrict the traffic and curtail the hoon behaviour is a fantastic move!
The sturdy container structures are probably safer than walking.
Bollards, very visible, traffic not very fast
Fairly quiet street anyway, but parklet constructed with quite solid walls so it didn't even feel like it was on the street.
Highly visible, built raised platform
It encourages people not to drive and use public transport or other means to get to places that now have less parking due to the Parklets, it is better for the environment and better for the suburb creating an amazing vibe
It feels extremely secure due to fence surrounding the parklet.
Concrete between me and the cars
It's completely enclosed and on a road with a 40km speed limit already (as many many roads are in Yarra). It looks and feels quite permanent. It doesn't impact the traffic at all. Maybe a couple of parked cars but that's not a big thing
Barrier between me and traffic
The set up is made to feel secure
streets are slow and big concrete bollards help.
Having the road blocked off creates a quiet and safe atmosphere. We noticed this parklet in particular has been very well designed, with barriers around the dining area to ensure people are secure and to assist the elderly to navigate on and off.
Having the entire road blocked off made me feel entirely safe from cars and other pedestrians in terms of a COVID safe distance.
Well cordoned off from traffic. Drivers seem to be taking greater care on the main strips in Yarra too - there's more activity on the street so they're driving slower.
Street closure-very safe
well demarkated area
A car could just as easily mount a curb / footpath and hit an existing outdoor dining area - i don't see any increased risk being closer to to the road. Solid concrete blocks would be safer than on a footpath dining area with no concrete block.
Rows of cars parked protects us. My young child was safe because the road is fenced off
Concrete bollards and 40km speed limit
I couldn't imagine anything bad happening and used to this style of dining in Europe especially after living in amsterdam
I didn't feel I was at any risk of a car hitting the parklet. Also as a driver, I don't feel they are in the way or make driving down Brunswick and Smith St less safe.
These Parklets feel incredibly safe as they have barriers diving the cars and pedestrians. The roads in which they are on also do not experience an excess of fast drivers.
Because cars can't park here. Also, as a rider who has been hit by a car on Gertrude St before, I feel much safer riding along this street now, there are many less distracted drivers parking and leaving parking spots on a very busy street now.
It was raised and street was closed off
They are very visible and in the unlikely event they are hit by a motorist, the current system of concrete blocks they are constructed around provides a good bit of protection. Eventually

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

someone will certainly hit one, so perhaps as we discuss making them permanent the idea of further strengthening and other safety measures should be considered.
Raised parklet with barriers + reduced speed areas for cars
The temporary blocks and wall made me feel safe from traffic
40km zone
Off main road
Off main road
Why wouldn't it feel safe?
Solid platforms with sides and concrete bollards
Strong safety barriers. Reduced speed by cars , trucks and bikes
Concrete barricade...high visibility ...doesn't jut out into traffic
The concrete pillars and wooden walls were very secure. I also felt safe walking there and crossing the road as often people parking in the area can pull out with little warning, and there was no car parking.
Solid structure, clear for drivers
The parklet is on a wide side street with limited through traffic.
It is located in a low traffic area and has barriers to traffic.
The Smith Street parklet is less appealing than the Stanley Street parklet but both feel safe. The main difference is due to the greater amount of traffic on Smith Street at various times of the day.
Generally there's a row of parked cars next to you, not cars driving directly past you
Get rid of more cars. More walkable cities
Well partitioned
I really enjoyed the out side atmosphere. The lights and sounds and more space to be out doors made the experience wonderful. I think it should come back every summer
Bollards in place and parklet well defined
The Berrmash/Alimentari parklet brings so much life to that part of Smith st. It's great to see so many people dining happily outside — it adds a community and European vibe to the area!
Off the Main Street
They add life to the streets.
The parklet was sectioned off, large enough to feel comfortable dining near customers, much nicer to be outside on a warm day and better use of street parking spaces
The parklet was in a side street
Well protected from the street and not an area that cars generally drive fast anyway
Because the roads are 40 zones already
This is solid infrastructure, well appointed and I feel more distanced from traffic than other parklets
I'm in an enclosed outdoor space and it feels safer than street dining previously
It's become normal to dine like this - cars are used to it
The physical barrier between us and the road
Speed limit is 40, usually slower traffic around the time i usually go to dine.
There seemed very little traffic at all on the street where the parklet was. The couple of cars that did use the street would have been doing under 20km/h
The concrete blocks make me feel safer as a car wouldn't be able to crash through them, plus the business closing in the outdoor area with fences.
Adequate barrier on car side of park let and reduced speeds on Brunswick St
Very well built. I have dined in multiple Parklets - archies all day, Gabriel, alimentari,
The parklet is right by a tram stop and a signalized pedestrian crossing so traffic regularly slows and cars tend not to drive too close to the footpath. Foot traffic is steady on this area so the parklet feels integrated to the pedestrian area rather than the road.
Just as safe as curbside dining. Probably more safe.

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It is secured well and has a great ambience. The restaurant has limited seating inside so this just gives more people option to dine and enjoy the nice weather and vibe on the street
Cars are relatively slow around these areas already.
Because of the fencing and slow traffic speed on Gertrude st
Area was clearly shielded and makes great use of three car spots.
Well contained, well lit and serviced
Vehicles travel at low speed, parklet is very visible.
Concrete bollards and slow moving traffic
It was a backstreet, low traffic volumes, no fumes. Great shade
Bollards were in place, and it felt more secure than having sitting on the footpath with cars parallel parking and no protection from vehicles
The venues that had well built walls appealed more than standard cafe barriers
Smith Street is already quite low speed. Good barricades set up around the parklet.
We were safe as houses. The deck is solid and the road is blocked :-)
Because vehicle traffic is extremely respectful of the space been provided for businesses to extend on to the street.
Bollards and fences provide adequate safety
Solid built up walls and structure
The setup is very obvious that vehicle won't confuse and drive across
It's protected by concrete blocks and walls
It is completely blocked off to traffic
Concrete barriers and low traffic
No different to outside pavement dinning. The bollards and bulk of the park let made it feel safer
Fenced off
Wide suburban street, low traffic
Very - good solid barriers, good spacing for tables, 40km speed limit on Smith St
Well fenced
It was partitioned well from the road
Barriers were clearly marked and well constructed. Having the bike path along Rathdowne st also means vehicle traffic is further away
It was off the main road and not subject to much traffic
Traffic is blocked by the bollards. And traffic is slow on Brunswick St.
Very visible, quiet street
This is a side street that has very little traffic. There is so much foot traffic of people that live in the area and this space is much better suited for people looking to enjoy a few cocktails vs a couple cars - there is a lot of other parking elsewhere.
Smith St is low speed
The shipping container concept is so cool!
Raised from street level, good barriers
Parklet is fenced
Fully built in parklet. We don't even notice the traffic once you're settled in.
The park keys are highly visible, many have concrete protection too.
So nicely built
Well constructed and visible
No apparent risks to my safety, so yes i felt completely safe.
The parklet was safely cordoned off with fencing.
The parklet is securely fenced off.
The parklet made me Feel very safe as it is thoughtfully designed to be very visible to any traffic. It is a secure structure that made feel feel inclosed, while dining outside. It's so much more that just a couple of chairs on a car parking space, it is an artistic extension of the restaurant.

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

The parklet is securely fenced.
Concrete blocks and barriers/plants are great
The parklet was fenced off from traffic.
It was elevated and built up with a low wall to separate from traffic
This particular parklet is on a very little used car parking area.
Big cement bollards
The edges of the parklet feel solid and don't stick out enough to impede traffic
It's blocked off from traffic and not a super main road with cars going fast
Most places with parklets are in a 40km zone. The conc blocks look to be about 900kg ea and are doubled up. At the spacing of them, the speed of the adjacent traffic and the weight of the blocks, combined with the static friction on them, I feel they're more than suitable to right a vehicle that may stray. And with the angle that a vehicle could impact them, < 5 degree at a guess, I feel they would just correct a vehicle rather than becoming a hazard to the occupants of the vehicle.
Concrete bollards around venue
The parklet was well constructed and solid. Hand rails were provided and the additional seating it provided for the pub meant that social distancing could be achieved
The area is completely enclosed from the road
The park let well placed for traffic flow
Well designed and street low traffic street.
Cement bollards in place, great design of the parklet!!
Common sense, I have never stood in a parking space scared for my safety.
It's built in and clearly not part of the road used by vehicles
In quiet side street
Constructed with safety in mind.
The concrete blocks, its a pretty quiet street, isn't on a main one like some of the ones in the city or in Smith St which makes it really crowded
It's well designed and the traffic is slow on Rathdowne st, anyway
Raised and walked away from the traffic. It's slow there anyway
There are concrete blocks and people are only driving 40km/h
This location is a 1 way street & Yarra has low speed limits.
During use times it is well signed and the Hotels/Restaurants usually fill it with seating so there is no difference to seating on the sidewalk
The bollards are great & the cars are doing 40km only
There is a clear demarcation between the parklet and the traffic.
Well enclosed with trees, plants and herbs softening the hard surfaces if the barriers.
This adds a lot of value to Melbourne! Do not lose them!
The parklet was well set up and the seating was not too close to the road.
Large bollards and the fact traffic slowed down around large numbers of people dining and drinking at the time
I felt adequately removed from traffic and as though it was an extension of the footpath rather than on the road.
Everyone seems to be aware of them, the concrete blocks with the 40km or 30km speed limits and normally slow traffic in the areas helps too
Parklet had sufficient safety barriers and was not exposed to the traffic
Traffic in that street is minimal.
Good enclosures, boundaries clearly marked
As a local home owner and business owner I believe these parklets are bring life back to a community that was struggling even pre covid.
The traffic was slower with so many people around and it was safely demarcated.
Well fenced off. And traffic speeds are generally safe (low) in Yarra, so not worried about fast cars.

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Speed limits on roads with parklets is usually 40km or less
Well protected
I love them and feel safe less cars trucks etc
Well constructed and fits the aesthetic of Collingwood.
Well set up with lots of visual barriers in addition to the concrete boulders
The bollards/barriers created a decent barrier between the dining area and the road.
I think they're a fantastic addition to so many communities. They bring an exciting, vibrant and friendly atmosphere to so many streets across Melbourne. It can be something good that comes from COVID!
Big concrete blocks
Covid isn't finished yet, give small business the capacity when it's available
Trams stay on their tracks and cars usually travel slowly
Traffic seems slower after lockdown
I'm mostly dining on main roads where driving limit is 40km per hour, as a cyclist too I feel unaffected on my journeys also. I think they are great
Covid safe & it is nice to eat out on in a public outdoor space away from traffic & don't have to deal with exhaust fumes
Good crash barriers as part of the design (but still lots of space for dining)
The fences are sturdy enough to make it feel safe
The parklet was well built and felt safe
Blocked off from cars, not right on the road, gave extra space
They are bringing people out into the community to dine and socialise. They have helped the smaller bars and cafes to thrive when they wouldn't of got by.
Good strong walls
Because it's not a main thoroughfare!
The barriers on the edge protect residents. Also much safer for cyclists than before.
The concrete bollards make me feel safe dining there
Concrete bollards and stable structure.
The parklets have been logically and strategically placed in areas of safety away from general traffic
Concrete bollards surrounded the park let
Most restaurants installed their own barriers
The parklet was secured with barriers and there was plenty of distance between the barriers and the road.
Some cafes / restaurants have general seating that basically sits cm's from the curb of a main round about, whereas a parklet has a barrier. Feels a lot safer
Good barriers. Plus, in line with parked cars so why would traffic run into it?
Sectioned off from road and traffic speed limited to residential speeds.
I think it should be mandatory to have a deck so we are somewhat elevated.
Perfect side street
because of the concrete bollards
The concrete blocks meant I didn't think a car would hit me.
Slow traffic combined with the bollards
it is between two buildings, not next to a roadway.
The owners have built a raised deck within the park let boundary. It's an amazing space on the side street, rather than busy main rd ( Johnson st).
I go to this cafe regularly because its my local at work. The lane way has always been a problem for myself and i assume many others. Cars, trucks and pedestrians can use it, many near misses, once I nearly got hit by a tesla.
a car couldn't get through because its blocked.



# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

There were concrete bollards in place front and back with clear no entry signage. a car couldnt get through even if they tried.
Very separate. Other parked cars around either end of parklet
Barriers are better than the flimsy ones used on the footpaths (if any). cars can still cause accidents while parking - this removed that risk. While driving past, drivers seem cautious and no risk of doors opening (as a bike rider I feel a lot safer with no parked cars)
Concrete bollards are reassuring and the distance from trams is sufficient.
Secure timber construction and bollards no less safe than side walk seats next the the road/ parking cars if not actually safer
The concrete blocks made me feel safe.
Felt completely protected from any traffic as traffic is quite slow moving on Fitzroy streets. Design of most parklets is great, businesses have made an effort.
Nice atmosphere
Concrete bollards
No traffic speeding up Cameron street toward Lennox street. Much safer with the road closed.
The speed of cars is only 30km p/h No difference to sitting on the side of the road when it's a clearway.
It's well constructed & the concrete blocks incorporated into the parklet provide peace of mind
They are raised and have barriers.
On each corner of the parklet there were concrete bollards to stop any cars should there be any accidents or anything like that. It felt very safe.
Side street so not so busy. Plenty of room for cars to pass both ways
It didn't feel like we were right up against the traffic
The parklet structures are robust
It was an enclosed area with bollards
The corner concrete pavilions felt sturdy and secure
I never have felt safe walking across this alley way as often people would speed down it out to the main road (Balmain ) it's a better and more productive use of the space
There feels no difference between sitting on the footpath
Street is blocked = no vehicles.
They are very clearly marked and separated from traffic
The barricades were very obvious.
All parklets i have dined in have been well designed and enclosed from the road.
The parklet was well-defined by bollards and picket fence.
No cars on the road due to imminent lock down
The parklet was well protected from vehicle traffic on the road due to a barrier being created by visually appealing planter boxes which created adequate separation.
Barriers separating table area from traffic and parklets were on a side street not main road.
Concrete bollards, one lane traffic and 40kmh speed
Nobody wants to drive their cars into the concrete blocks left on the corners
It's on a side street with parkland beside it. Plus it provides a solid barrier between the cars and the tables.
No different to footpath dining
This was a street with shared car/bike lanes. Doesn't feel like you are on a busy road full of vehicle traffic.
Not on a really busy road
Great infrastructure
The parklets I've been in have had extra dividers it in along with the council bollards, so I have felt quite separated from the traffic. In fact, better separated than sitting on the pavement next to parked cars (which can also park or leave unexpectedly, noisily and smellily)

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

### Somewhat safe

It still felt like it was on the road, if there was a bit more established separation between traffic and dining it's be better. Better than not having it though
Would be better if the traffic was slower. Feel very close to the traffic
Solid barrier between myself and cars, cars going relatively slowly.
Need to make them feel more permanent
Why what?
some park let's don't have bollards or more sturdy separation
Because idiot drivers do not respect and obey the speed limit of 40 in my north carlton area and I have asked council many times for speed humps to be built in all our streets to try and prevent speeding drive through drivers
Needs to be permanently made seperate from traffic
Feels fenced in and traffic only passing at 40 km
no different to dining on the curb.
The traffic is very slow
It's not really safety, but trams felt very close, noticeably more so than normal footpath dining.
Felt safe because of the concrete blocks, but people driving cars kill people pretty easily...
Very few cars were on the road so it didn't feel too busy and cars were driving slow anyway. It did feel a bit strange to be so close to the road though, but we got used to it.
Bollards
I think that all parklet's should have fencing / green hedges not just for safety reasons, but also to make the strip look attractive to new customers.
I assume its safe given the council has approved it.
Proximity to passing traffic. But hey, life is a risk anyway.
While the light is good I feel like drivers can see them. I can see the risk of a bad Parker or someone turning a corner badly and crashing into these. It's slightly precarious. But mostly fine.
I'm not sure the barriers would stop a heavy vehicle and we were essentially do king on the road
It is easily visible to drivers
I wish the car traffic was more restricted
Some parklets feels safe than other depending on the type of street and usual amount of traffic. Parklets with implemented outdoor set up from the venue helps to create a visual separation between cars and people. The good thing about parklet is that smaller venues with less indoor capacity to have covid safety measures in place are now able to open and have rentability on their space by using outdoor set up to optimize their opening costs. People pay more attention to new places that they didn't notice as much before because of the outdoor setting as well, it creates curiosity.
There are concrete barriers - but not across the entire front. City of melb seems to be doing this better with complete barrier protection for their parklets
The concrete bollards helped.
Still a bit too close to cars and bikes driving past
Not much distance between cars and the parklet
Car drove into the barriers
the blockades make it feel very safe
Completely built-up parklet
People can't drive.
Its quite a busy road/intersection
The barriers in place and that drivers expect the outdoor parklets now.
We were worried about traffic to start with, but it was a non issue. Felt safe in the space.

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It's not a very big spot
Very close to tram on Smith St
It's still quite close to the road
The fencing around protected us. You really should keep the Parklets it's a much better us if space and creates a more pleasant experience for everyone.
I felt sufficiently safe, but foresee a significant accident happening in the future where someone ploughs into the park let whilst people are dining.
Some have better barriers than others.
The space was blocked off with big concrete blocks etc and drivers appeared pretty aware and respectful
Well if it wasn't for the barriers that Rouleur added themselves then I would feel very exposed
Not so much of cars but sometimes cyclist cycling too nearby.
The parklet is in a side street without much traffic. Other parklets, in busier streets have fairly robust construction and safety features which would make me feel safe there.
I have a small child and it does make me worry about unsafe driving - the concrete bollards help for sure!

### Neutral

I was off the street and cars were travelling slow 40 km speed.
I didnt think about it at the time, but a car could have easily ran us over while dining
Not something I considered as an issue.

### Somewhat unsafe

Do not like the fact of limited distance / barrier between cars / roadway and seating.
It is a busy street, and major suburban arterial.
Cars turning from Smith St into Peel St, corner tables felt unsafe. We moved to a different section of the outdoor space.
There is a large area that is fenced off on a permanent basis making crossing the road more dangerous
Because the traffic is still at 40 kmh and when a car is parked across from the park let and then you have cross traffic there is not enough room for two way traffic. 40 kmh with tragic CM away is nothing overly safe
It's very close to oncoming traffic
The cement bollards will eventually be in the way of a car or bike. They poke out too far into the road, leaving too little space for a bike rider and a tram
Due to travelling further along the street after dark and with increased congestion on the road itself.
Most of the parklets are made of ply wood it seems and I don't think patrons would survive too well if a car plowed into them. Perhaps more pink concrete blocks. Or safety standards could be implemented
This particular parklet is used as a smoking area and that's it. No barricades against traffic except concert blocks. Parklets that don't meet asthetic or safety levels should be scrapped. Others retained.
Fumes from cars

### Very unsafe

Too close to the tram and traffic. Exhaust fumes and traffic noise was awful
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## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Vehicles aren't the problem. Outside of dining areas they're full of cigarette smoke. The brandon is in a residential street and it's a bloody chimney at times
Road is narrower and car fumes linger longer because cars are caught behind trams.
Between bicycles, cars and trams, it feels like an accident waiting to happen.
Whilst concrete blocks were in place, the layout in and around it was poorly thought out and there was no securing of furniture such as umbrellas

### How accessible did you find the parklet?

Value	Percent	Count
Very accessible	78.00%	1,877
Somewhat accessible	15.00%	365
Neutral	5.00%	110
Somewhat inaccessible	2.00%	36
Very inaccessible	0.00%	6
	Totals	2,394

### Comments

#### Very accessible

There were tables available
Well spaced tables, open end on footpath side, mobile ramp for wheelchair access in use
It was flush to the sidewalk and didn't get in the way
Spaces large enough for wheelchairs etc to fit through
Ramp access
Because they still have the normal footpath seating too. Means that it's accessible for those with disabilities. Only the seating at the back has an additional step up
Easy to see, easy to sit down in, easy to stay in. Love the parklets!
I found it to be flush with the existing pavement or with clearly marked steps. Very accessible
On the footpath level. Wide footpaths here
Level with footpath
I am fully abled and don't have good insight on accessibility
Directly accessible from the footpath.
No barriers - easy to access
Tables were well spaced and the area was raised.
Walk right in
Space around tables ample for ease of movement
Footpath mounted
Easy access from the pavement
I have a physical disability and it was fine. The step up would have been an issue for anyone in an electric chair but otherwise good.
It was easily accessible so not sure what this question is asking.
Not really applicable as we are of good mobility and dexterity
Ramp off footpath makes it accessible to all.
At-grade access is great and makes it feel like part of the footpath/restaurant.
It was visible, easy to walk to and near public transport.
As a wheelchair user I enjoyed the extra seating space.
Plenty of space
Good especially for people with a disability as there is no small doorways or aisles to get through

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Large abs open
Have no disability
Level deck
I'm an able bodied person
It was accessible
Built on flat ground
Close to home
I have access needs. These offered me access to the venue and vibe without having to be too challenged
Simply sit down
It is a generous space
Its an extra space and I enjoyed the outdoor option.
-
Floating floor means no step from footpath to outdoor area.
Carpark/roadway has been covered by platform creating flat surface from footpath.
Might be good to have an "unsure" option here for the able bodied who are unsure...
Step off the footpath onto the dining area
This parklet runs flush with the pavement (from memory) - I am abled body though so I may not notice other things
I guess?
No steps
No step and plenty of space between tables
The parklet had been blended with the pavement perfectly.
Such a wonderfully designed space. I found it easy to access, but that it also had lots of nooks and corners to make it feel comfortable and secluded despite being on Wellington St.
This is a great parklet! Beautifully designed to fit the cafes decor, and feels really nice to sit at.
Easy to access
Open to street, no stairs.
Specifically built with accessibility in mind, there is even an ramp for wheelchair access.
There were no steps or obstacles. Smooth surface. Shade available! Not too noisy. Spacious for all types
The Warm Hug Cafe parklet floor is only one step up from the road surface . It has a one step access and it has a ramp as well, for wheelchairs. It also has steel frame waist-high fence around the parklet, so there is no risk of falling off the floor area. Very safe,
Easy access from footpath as per preCOVID days
Low curb just there.
The garden style benches are tricky for an injured leg, but they put cafe tables & chairs out too.
No gap between pavement and deck. Nice open space
It feels like footpaths have more room, parklets are easy to access.
Easy to get into and exit
raised platform so there was no step-down off the curb.
The area is flat
The ramp made it wheelchair accessible and the flat deck was perfectly stable.
There is a ramp, tables off the deck side and all furniture is spaced the same
Ramp provided
At street level
Easy access everywhere
All one grade/level. I had a pram.
Easy access, no barriers
Very wide footpath to accomodate

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Easy for me to access. They also built a ramp as such to avoid the curb for people who needed it
easy transition between pavement and restaurant area
I could walk there easily
Parklet was at grade with the footpath so had universal access.
Easy to manoeuvre our pram
no parklet that i've been to includes features that are different to the existing property.
It was level with road. It actually improved accessibility on the footpath because it was no longer crowded with the smaller tables/chairs that businesses usually have on the footpath.
easy to get there, ramps onto it
It is connected to the footpath and very large, making it easier for people in a wheelchair to access the pub.
I found it easy to access, however I do not have accessibility needs. For my friends in wheelchairs, however, they still seem quite accessible
At grade with footpath.
was at ground level with tables of varying heights
Ramps and ample space
Parklets are level with curb
It's roomy and not on a main road
Level to the street
Level to shopfront
I like that it's raised so it's flat with the footpath
Level to the street
Connects to footpath
Level to pavement
Flat to the ground and level with sidewalk
Level to footpath
Easy access from the pavement
Rolls flat out from the curb. No issue at all with accessibility.
Nothing is in the way and it's a flat surface. The owners did a wonderful job at building the floor for the parklet
From memory it was level to the footpath - it was also great not to have poor pedestrians trying to squeeze past us diners on narrow footpaths
There are options for non able bodied people, plus more seating means more room to allow them a comfortable and social place to dine without being excluded from the other patrons.
It's just .. there and level with footpath
The parklet made this venue more accessible to me as I prefer to bring my dog with me when dining out.
I am able-bodied and therefore did not notice anything that was hindering my accessibility
Ramp at front
didn't think about it
Decking means it's flush with the footpaths
Outside, on flat ground.
No steps required, flat surfaces and plenty of room
No steps, just walk straight off the footpath.
Mollies normally has stairs, so the venue isn't the most accessible for people with disabilities. The parklet is right on the street; combined with the street bar that Mollies/Sircuit set up, I feel like it makes the venue more accessible for patrons with disabilities.
Well built and level
Access from the street to the parklet was straightforward - no steps
Open and easy to get into

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It's an easy walk-in/walk-out arrangement.
Its at street level... The team did a great job of building a fantastic seating layout that warms the environment and makes it feel friendly and open.
They're at street level.
My friend in a wheel chair is now able to visit more places as the parklets make everything more wheelchair accessible
Being open to the footpath and on the same level as the footpath I did not encounter and trip hazards or uneven surfaces at all.
No issue
was even to footpath
Ramp at an appropriate angle
Venue has taken great care to maximise accessibility. Mollie's is upstairs so the park let has enabled access for wheelchair users and people with physical disabilities.
It was easy to access for a wheelchair or pram
Most seem to be sitting flush with footpath level for easy entry.
No step, flat surface, flatter than the footpath actually
Might need to improve access for wheelchairs but more accessible with parklet
I am able bodied.
No steps/stairs. Wide open spaces for any all mobility excessories.
Wide open space,probably only one step from memory. All ages dining there
In a side street and also safe barrier
I have no accessibility needs but appreciate for others that the parklet was a flat surface and there were no stairs, making it easy for elderly, differently abled people, wheelchairs etc.
It was connected to the pavement
All ramps
The parklet is on a raised platform to make access easy from the footpath and is near a tram stop and signalized pedestrian crossing.
It is secure and easy to access
Same level as path
It was made level with the curb.
May not be able to access in a wheel chair as there is a step from memory.
Very well laid out space
Well set out
It felt like an extention of the venue
Could have more shade.
The venue has installed decking to ensure a flat surface for diners.
We directly entered and left the parklet space with no obstacles to navigate.
There were no obstacles to navigate in the parklet.
Good amount of space between tables. Even surface transition from pavement to decked are.
There were no obstacles to accessing the parklet area.
There were no obstacles in accessing the parklet.
It feels like an extension of the footpath – you just walk across
Worked functionally in its space.
Easy access.
Easy access from footpath
Well designed and built for the purpose
Well designed, well built.
Feels like part of the pub.
Most are one step or flush with the gutter in general much more accessible then most entry's to mod places

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Didn't have to navigate stairs
Operators made it very easy outdoor is so friendly and i think great for those with disability
No obstacles
Seems to be at grade to pavement
The set up is easy to walk into and walk around the area
There aren't many truly accessible places in Melbourne (I work for a disability workplace) and so having accessible places that are integrated into restaurants helps to eliminate stigma. It can be incredibly tricky to find accessible places and even trickier in COVID times as there are issues around vulnerable populations being exposed so these areas are incredibly important to help to eliminate the structural barriers to people with disability's participation.
There were no steps, and easy transition from pathway to parklet. Other parklets I have visited have all had accessible sections
Park let's are well made with decking so there is no step at the kerb.
No steps up and plenty of space between tables.
Lots more seating options
The owner had built a platform.
Level flooring constructed in many, if not they're just as accessible as stepping into the road off the footpath
There are steps however there is also footpath dining on the inside of the Parker if you had trouble with steps.
It has entries from both ways plus the door to lamanna is in the lane
For me, but I am able bodied
Greater mobility friendly seating options - particularly for older buildings that were not built in times when ramps were standard.
I am able and mobile. It would be easy to negotiate with a stick or a wheelchair as its level.
The tables were well spaced and the floor was even.
Minimal steps, flat surface, space between tables.
Level to footpath
Thoughtfully planned out including a ramp for wheel chairs.
We have a pram and it was very easy to access the table
Same as above, all very well designed.
I am able to walk easily
Public transport.

### Somewhat accessible

We have young children and use a pram to transport them. The park let wasn't accessible for the pram, but we were able to take the baby out and leave the pram nearby.
Parklets are surrounded by fences and gutter edges, can be difficult to navigate with limited mobility. Good to build in flat access points.
Uneven under foot
I wasn't looking for accessibility as I don't have requirements myself but I think the surface was flat and there were fairly wide spaces to pass through
The parklet is on level footpath however, as an able bodied woman it is quite likely I did not notice other obstacles.
Not a lot of space allocated for the amount of people who wish to use it.
Slightly inaccessible due to the dip in the ground from footpath to parklet
Steps up to landings from footpath, slope of street.
The outdoor dining platform is great but too big, the space is not well used and it has blocked a valuable bike access route for many residents.



## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

flat
Fairly level, but level options available
there were no major obstacles, but the nature of waterloo place is that it has tall gutters and narrow paths.
I found it super easy, but i am possibly unaware of some accessibility issues others might face.
step created by kerb & gutter
Step up to it and table you had to step into
Steps to get on to parklet
It was pretty good, but I can't 100% remember if there was a step down from the gutter to get in
It was fine for us, however there was a step to get from the kerb to the parklet so no accessibility for people using wheelchairs. It was also unclear first where to enter the parklet.
A step is a minor inconvenience. It is still considered safe.
Step down from footpath to eating area
Narrow spaces between tables.
had a step up to the seating.
From memory there was a step to access the parklet.
Ability to get in and out, bit squishy
Ok for me, but some places gave uneven ground, need to step down etc
I'm not sure about stepping from curb but the added space around tables would be much better for wheelchair users than what was previously available.
There is step but they also have tables below the step so covering all bases
On-road part of parklet required step from footpath, but there were other tables available on the footpath area itself.
it was fine
Uneven road.
You have to step down to the road part, but it also expands the seating on the footpath which is accessible
The dining area is raised so had to step up into it
This particular parklet was only somewhat accessible as it had a small step. I have seen other parklets that are fully accessible and would be very supportive of this style being widely adopted.
I recall there is a step up required to get into the shipping container
I think there were some stairs but otherwise quite spacious
There is a camber on the road that makes the tables lean.
There was a drop from the kerb, and ground was uneven. I did not have trouble, but someone with a mobility aid would
I have a pram and it was easy to get up the single stair
Gutter
Some are more accessible than the store itself which is a pro, but more could be done to promote/encourage accessibility at shops and restaurants in Yarra council area.
Stepped
I can't recall whether there were ramps for wheelchair access.
They definitely can be inaccessible due to uneven ground or stairs but perhaps more funding to create even/flat surfaces or ramps would be helpful to resolve this issue
There weren't stairs at many parklets.
Seating on the side furthest from the venue ie closer to the bollard wall may be difficult for diners with physical disabilities eg crutches, wheelchairs etc
Their Parklet isn't flat
A few steps between areas, given the slope of the ground
The ledge down into the street would make parklets difficult for some people with mobility issues
I can't really remember to be honest

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Lots of foot traffic, but that isn't the business's fault.
The parklet requires people to step down from the road side curb, but most of those I've seen also have tables on the footpath in addition to the parklet.
Some accessibility issues with kerbs and dodgy temporary board ramps between kerb and road. If these were to be made permanent investing in better infrastructure would be good.
There may have been some steps from memory. Not sure how others who have accessibility requirements would view them
it was accessible enough for the bottom level. from memory there may have been a step up somewhere tho 🧑🏻
The parklet is on a bit of a hill. Council should patent multi-height chair and table legs, would make a fortune!
Level ground but lots of tripping hazards
There was a step from the footpath up to the parklet floor, but the structure itself was flat surfaced and roomy. I think it would be manageable eg with a pram.
I am able bodied but if I was think from another prescribe to make it more inclusive, the step down from the pathway to the tables could be difficult for some. A ramp that can moved for ease to different tables would make it more accessible. More soft lighting would make it easier to see potential hazards and create more of atmosphere.
A few uneven surfaces
There's a step into the parklet
Could use some ramps.
Too much furniture to get through
There's only a small curb step but it's highlighted with caution tape. Tables are well spaced and easy to move between.
I have a tendency to fall so I have to be careful. this was ok
No ramp for people with mobility aids.
It just next to the footpath, is not so difficult for wheelchair or other mobility aids.
Can't remember if there was a kerb ramp or not
Would have been challenging for a person in a wheelchair to access
I don't use a wheelchair but I think some people that do might find it a little cramped to manoeuvre around in
Fine if you don't have a wheel chair for space but the venue isn't that easily wheel chair accessible anyway.
Flush with kerb non fixed furniture
There's a step down if you can't get to the drive way part of it.
I believe there are occasions where a step down the gutter or onto seating could make it less accessible particularly for groups with poor mobility. However, I find it reasonable that these people should be able to find a seat indoors in specially reserved seating if the business can rely on extra space in a parklet. In that case it can increase the accessibility of the establishment as a whole without impacting numbers.
Some parklets I visited were well designed and evened out, others were somewhat uneven. Although though some had steps these were preferable to one's that did not have an even surface.
Curb could cause accessibility issues.
There was a raised wooden platform that I think would have allowed walking aids to be used, however I am not certain as I don't use an aid
Some are a bit wonky or down the curb but none the less more seats = more business
Mostly they're flush with the kerb which is nice but I'd like to see permanent designs with proper access consideration
Just a few steps up

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Easy to use
I have a 6 month old and some parklet's are on two levels and not always pram accessible
Some are tricky to access with a pram
There was a small step
The parklet was easily accessible for a fully abled person, this meant that other seating in other parts of the venue were more likely to be available for those with mobility disability or visual impairment.
One parklet had a step, another required navigating a gutter/kerb.
Road surface was a little wobbly and uneven. Fine for us, but maybe tricky for those that struggle with uneven ground and steps.
Some are very accessible being level to the pavement, some have a small step up, a few step down to the road level. Most still have tables on the pavement which provide accessibility too.

### Neutral

I didn't notice any steps
I think that there was a step down to the parklet which would make it less wheelchair accessible
It is a sloped street with uneven height curbing due to drainage
No ramp
gutter step-down.
Uneven roads and steps around Yarra. As above, would like to see parklet's a permanent fixture with fences / green hedges and platforms. Would also suggest St Andrew Hotel, Fitzroy to have a parklet available from Conservatory to Nicholson Street, blocking off traffic. So traffic could go down either laneway to enter Nicholson if required.
We sat at the northern end which has some steps. Other parts of the park let we're the same level as the footpath though.
If given more budget and time to create these spaces the surfaces would be more even, but I can't see any issues with accessibility
Not possible at the one I was at for those who are physically disabled, but others certainly are when built at footpath level
Can't comment on this
I do not recall the accessibility of this parklet in particular but it is imperative that they are accessible for people in wheelchairs so everyone is able to enjoy the benefits of the parklet.
Am able-bodied so can't comment. I'm pretty sure it was ramped.
I don't feel qualified to make this assessment for this parklet.
I am not a person living with a disability and thus do not feel like I have the ability to answer this on their behalf
I don't drive so I can't comment on parking
I am fortunate enough to be able-bodied so I didn't even notice whether there was a wheelchair ramp etc.
This parklet is on a pretty significant angle.
Some steps and access could be improved. Slope is challenging.
It was possible with a pram but got a bit crowded
Didn't take notice
I'm an able person so I'll leave this question to people who have access issues and experience to talk to.
No more or less difficult than inside cafes.
The one outside Bouzy Rouge would often have ash trays or mosquito coils on the path in the way. Outdoor heaters on cooler nights also blocked
I can't recall if this parklet was wheelchair accessible.

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Often cumbersome to get to. Could be challenging for those in wheelchairs, for example.
I have no impediments that impact accessibility.
I have no physical impediments that would impact accessibility for me
No lived experience with disability so didn't consider this when dining
There's not a lot of room for public transport and bikes and cars
The park let's themselves might have some access issues but they free up space in more accessible areas
Although the space itself is accessible for diners, it does block off a through route for walkers somewhat. If this particular space was permanent, it should have tables only on the sides of the laneway and a wider walkway down the middle.

### Somewhat inaccessible

There was a step down to use the tables - the venue didn't want to spend too much money on a temporary build so they didn't build out an expensive timber platform, but I would imagine permanent council rules would incentivise better infrastructure
Bit cramped on uneven surface, step down to get to area
It was in early stage of parklet with no level infrastructure.
Crowding on pavement and lots of people milling about
It may just need a bit more floor stability if it stays long term, which I hope it does :)
Stepped levels.
Not suitable for people in wheelchairs as there were no ramps.
Parklets in general are often not accessible to everyone, often on a slope or the wooden platforms have a step rather than a ramp for wheelchair access.
had to step off the kerb to access the parklet - tables were very close together so couldn't have navigated in a wheelchair or maybe even if crutches.
too many in close proximity to each other - makes the area congested,
Inaccessible due to slight step and narrow between some tables.
Steps etc
A lot of the parklets are raised without ramps or don't sit flush with the pavement. This would be an issue for a lot of folk that aren't entirely able-bodied but is very easy to improve.
Steps
Elevated with steps
There's a step up into the parklet (although the regular sidewalk dining was still available)
Single step up from memory, but wide and easy to access.
They are accessible to me as an able bodied person. But I don't imagine people in wheelchairs or using walking aids would have the same experience as me
Steps. Too congested.
Very little space around tables. Picnic style tables without moveable seats

### Very inaccessible

There was a step up limiting accessibility
Obstacles and gutters to navigate
A danger to the old, frail, impaired, because of step and trip hazards.
I ate there once and can't walk past with my dogs for want of clean air
There is huge step up which has no warning tape or paint and is an obvious trip and fall hazard (I saw a couple of people stumble)

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By creating parklets we've had to temporarily remove some car parking spaces.

What impact do you think this has had in this location?

Value	Percent	Count
Very positive impact	65.00%	1,682
Some positive impact	12.00%	305
No impact	12.00%	320
Some negative impact	5.00%	140
Very negative impact	3.00%	67
Unsure	2.00%	60
	Totals	2,574

### Comments

#### Very positive impact

People want to be out and about after being locked up in 2020
this venue normally has such small capacity it's hard to get in. having the parklet has meant we've returned multiple times to support this small business
most patrons to this area's bars don't drive anyway
Improves the look and vibe
Cremorne is overcrowded for cars. Taking parking away can help reduce car traffic
It is great to see 20 or 30 people sitting outside rather than 2 or 3 car in the same spot. It enlivens the area and makes it a drawcard.
Opinion 1: Removing carspots isn't a bad thing, there is still plenty of parking spaces in and around the area, if people have to walk an extra 5-10min that's no big deal, Opinion 2: Public transport is highly available in Yarra, Opinion 3: Hospitality in general has a lot of catching up to do and for most the parklets are playing a huge role in that.
With the increasing population in Fitzroy & Collingwood a lot of venues are getting over crowded, this allows more access to the restaurants and bars that would otherwise be at capacity most Friday and Saturday nights etc
More people coming by bike or foot.
An attractive location to enjoy an outdoor drink near Edi Gardens
Community vibe and enjoyment of our environment, more enjoyable streets for people rather than cars, more people hanging out for longer in nicer environments spending more money over longer periods of time
More people riding, walking and taking public transport - which is great.
Car parking is not necessary during summer at Yarra locations
Reducing parking increases foot traffic which is far more likely to stop and spend and just feels better
There is plenty of other parking options. Most people that arrived walked or were dropped off by Uber anyway.
They are so vibrant and a great space for people-watching!
Livelier! It's so wonderful driving through Gertrude St and seeing everyone happily enjoying their lives
Great vibe, more people want to come. Less traffic on the roads! This should happen every summer!
We only have street parking in Yarra but we feel that the benefits totally outweigh any negatives. We're using our shared space so much better!
Encourages non-car modes of transport

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Seems like there are way more people that feel safe to be out and about OUTSIDE, rather than having do dine inside. Means more foot traffic for local businesses, too
I think it's a good thing to discourage driving for the environment and for amenity of pedestrians. I live in a very busy part of Fitzroy near intersection of Brunswick and Johnston and I think it's a better use of space for businesses to use this space and pedestrianise it rather than have parking, cars trying to get into parks on a busy road just creates traffic jams anyway.
It was annoying to have cars parked in front of that cafe anyway and it was more unsafe before with kids and dogs on the tables that were on the street. It feels safer with the structure there.
The streetscape is better utilised, businesses have been positively impacted, it has encouraged people to walk/cycle and dine at places they may not have had access to
It is an excellent use of otherwise wasted space
Reduce cars on the road, promote public transport and walking/cycling. Great vibes for the Yarra council area. Safer dining in terms of being covid safe.
It brings more pedestrians and people to shop at local stores
I think that the residents of Yarra travel via foot and bike more than any other and the benefit of outdoor seating outweighs the need for carparking
Better use of space when so many apartments and heaps of public transport. Not many shops but heaps of dining options in this part of the street
Less cars on the streets with parklets makes outdoor dining and walking along the street feel safer and more pleasant (less noise, pollution)
These parklets are doing absolute wonders for Yarra!! I will be shattered to see them go. I've not heard anyone complaining about reduced parking - Yarra is so accessible by PTV or cycling or by foot.
One car may bring one person to the area to enjoy themselves and spend money, but one parklet brings many people. Tram access is excellent, so encourage more parklets
Very happy with more foot traffic on sidewalks and fewer cars. The park let's make the street feel much more vibrant and I am attracted to more businesses that have a lot of people sitting outside. The busy park lets make me want to try new businesses
It's nice to see so much outdoor dining, and for businesses to increase capacity. They ad such a good atmosphere to the street
I think that anything that reduces the amount of cars on the road and promotes safe community activity is positive.
It encourages people to cycle more.
Great to democratise our streets. Parking is the least efficient, least socially productive, least sustainable way to use our spaces.
Less cars more vibe less pollution environment friendly
It's essentially enabled businesses (at least at some locations) to double their patronage. More people on the street creates a vibrant, bustling atmosphere that I would like to see extended the whole way along roads where the Parklets are.
being only 15min parking zones in the parklet i believe that a dining area is a much better use of the space.
It adds a bit more friction to using cars. It is a great deterrent to motivate people to use public transport/active transport.
Pedestrian and diners' safety and freedom from pollution seem more important than some local parking spaces.
Discourages lazy parking/driving
This stretch of Wellington St is a bit of a wasteland. The parklet makes it more convivial and inviting
Many people would visit this location without driving therefore it could be a fairer use of a shared public space.

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Reclaims the streets for people to enjoy
Walking everywhere is better than driving
Creation of an outdoor 'slow space' which would otherwise be taken by parking/traffic/non community enhancing things.
Better space utilisation
The corner looked run down before and now it looks cleaner with a nicer atmosphere and there are still plenty of parking spaces available
Improves the atmosphere and appearance
Poor parking in area anyway
Less vehicles turning into and out of Stawell St
Improves the local atmosphere
It has improved Gertrude St and given it a buzz and a community feel
Limited seating without the parklet
The less cars there are in small local shopping strips the better.
I think it encourages people to eat out
Because cars and pedestrians don't go together. And the fewer cars on the planet the better, do any small restriction of the use of cars is great.
Creates positive vibe in the area
Quieter Street with no rat-runners connecting Church to Lennox Sts.
More foot traffic
Much better to have people dining than cars parking! Plenty of P/T access.
Car parking is a gross waste of public space. The "parklets" are one of the best things Yarra Council has done in years, and really make the streets feel more welcoming, active and fun as I walk around.
There's plenty of public transport in this area and the locals who are mainstay for the businesses walk to these venues. It's good to have all this outdoor eating.
Less traffic
Much nicer streetscape with less cars.
Reduce cars. Promote walking and bike riding.
Too much car parking in Yarra destroys our public spaces and subsidises anti-social forms of transport (polluting, dangerous, but mostly just taking up too much space)
What a stupid question, the result is obvious
What a stupid question, the result is obvious
The majority of residents walk to the restaurant, removing car parking is not an issue at all and should be encouraged further! Parking can always happen on other side streets that don't have commercial business e.g. one street back
More people able to enjoy outdoor spaces, less cars taking up space. People out dining and enjoying the space creates a much nicer atmosphere than cars trying to park.
I imagine that when covid is finished and number restrictions are eased it would create a great vibe in the area akin to similar places in Lyon street
It has increased the amount of outdoor dining
Encouraged people to take alternative routes - it's positively impacted foot traffic too. I don't know if there's another opportunity to say this later but if not here goes - I would hate to see most of them go. Even if it was just a seasonal activity, it's so beneficial for the locale.
It's only taken one car space and provided heaps more dining space, it's great!
More people should be walking to their local businesses not driving
Its added more of an atmosphere to the area, street is very quiet traffic wise and perfect use of public spaces

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Cars dominate our streets, allowing more people to dine on the street is a huge benefit to our local communities. It's about people not traffic and car parking. Car parking is also privatization of public space, the same as having people dine there.
Great use of public space
I like to see our inner city areas becoming more village-like physically. Psycho-geographically they already are. Once upon a time people walked around the corner to their local milk bar, for example. Or to their local shopping strip. There were never more than a couple of spaces to park.
Added new life to the street.
Less cars on the road more people walking
Fitzroy / Collingwood has amazing walkability, public transport... there is no need for significant parking. Much better use of space
Motivates people to walk
People engage with the street surrounds more
The parklets create such a great atmosphere and vibrancy that outweighs having extra car parks
Better use of space
Brunswick St is dying a slow death and the park lets along it have added a great atmosphere. It is nival and exciting being able to dine on the street and watch the passers by.
Much better use of public space that makes it much more accessible to a significant amount of people, as opposed to 2-3 cars. Also improves the vibe dramatically.
Smith St feels less hectic with the parklets
Parklets in all our local area (Fitzroy, Carlton, Nth Fitzroy) create a great vibe and is a much better use of public space. The only downside is the temporary/makeshift style of most at the moment.
Returning outdoor space in Richmond to people instead of cars.
Brings life out on the streets
All of the above and less cars give people a push toward a possible healthier travel option all together
Gertrude street has come alive with the parklets - has a festive fun feel at night.
Enough parking available.
Much nicer street, not so much traffic
It's too loud inside Bad Franky. It's much nicer on the street.
More people out and about. Better to have less cars around
Has also reduced through traffic in side streets
There is a lot of foot/bike traffic on bruns St anyway and having less cars looks nicer.
More people ride their bikes or walk. Those car parks are not used that much so it really hasn't been a problem for the neighbourhood.
Many footpaths are narrow on busy main streets. Having a dining area outside on parking spots adds a great deal to the atmosphere of a street
I do not think there is a high demand for parking at this location.
I do not think there is a huge demand for parking in this area.
Parking spaces are an appalling use of public space. Cant think of a lower value use of public space.
Taking two parking spaces for two people and using it to have 20 people using the space is a much better use.
I think the parklets is a better use of space than car parks.
That's like one space so who cares. Plenty of parking on Langridge
For the loss of a couple of car parking spots we get a vibrant outdoor dining area. Public transport services this area very well.
The increased outdoor dining space seems a much better use of public space than a few car parks. I can now take my dog and find a seat outside much more easily.
Due to COVID, they had almost no indoor dining. Outside makes the area a destination



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Because of the location of this parklet I don't think a car park was removed, but it feels as though in other locations there is less traffic (particularly Gertrude Street) because less people are actively looking for parks which causes annoying traffic issues
I have often struggled to get a table at Ish last minute. There was outdoor dining space available on this occasion. I think the increase in outdoor dining space is a better use of public space than a couple of carparks.
Very pleasant sitting outside.
Outdoor dining makes Gertrude street fun!
The ability to enjoy eating outside without feeling I'm in a car park/traffic. I think the area has good public transport access, a large number of patrons from the local area, and still has sufficient car spaces for those who require them.
Was there even parking there before? Quite unnecessary if there was
Plenty of parking elsewhere
I cannot tell you how much better the street feel is wherever parklets have been introduced. I am delighted that life is being brought back onto the streets. The reduced clutter of cars everywhere is wonderful and so much more positive than a dead street full of parked cars.
More people travelling by foot, parking in side streets away from main street
It made a nice outdoor dining area for the restaurant and that enlivens the street. In fact we go there reasonably often and after COVID hit, but prior to the parklet, we would grab lunches and eat them in the little park nearby, which was crowded. Plus it's nicer to eat on actual plates and avoid takeout plastic
This might be extreme but if Smith street was all parklets, loading zones and handicapped spaces in the main area, that would be great. Maybe there needs to be another parking garage, but still, so many people just uber in and the parklets make the area super fun and lively. Even in cooler weather I've been pleasantly surprised about how nice it is to eat outside
heaps more foot traffic than pre-covid. More people out in the early evening too.
That area of restaurants have almost made a super parklet or are trying to outdo one another with making it nice
Some shopping strips will need dedicated parking to cater to those who live further away
That end of Wellington Street with Molly Rose, Chotto Motto, and The Gem is completely transformed with the parklets. Before, it had really unattractive vibes with cars and traffic. Now, it feels like a destination.
Much more valuable to the community as a social and business space than a car parking space.
Great to see the streets with people enjoying themselves and makes the seating much biker and you can enjoy the sunshine
Melbourne is better by bike and on foot and we should make it easier and nicer to get around that way and encourage less cars
Parking isn't necessary and it's great to have more people friendly spaces. Kent street is a bar, so most people are drinking and won't be driving. Also many people that frequent Kent street are local and walk or tram to the venue and not use a car in any case.
Best to limit parkings around eating areas. Encourage people to park elsewhere and walk.
It makes the area feel more like a community. It's more relaxed and friendly, it definitely encourages me to go out more and enjoy the outdoors
Molly rose isn't large so it provides way more access to go to the venue. Most people are drinking (it's s brewery) and won't be driving to the venue in any case.
The improved amenity far outweighs the slight decrease in parking, people should use public transport to these areas anyway, using cars to travel here is unsustainable
Before the parklet the tavern was not busy or a destination to go to, now it is busy all the time.
It's made the street more social and person friendly rather than focused on cars

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

So many of the people who frequent these locations live in the area, and can easily walk or cycle to the cafes, restaurants and bars that they frequent. It's given more space to the people and improved the feel of our neighbourhoods.
Nice for pedestrians to have less cars on streets.
So many of the people who frequent these locations live in the area, and can easily walk or cycle to the cafes, restaurants and bars that they frequent. It's given more space to the people and improved the feel of our neighbourhoods.
Vibe.
Nicer for pedestrians to have less cars on streets.
Nicer for pedestrians to have less cars on the road.
So pleasant to eat outside, so much better for the community.
Less cars on the road, more room for smaller establishments to provide seating for their customers
It has only removed 2 parking spots that are on a side street. It is safer to walk in this area with this top end of the street closed off to traffic.
makes the space more friendly
Parking on these main streets creates traffic disruptions, emissions, noise and just wasted the space. Using the road space for actual human activity is wonderful.
Public transport runs right down smith street so no need to drive plus this pub is right in the heart of Collingwood which is in the middle of an apartment boom.
Spaces are utilised for much greater public benefit than for car parks. A space that might have allowed one person to drive and park is now allowing a dozen or more patrons to enjoy outdoor dining. Adds to vibrant atmosphere of post-lockdown Yarra.
Slows people down, encourages different transport options to get to places
Parking just off Smith St is quite accessible and parking around the dining spaces is still plentiful, the dining areas are bringing people to the area so the businesses are getting more support whilst parking isn't detrimented.
I was concerned that removing car spaces would negatively impact businesses as patrons can't park - this doesn't seem to be a significant issue and I haven't experienced any challenges with the reduced parking.
Less people driving, more bikes, ride share and walking, good for local businesses plus it has a fresh feel
Less traffic, more people. There are many ways to get around Yarra. You don't need to drive
Most local people walk/cycle locally and this is a far better use of a public space than parking. Plus, it gets restaurant furniture off the footpath where it blocks pedestrians and creates issues for people with prams, in wheelchairs, etc.
Encourages active and public transport and reduces the excessive space allocated to parking
For a small cost to drivers, the parklet is hugely beneficial to the location more broadly - it has brought life to Rathdowne St, has become a feature over the summer and is so wonderful seeing people out in the open air.
Creates a space that can be used by many, rather than just the driver and passengers of a few cars. Better vibe along the street
I wanted to tick some positive, some negative but mainly positive because it improves the street amenity and vibes no end.
Outdoor dining is more fun and it's enjoyable to see people out having fun. It doesn't seem to have had a big impact on getting a car space & perhaps encourages people to use another form of transport.
Less cars is great more bikes and walking. It feels safer.

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Impact on the area is positive as it allows space for the majority of users in the area (i.e. pedestrians). Brunswick St is dominated by foot traffic and the parklets cater well for this use. Car park space is wasteful as it benefits only the driver.
We are well serviced by public transport.
I think it has had very little impact on car parking. We live between Smith and Brunswick Streets, and it has not been more difficult for us to park, even though the cafes and restaurants have been busy.
Less cars taking up public space
It was only a carpark used for morning pick up coffee.
We don't need more cars through yarra, making people travel to these venues via public transport/uber etc allows these spaces to remain permanently.
Parking is a poor use of public space. A single unoccupied private car takes a lot space that could otherwise been used by the community or to support our local venues. In addition, "build it and they will come" - providing more parking just encourages people to drive more. In the context of a climate emergency we need to prioritise other modes.
Because there were spaces there.but to be honest they're usually a pain to park in, there aren't many and it's such an easy place to get to.
Encourages Yarra locals to explore their own area. Creates a more positive outside atmosphere. Encourages people to use sustainable transport
It makes the space much less industrial.
Lots of public transport to area anyway
Created a more spacious environment
i love less cars parked on the thoroughfares, it also makes crossing the roads a bit easier.
It is a better use of public space - per hour one car park benefits say 1-2 people who park there, whereas a parklet benefits many more than this. Also it encourages people to walk, cycle or get a tram around the local area - there's no need to drive to most of the 'eat streets' in Yarra as they are all easily accessible by public transport
Car parks are unproductive use of public space.
What's the ratio of extra patrons to parking spots?
Less cars in City of Yarra should be encouraged.
Enough parking already, side street off street parking (car parks) under utilised previously
It's a much better use of space along Rathdowne st. Creates a lovely atmosphere and feels like it puts people and pedestrians first, ahead of cars, which is also nice
As a cyclist, the parklets present whole strips of areas where: 1) I can't get doored 2) I don't have to deal with parking or departing cars abutting the lane and forcing me to swerve over tram tracks
I live in the block and we have lost a carpark but dont care as we want George to succeed! It is all for the neighborhood.
Less traffic, more space to sit in the fresh air, easier to find a table and a better 'vibe'
Minimal loss of parking space for maximum use of space for to support the hospitality industry
Outdoor dining spaces give a very European Mediterranean vibe. Great spaces to enjoy a glass if wine or some food. Richmond doesn't have many areas like that so these parklets are a great and welcome addition to our suburbs
Still brings people to the area to spend money at local places
There is currently too much public space given over to parking private motor vehicles. Parklets are making better use of public space, create a great street atmosphere and support local businesses. It goes to show that people, and not parked cars, spend money in shops and create vibrant streets.
Yarra has great tram access in most areas. It's easy to take trams to great restaurants - no need to drive and park

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Veneziano parklet concept is excellent and needs to be included in more City of Yarra publicity materials. The shipping containers and lawn chairs have transformed the vibe of the street. I saw a photo posted on Veneziano's Facebook page and knew I needed to brunch there to see it for myself.
No one really misses two car parks - especially at a venue where alcohol is involved
Car parks are 1-2 cars vs 20+ diners. Please keep!!
It makes it more pedestrian friendly, more like a public space, it's really nice. Much better than sitting on a footpath table with a car parked next to you. There are enough car spaces - we can spare a few to create awesome neighbourhoods.
As someone who drives, I find parking along Smith street to be unsafe, not very secure and quite stressful. With trams, bikes and pedestrians always travelling simultaneously it can be quite overwhelming to park there and I feel not very safe for bike riders when cars pull in and out of the spot. I would love to see no parking along Smith st to encourage public transport and a more pedestrian friendly environment where people could walk and dine and hop on and off trams freely.
Businesses are relying on these parklets to keep their capacity up. Much more valuable to the community than parking spaces under the current circumstances.
Some of the street could be avoided as main traffic thoroughfares anyway. A lot of people walk or catch cars to the area avoiding parking requirements anyway.
What kind of idiot would try to park on Gertrude St in the first place?
Smith St has too many car parks, the parklets reduce the dominance of cars on what can be an overly choked road.
Not sure who would be driving to a neighbourhood pub in a back street - dining is a far better use of public space than parked cars.
People using PT, cycling or walking from their car parked elsewhere. Good for emissions I think and general public health if we are all more active.
There's plenty of parking around Collingwood
The whole place doesn't smell like fumes and have such loud background noise, people seem calmer, it's better for the environment
Better use of space, encourages alternative travel
Changes the whole vibe of Collingwood for the better
Reduced traffic. Safer roads from people not constantly trying to reverse parallel park and obstructing traffic, trams and cyclists
If anything I (and others) have utilised bicycles or walking.
More people dining outdoors, better use of space. We should be encouraging people to walk/cycle/use public transport anyway.
It has enlivened the streetscapes in a way planners could only dream, it provides more space to residents and visitors to Yarra who are vital for local economy. It is an exciting and positive change that reminds me of the best towns in Europe.
Too many cars, we don't need them, walk, cycle, take PT
It was a single car park used by a ride sharing scheme. They can find a new home elsewhere, further, the original outdoor seating was more dangerous given people who drive share cars are less familiar with the reverse parking than those n regular cars. It's a blight that car park and should have never been placed near an existing footpath with outdoor dining.
Encourages other means of transportation better for the environment.
People more likely to tram
It's a much better use of the space creates a much busier feel and allows businesses to help out more customers
Parkings a nightmare anyway in this area, its just not necessary with such good pty around
It has barely reduced the overall number of parks.

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Parking is a huge waste of space, especially in Yarra where space is at a premium
I live locally and ride my bike or walk anyway
There should be less car parks in cafe and bar areas. You can sit more people in a car spot than you can fit people in the car. Businesses need the extra space.
Car parks are generally bad and more should be removed and replaced with bike lanes and other uses
A problem with a lot of activity centres in Melbourne generally, is that they serve a dual role as major arterial roads. By taking back some parking, it creates a much nicer space for to be in with less wasted space (i.e. a single parking space which may be occupied by a single driver, could potentially seat 10 patrons). Also, given the density of the area, the number of people who arrive via public transport, walking, and bicycling is possibly higher than the number who drive.
It has created more opportunity for people to try new restaurants. Much better to look at happy people than look at parked cars.
Less traffic/moves parking and cars away from the main street
It creates more foot traffic, and lessens the overall car traffic, which is safer for everyone
Increased amenity and improved atmosphere. Also takes pressure off smaller outdoor seating spaces.
Public transport is great in Yarra! As a driver, I'm more inclined to use PT if it improves the use of public space
Less cars makes it more pleasant for walking, less noise, less unpleasant smells, more relaxed atmosphere. Less aggressive and rushing around
Reducing car traffic to and from licensed venues is always a positive in my opinion
Puts more of a focus on walking, bike riding.
Gives people another reason to reconsider driving their own car to an area
Less traffic is better for noise pollution, the environment, and pedestrian safety
People can feel connected again after stage 4 lockdown
Less cars, therefore less vehicles on road.
Less for car more space for us. 1 car vs 10 people dining
I think it's improved the general experience on Smith street and discouraged excessive parking that can cause congestion on the street.
People bring people. The atmosphere generated has been superb - it's another string in the bow of Melbourne's already vibrant hospitality scene. They also promote community as it is easier to mix outdoors compared to indoors where groups often keep to themselves.
Visitors reverting to non-motor transport
Plenty of parking in this area
Much more attractive
Progressive move
Less parking should encourage people to use public transport which is great for the environment. The parklets look great and create such an awesome vibe. Much better use of the space!
Cars should stop dominating roads. Roads should be for pedestrians (walking or customers) and bicycles just as much as for cars - if not more.
Discouraging people driving who can easily travel by other means
This is one of the leafiest and nicest streets in Yarra and it is wasted on what would otherwise be two car spaces. It makes for a great atmosphere which connects busy Smith St with small park on Peel/Oxford St.
There is still plenty of parking spaces around the city of Yarra. Many in side streets and surrounding streets that are under-utilised
Visitors reverting to non-motor transport
Shared spaces for community are more important than street parking. Plus more people would use public transport.

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Encouraging less car use in the city and more outdoor dining seems win win.
more people can benefit from a parklet than a car space, and it encourages public transport use
I drive and have had no more trouble than usual finding parking on smith or Brunswick street
A single car spot (benefit to one person) vs a space for multiple - greater good to the greatest number of people.
Encouraging more people to take public transport, walk or ride. Look at the success of Barcelona's superblocks, it promotes community building
Encouraging less use of cars is very important so I strongly support anything that encourages this
It's only taken away a couple of parks on a minor traffic street.
It encourages people to walk, bike, or take PT to their destinations
Cars should be strongly discouraged in our cities if we are to meet climate adaption targets. Parklets and closure of on-street parking is a positive impact as should encourage people to think about alternative transport means e.g. PT or walking, cycling.
Let's pedestrianise Yarra and/or encourage public transport. We also need more safe bike lanes please, as have been installed on Wellington Street.
Car parking is a very poor use of public space.
People avoid driving and take PT
These parks benefit a really small number of any individuals on any given day - the space I'm positive was better utilised for dining in terms of rate of people. It's also reducing the congestion on these streets and I guess encouraging people to find alternative ways to get to the destination.
Less cars on the road is always an amazing thing. Especially around pubs and bars where I see people drink driving all the time (thinking that driving after 3 glasses of wine is fine) but . Hopefully this inspires them to cycle or catch public transport.
Cars are dumb
More people should be public transporting or riding, it improves the metropolis and creates a greener and more environmentally friendly community when there are less cars through our restaurant busy streets
Area is so well served with public transport. It's created a vibe that has helped other businesses.
It has made the streets less congested with traffic and more accessible to pedestrians and cyclists. It has encouraged people to walk and potentially explore, increasing foot traffic and exposure for the various businesses in the area.
More space to dine; better able to enjoy the sunshine while dining
As a council which seeks to lead on climate action, Yarra must implement policies which replace cars with pedestrian, cycling and public transport friendly alternatives.
trading empty cars for outdoor spaces that totally liven the street up while reducing car traffic in the area is what should be aimed for anyway
Less parking space is no that good but we need to get used to use more public transport in general, the problem is that its expensive and not very useful in some areas because the routes are not practical. Bikes are great but there is been an increase on the amount of stolen bikes in the area.
Good atmosphere
It's bringing life back to local businesses, staff and locals, not just monetary but also morale. A safe space without subjecting patrons to direct indoor exposure
Cars can park elsewhere.
Limited car space anyway, if people know hard to park they will find alternates, and encourages locals to stay local
Less people should be driving and parking anyway, encouraging that is no bad thing.
Less car spaces encourages local dinning and decreases traffic. It's so great to see our community open up more and stay local.
Encourage people to drive less and ride or walk more!!

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It only takes up a couple of car parking spaces, but creates a really great outdoor eating/drinking area.
Parked cars are terribly inefficient use of space. Opening doors is a serious (potentially deadly) hazard to passing bicycle traffic, fumes from cars idling and parking negatively impacts pavement seating, parked cars impede visibility and amenity for street life.
Reducing cars is good. It makes it more personal, friendly, and safe. It makes people want to attend those spaces, and return due to how positive the experience is. We live in a great area for biking, this takes advantage of it.
I've lived in the area for over 8 years , there's less traffic, smog , noise, dust and carbon monoxide in the air ..
I drive and still parking available many times..
Love the vibe of more people out and about on the street
Public space should be for people
There is still plenty of parking around. I don't think we should be encouraging people to drive more. I really love walking down the streets of Yarra with the park let's. The streets feel so alive and you can actually see the area pumping!
You can fit 1 car, carrying probably 1 person, in a car spot. you bring a net value of 1 person to the surrounding businesses. parklets can fit probably 6-10 people in that same spot. they probably arrive by walking or public transport. it's more people for surrounding businesses, it's fewer cars on the road.
I found a car park very easily
The parklet looks so much nicer than car parking.
Cars look awful and its a waste of usable public space. In particular when the ongoing effects of covid will make people uneasy about indoor dining for quiet a few years. We should be using places like smith street for dining, trams, bikes and walking not a place for cars.
Makes the street feel alive
Strong, positive community vibe. Although I live just across the border in the City of Melbourne, the total number of parklets has significantly added to the community vibe and helps make City of Yarra feel like my local.
The sidewalks are very thin so takes back space for activities
It's so nice to have less car noise and pollution and be able to enjoy the beautiful outdoors and amazing restaurants pubs and cafes in our neighbourhood!
More space for people
Means people are more likely to walk. Less cars on the street improves the vibe of streets like Brunswick street. Super fun
More cheerful neighborhood feeling, vibrant life to lure us back to cafes, a feeling that we are doing the right thing to limit pollution and build stronger, more visible communities.
Less cars on the road and more people enjoying the space!
Fitzroy and Collingwood seem so vibrant and full of life! Plus safer cos there are always people around. They are wonderful.
Parking has always been a disaster, the change has not been noticeable. The benefits have been.
This parklet was set-up entirely in a no-standing/driveway space.
Honestly, you can't notice the difference. Parking has always been a struggle and doesn't seem to be well policed/enforced. Actually enforcing parking restrictions would have a positive effect on parking, well in excess of any impact the parklets have.
Guys, if the parking limits were regularly policed, any space taken-up by the parklets would be returned by people doing the right thing. Besides, if parking is a serious issue, why are planning exemptions around parking continually granted?
Effectively doubles the outdoor dining space in the the side street, which feels more intimate and quiet than Swan St (less traffic noise etc).

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Feels like France or Italy, much more vibrant
Creates more of a community vibe for everyone, makes the streets feel welcoming for everyone
It is better for the environment having less cars on the road and it has added to the vibe of the suburb
The amount of foot traffic in the local neighbourhood has increased which has brought a fantastic atmosphere around the streets.
They are great. Claiming back a bit of the roads for everyone rather than single occupancy cars. We should have done this years ago!
Two car spaces may account for 2-6 people. So many more can dine in a parklet throughout an evening. It encourages use of public transport (good for climate) and increases safety for cyclists!!
Most people coming here are arriving from walking distance away. That much carparking is unnecessary, and detracts getting the street.
Plenty of parking still available
Safer streets for kids and pedestrians to walk.
Traffic flow is better! Safer! Can still get a car park on the street. Hasn't negatively effected traffic or parking at all.
See comment above regarding vehicle traffic.
For now, very positive. The impact on parking has not been an issue as so many are still working remotely. Generally speaking we had a parking problem in our neighborhood before the pandemic (collingwood/fitzroy border), that all the street parking we can supply could not solve. We really need either less drivers or more multilevel publicly controlled car parks. Perhaps a requirement that the huge new developments going up all around us build a certain amount of additional parking for this purpose would be a good start, and help offset revenue losses from reduced street parking.
I am all for reducing the amount of cars in the area.
I think this was a fantastic initiative. It supports local businesses to have greater capacity and also improved the atmosphere in areas. We should prioritise dining and socialising over car spaces. The cars can park in side streets!
Makes me think twice about driving, slows down traffic. Makes a strip shop more amenable to shoppers than cars
These should 100% be permanent. It is soooooo much nicer having these parklets and outdoor dining. Close more streets and create more parks
Less cars!
Streets look better , more spacious, less fumes from parked cars and trucks
Less cars
Better use of space. We have good public transport for getting around so parking shouldn't be the priority. Excellent opportunity to enhance the community atmosphere by having more outdoor eating/ drinking areas. It really creates a friendly and more Mediterranean vibe! It should stay!
We need to be encouraging people away from cars and using more positive ways of travelling - e.g. walking, cycling and public transport.
Vibrancy, energy transport is good so don't need the parking
Enlivened the street
Parked cars around eating areas are ugly and cause pollution
Three car spots have been removed but there is seating for 20-30 people.
The less cars on the road the better
No limit in car parking from what I've seen in this area.
We have great public transport; we have a strong local patronage of cafes etc where we walk to the cafes; it supports our beloved local cafes that need all the customers they can get and will take them ages before they get back to where they and their staff and all their suppliers were before Covid. It creates a great atmosphere and people can greet neighbours, friends... I love it



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and would love to see it become a permanent feature. It adds to the "feel" and community of Yarra. Inspired idea-keep it going.
No issue apparent with less parking. Promotes a friendly community space for people to meet and separate groups are able to interact
I personally don't own a car and have no use for the parking spaces, I think that the value added to the business and patrons for extra room outweighs the value of a car park space
Love all of the outdoor dining areas and the atmosphere it brings to the neighborhoods
More pedestrian flow, people walk or cycle to venues. Streets are full of people not cars. Businesses are more visible and I have tried so many new places I never knew were there.
Less cars and more opportunities for safe outdoor eating/socialising.
Cars clog up the roads and take away from Melbourne's community, cafe atmosphere
Public space shouldn't be used to store private vehicles, especially on popular locations
In this particular space there would have been 1, possibly 2 car parks. All the people I observed coming to the cafe were walking or riding (a lot of bicycle riders). The car parks would not be missed
The metro areas are still significantly quieter than pre Covid times. There is an abundance of parking available. We don't need anymore back
There is plenty of parking nearby still including at the woolworths There is just so much more energy and vibe
There are better ways of travelling than cars.
Less traffic makes outside dining more appealing rather than sitting on the pavement next to a parked car
On street parking is a hazard for pedestrians and tram passengers. There's ample parking on nearby streets.
People focused spaces, less cars, more culture.
Instead of an empty car, the space is instead filled with joy, fine food, happy people and LIFE!
I'd rather support businesses, it's a worthwhile sacrifice.
Given the proximity of businesses, fewer cars around the area is better!
Livens up smith street.
Street parking is a waste of space on main roads in Fitzroy. We should be discouraging driving and encouraging walking, cycling, PT, etc
People are forced to either park away from the busy streets or use public transport. The look, feel and vibe of the area is better with less traffic and cars
It's great having less car traffic parking right outside a business, it makes it feel safer and has a better vibe
Discourage private cars as a transport option, instead encouraging cycling, PT or rideshare options.
Better use of space
Most yarra residents and many visitors use PT or active transport, particularly in the evening (smart to avoid drink driving)
Much better use of public space. The atmosphere livens up the street and I felt it inspired conversation with others.
Its only a couple of car parks - its a lovely outdoor area now.
Less traffic congestion and more reliable trams
The street looks more active and energy, looks like a festival, atmosphere way better than only car parking on the street.
Less congestion down Smith Street with cars parking. Trams move faster.. Great for the commuter!

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By removing car spaces, people are encouraged to use active transportation to arrive at these venues, removing more cars on the roads to make our roads safer. Removing idle and unprofitable car spaces, local businesses have been able to make more money and support workers.
Creates a community atmosphere
It creates a social atmosphere without congestion
There is plenty of parking around - taking away 4 or 5 car spaces so around 20 people can dine outdoors is such a better use of the space. This is a neighborhood cafe most people walk to anyway.
Punctuating the lines of car parking spaces with parklets provides greater visual interest and softens the streetscape.
It allows more customers. People don't really drive to bars.
This street is very low traffic to begin with and the parklet brightens what would otherwise be a boring industrial street.
The parklet is full and there is still free parking nearby that I can see. Car parking should be off street.
Parking provides space for cars and it's not a good use of public space in such a denser urban environment. Less cars equals less traffic and more room for people.
Better use of public space
People spend money in local businesses, not parked cars, so it is a much better use of public space.
Has allowed the business to expand with more seating and create a much better vibe along that patch of Wellington st. Still plenty of parking for my friends who drove.
The vibe the parklets give to Yarra makes it far more pedestrian friendly and when we're a country with such good weather as Australia, we should be utilising outdoor spaces much more.
I think this parklet only fills one car parking space, and that had limited impact.
We don't need more cars spewing emissions all over the place. This is a win win on all levels
There a lot of people dining out on Gertrude Street despite the pandemic.
Less cars and traffic much nicer environment
Makes an area more bicycle-friendly, but also means uber and uber eats drivers oark in random places including in bike lanes
I noticed a number of empty on-street parking spaces. Businesses in Yarra need as many opportunities as possible to recover after the 4 month shutdown. Parklets bring people to the area and are a very positive reflection on the City of Yarra.
More people in the street-safer and good vibes!
It has brought back a great sense of community. I have not noticed the lack of parking and think it has increased foot and bike traffic
Too much parking on smith street and in Fitzroy/collingwood in general.
It's made people walk and use public transport. Better for the environment and people's well-being to be out walking instead of using a car
Outdoor dining across Collingwood & Fitzroy make for a more international feel and it connects people to passing traffic as excellent advert for the location.
Great advertising for area and venue and it's connects passing traffic to the joy and fun of the venue.
I LOVE it - creates such an amazing community feel to have people out on the streets. I feel so connected to my neighbours and community members when I see everyone out. It's also so nice to have less cars around especially as I ride my bike a lot, it actually makes me feel safer
It makes the pavement easier to walk on as there aren't tables directly in the walking path, it also makes the street feel more welcoming and friendly
More people walking and riding than driving
Yarra is walkable, public transport is everywhere, safe cycling options are everywhere.

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Visible dining culture, safe, promo businesses
More of a community feeling
Traffic is flowing better without the parallel parking spaces. More people walking to local venues.
Only maybe 2 car spots are gone and there's still parking spots especially if it isn't a clearway time on Victoria St. Seems to be more of an issue that the traffic in the area is bad so driving there would be difficult if you had to drive.
It makes the area feel more pedestrian friendly and more alive. These have been a fantastic addition to the area. I hope they stay longer term
Less cars on the roads, better overall vibe
Its so unique and creates a really great atmosphere. it reminds of places in europe where the roads close at 5pm and then the restaurants spill out onto the roads.
Areas of the Yarra council where parklets have been established have become more friendly towards bikers and pedestrians and observationally safer. As the businesses that have seen with parklets are usually on street fronts like Brunswick St, Smith St, or their direct side streets the spaces are accessible by tram and for the space of a car occupied usually by 1/2 people it has been able to create space for around 6 diners each. The smaller lanes and side streets also feel safer now when using footpaths or crossing the roads as there are cars that would generally push for position and ride curbs in making turns. It also generally feels like a positive shift to be encouraging a pedestrian centered area aside from the major thoroughfares (Alexandra, Elgin, Hoddle)
Makes for a very people friendly atmosphere. Definitely adds to the community feeling.
I support all initiatives that favour pedestrians over cars.
Culture is more important than parking. I own 2 cars and a motorbike and still rate this as much higher
It's added a great vibrancy to the whole area. Smith and Gertrude Streets (And everywhere else) are buzzing It feels right
If it were not for the safe dining options made possible by the parklet, I wouldn't have come to Fitzroy to meet friends and eat out. So the parklet has brought my money to a local business as well as to other local businesses that I wouldn't have shopped at if it hadn't been for the cafe meals in the Covid safe parklet.
I feel safer biking.
We have more people using public spaces, creating a sense of community and supporting local businesses.
Less cars the better. People need to be educated about this through action and removal of spaces! People adapt quickly.
Increased foot traffic rather than vehicles.
Everyone adapted really well to them and used pay for parking like on rose street Fitzroy or coles car park in Collingwood, it's safer if they park in those places and offers better management of traffic as less people are parking on busy streets such as Brunswick st or smith street
It's helping business bounce back. By having people out in the streets having meals and drinks it attracts them also going in to retail spaces because they are walking around the streets rather than just parking running to do what then need then drive off again.
Because although there are less car parks where the parklets are, people are drawn to where people congregate, not cars.
It's created a lovely European atmosphere and vibrant community space. It reminds us that our city is for people and not cars.
Parklets are a way better use of public space - multiple tables at restaurants, where people can eat. A single parklet on 1 or two parking spaces is adding way more economic value to the area than 2 parking spaces. More parklets forever! Makes for much nicer urban space with the al fresco dining.
Much better without the cars

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It's a great atmosphere and feels connected. It's nice watching people walk by and people watching
People are out supporting small business. Seeing people out enjoying themselves creates a sense that the shopping strips are vibrant.
Less traffic, greater capacity for businesses, less pollution
Less traffic congestion, care noise pollution & exhaust fumes
One car space can be used by a number of people when seating people, whereas that car space may only be used to store a vehicle carrying one person who is not visiting that business. The removal of car spaces has made streets feel safer, more inviting and pedestrian friendly.
Parked cars just take up space, I'd rather have three tables of happy people!
Looks like no car spaces were taken up
Great for local businesses!
It was only two parks in an area with lots of parks further down Lulie St
People use alternative transport so feels better for the environment
Better use of public space
We don't need more car spaces.
It enhances the community environment.
It's about time our streets be used not just for car parking and cars driving.
Less cars in general in the inner city is a good thing.
Keeps more traffic off the road, very accessible by public transport
In Fitzroy and Collingwood there is ample public transport so there is no need for extra parking. There should still remain some parking for those who need it but given that these are two areas where people come to socialise and eat out public transport should be encouraged. I can only speak for this area as this is where I'm most familiar with.
Let's get more cars off roads and less parking tickets issued
Adds such a great atmosphere to the street-scape. The vibe is much better with the added outdoor dining, brings our area to life! Would hate to see them go!
Fewer cars
No need for so much parking, should encourage less driving, more riding/PT, add green spaces etc
This only took one parking space and you get amazing outdoor dining
Encourages people to cycle, walk or use public transport instead of driving. Great for the environment
I've noticed less traffic and fewer disruptions to trams.
More dining to area
The loss of parking is minor and the addition of open social space for members of the public to enjoy is a hugely important benefit for the community. Cars aren't everything. It is more important to be able to walk and sit safely outside.
We must choose creating cultural vitality, social connectedness and small business support over an individual's preference to drive and park their vehicle on a what is essentially a prized communal space.
It has made the streets less congested with cars and given our community a positive atmosphere that it needed.
Safer for cyclists regarding parked cars and cycle lanes, getting doored, parking all along busy narrow streets like Smith increases movement of people on roads and delays traffic
Less cars are needed everywhere. Plenty of public transport options and bike parking. So much better for everyone.
Fabulous European dining vibe.
It's good for all.
Less car spaces might make more people choose PT or to walk/ride
Lots of life on the street

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Cars are ugly and take away from atmosphere
It doesn't seem to have affected parking ability for me but has give greater outdoor dining options for venues who were previously restricted to one or two tables. As a bike rider, there's less chance of being door'ed.
We need fewer cars on our roads
Much improved vibe. People and conversation and food are 1,000 times as appealing as a parked car or two. Parklets should be made permanent.
Atmosphere
I like the fact that cars and car parking aren't dominating our streets, especially the main streets (Smith, Gertrude, Brunswick). We should be encouraging people to walk, bike, eventually PT to the neighbourhoods of Yarra.
Less cars backing out of parking spaces in this pedestrian-heavy area
The amount of traffic and more people walking/catching PT. It's nice as a pedestrian to have less traffic and speeding cars.
Feels much more generous to have people socialising in our streets rather than stationery parked cars that add risks for our cyclists.
Cars should be discouraged within the inner city. The pros of having vibrant outdoor spaces which help local businesses far outweigh some missing car parks.
I hope the lockdown continues until Yarra is forced to redesign as a proper community where people can get everything they need within walking distance.
It makes use of an unsafe laneway
It makes good use of a very unsafe laneway. I've had many bear misses in this laneway.
It's one or two car spaces, usually a with short parking time limits so it's not really effecting people
As a regular participant in active travel and recreational cycling, the removal of parking has had a profound impact on my perception of safety in the area and significantly reduced the risk of concerns such as car dooring. It has made the area more attractive and created a strong sense of community in the area.
Better atmosphere/vibe, but also benefits the environment and encourages people to walk/take public transport!
The parklets have helped businesses to stay open. If the businesses had closed there will be no reason to park there anyway. People complaining about lack of parking might not realise this
We should really be encouraging people to walk, ride or take public transport. It has a calming affect on the local area
Fewer cars means cleaner air in the area, and the streets providing more space for residents and pedestrians
We need to reduce our car use. The only reason why you want parking spaces back is for revenue and it's disgusting.
Just seeing people using the streets in this way totally changes the atmosphere. I wish it had always been this way. Brings the focus back to people stopping and interacting as apposed to parking, shopping and leaving again.
More people walking or PT'ing
Less parking the better for air quality and promoting cycling
Promotes walking and public transport use, discouraging private car storage in public places.
Discourages travelling to Yarra by car (plenty of other transport options), makes the main roads feel more pedestrian-focused.

### Some positive impact

Taking away some parking isn't great but is well worth it. This is not the problem with parking in this area - again it is the tradespeople and constant works going on in the area that make the

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

streets dangerous and parking limited. As well as homeowners selling their permits to local officeworkers who drive in
More restaurant safe dining availability but less parking
Less traffic, less people using cars, more people using public transport.
It is already too hard to park around Brunswick st, at least this way lots of people get to use that space instead of just one driver.
some positive, some negative. it's often very hard to find parking in yarra which may frustrate some, but if it pushes more people to public and active transport, i'm all for it.
Less traffic!
Smith st doesn't need to be a busy street for all the through traffic
Deters people from trying to drive down smith and park in it
only a couple of spaces affected.
fewer cars the better in my opinion
Less cars
Although we parked opposite the cafe due to high availability of car spaces, we would have been happy to park on one of the side streets and walk. Less cars around parklets feel safer.
I have had no issues with parking on Gertrude street, despite the loss of a few parking spots.
Removal of car parks from already main thoroughfares is positive
Compared to some of the others, this one was less done up and fancy, but it still worked
No loss of parking. Improves street atmosphere
Actually, this is one of the few parklets that I think doesn't work as well. But I don't think it's the parklet idea, I think it might be the fact they've got long tables and benches? I'm not an interior designer so I can't quite say but I think the ones with smaller tables and actual chairs (vs benches) work better for parklets? Plus I really like when there are planters with plants like across the street. I really wanted to like this one, just the design is slightly off...
The street usually has few cars parked anyway, so the park allowed for activation of otherwise vacant space and created a destination to walk to.
Nicer for pedestrians
Encouraging other modes of transport to the venue, the remaining car parks should prioritise temporary parking e.g. Uber drop-off, or food delivery pick up.
There seem to be fewer cars trying to park & the parklets create a definite community vibe.
Nicer to have tables than cars right outside the cafe. Mainly impacts the tradies working on the building site next door. Usually the street has some available parking.
More options for social activities at this venue rather than spots being taken by cars
Less traffic in such a busy road.
Cremorne has too much traffic, so removing non-permit on-street spaces will hopefully discourage workers from driving there. If we did this everywhere in Cremorne the positive impact would be large.
There are enough parks in the area so removing one or two wouldn't have been a problem.
More foot traffic and less car traffic
Less traffic. More people parking off of main road
In summer I am more than happy to walk or walk further from a car space to dine out. However in winter when I'm not particularly interested in dining out I would want to be able to park closer to my restaurant/cafe.
The street is more vibrant with diners in the parklets
Lovely outdoor vibe / brings the street to life.
I am a cyclist, so less parked cars is safer for me. However, some of the parklets cover the bike lane which if merging from a traffic light, is more dangerous for me. So I don't mind the lack of car parks, but the covering of bike lanes is frustrating.
To allow more diners to support the cafe

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People should be walking or getting Ubers to local places for dinner not driving and causing traffic congestion
Less cars coming to the area is a good thing. More people walking, cycling and catching public transport give it better ambience and make it safer for pedestrians and cyclists.
So long as immediate vicinity residents have permit parking spots I think removing some parking is fine.
Less cars right up in your grill when you're eating and drinking
Fewer cars. More people friendly.
There are usually plenty of parks down side streets but any lack of parking may encourage the use of public transport
Better use of space, more people walking around giving the area a better vibe
Fewer cars opening doors into bike lanes
Improves the appearance.
It has encouraged me to make use of public transport and walking rather than using my car all the time
Business can have more patrons and longer trading hours
More motivation to walk is good, especially in a community like Yarra
We may have lost parking but it has driven more people to the area and created a buzz for hospo
Encourage locals to commute not bar car. There's enough parking around.
This area is so well serviced by public transport. Even before the parklets it was always difficult to get a parking spot in this area so I think people are accustomed to either parking further away and walking/catching the tram or just getting an uber to drop them off instead. As long as there is still disabled parking available then I don't think cars should have priority in this built up area.
I'm I local, on Keele St. Although we lost parking spaces, there are still plenty available.
Plenty of parking on Smith and surrounding streets.
Safer for bicycles as less people are driving around the main streets
These parklets have brought the streets to life and encouraged us to dine at other restaurants we wouldn't have otherwise chosen
Car parking is the most inefficient use of street-side land. There is much more to be gained by converting to usable space.
The parks are not always full. I live in a side street off smith and still can find a park therefore it hasn't increased in volume
Less incentive to drive, better for the environment.
More people are using active transport to get to the venue rather than driving. It's bringing the community together in a way that is safer and mutually beneficial
Less furniture on the footpath. Traffic flow seems slower.
Better use of space
The parklets take up so few parking spots that it's hardly noticeable when trying to find a carpark.
Encouraging non car methods of transport. Adds to street atmosphere
There is plentiful parking around the area, with two large supermarket car parks nearby for long-distance visitors and permit parking for locals
It didn't take up many car spaces and there is ample parking nearby anyway. Parklet seemed to be better use of space.
It's fantastic to see all the people enjoying drinks and meals in these spaces – it makes the streets much livelier than they were before the parklets, and it's given businesses an opportunity to keep serving the same number of patrons even with social distancing restrictions. I drive as well as walking to my local venues and to be honest I haven't found it difficult to get a parking spot. I think the parklets encourage people to walk, cycle and use public transport rather than the easy option of cars, which is great for the environment.
Less people are driving into the area anyway.

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The limits on parking were less of an issue when everyone was working from home but now that traffic is returning the impact on parking is more of an issue.
If you get a park on smith st, it's a lucky day
Less cars on the road, a tick for the environment
Less vehicles in street overall makes streets more part of public realm
I mostly cycle but it means people are out and about to walk more which is more environmentally friendly
Anything that encourages people to find alternate methods of transportation (rather than cars) is a plus in my books. Yarra is well serviced by trams and buses, and even though we could do with more bike lanes, we do have a reasonable network.
Having limited car spaces is a minor consequence for the improved use of public access spaces. Yarra is well setup to support PT and cycling.
Huge vibe. People know Fitzroy stretch of main roads aren't great for parking. I wouldn't choose to park on main roads anyway
Encouraging people to ride/walk.
Less cars
Because with all good structuring around we don't have much parking already and + open space will reduce parking for permit I hope it is not for ever 😊 All good something new we can walk good for us ❤️
There are many other ways to get to the location or just park a few streets away
It has created the feel of a global city, it reminds me of New York. It's a great initiative to support local business and enable the public to feel safe while socializing.
Reduced cars on the road, people are walking/riding more. Or supporting other business such as taxi/Uber
The small street is a one-way and other street options exist not far away.

### No impact

I haven't seen an increase in parking on backstreets so I'm guessing it hasn't affected parking
Prior you couldn't park there for long durations anyway, so has not effected me
Supporting the business is much more important than a couple of car spaces.
Clearly further car-parking spaces along Napier St.
At this location there are a lot of parking options
I think that the parklet only took away one parking spot.
Coles have a carpark that is never full. There are multiple bike lanes and trams to access the area other than a car.
Little impact to parking and those parking on that street are short term or travellers according to registration plates on vehicles.
I used to live on this street, the few spaces it takes up make a negligible difference
Parking is still required to service customers of retail businesses that do not reside locally
Did not have parking before. Only the tram stop.
In this area you weren't previously able to park.
It's at the end of Cameron St, where traffic cut through to Lennox St
Maximum it's taken 2 spots I think. One which the publican uses. So the positive outweighs the loss of two parks.
Plenty of parking available in the area
Plenty of parking in the area and the cafe has a larger percentage of walkers.
More people now walk and it's safer for diners with less traffic on the road and good for the environment. Could make Brunswick Street into an Acland Street.
I am a local and this has not affected my parking at all



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There are a few less spots, I haven't noticed any impact.
The parklet is located in Cameron Street where it used to join Lennox Street. In this location it impacts two car spaces in Cameron Street. This location has very limited impact as there are existing streets running North-South/South-North that allow traffic that would have otherwise joined Lennox Street from Cameron street to join Highett Street only approximately 15 metres from Lennox Street. Very little impact on amenity as a result of this minor traffic diversion.
Only a handful removed, and plenty of parking elsewhere
People who drive will find car parks where they can, most people would walk, PT or ride share if going to a bar however
No impact to me I don't drive anywhere. Within the inner suburbs or city. I prefer to walk or use public transport
Because most of the parking spots are 1P anyway, people find alternatives away from the main roads or are residential
Coffee Pedlr in russell st abbotsford is in an industrial area where motorists disregard traffic signs and park anywhere there's room to park.
In summer, more people are likely to walk to the venue so I don't think this would have a significant impact on parking.
Only a few spaces are lost, and there is ample parking around this area. Heaviest demand is when the Gleadell St market is on Saturday morning, but many people come on foot, and there is a range of parking.
Sufficient parking in area. Patrons would only have to walk a short distance if driving.
Easily accessed via pt or bike
Parklets have been put in places where there is already high traffic and low accessibility. People were already looking for alternatives to driving prior to parklets being installed. I would Uber or walk to locations with parklets prior to them being installed
Plenty of other parking options & most locals walk or ride to venue
It only takes away a very small number of spots and there are still plenty around. A lot of these parklets are in spots where people are used to having to search for car parks too
Despite not driving, I have spoken about the benefits of the parklets to many people who do drive and none have complained that it's harder to find parking now etc.
I haven't noticed cars driving around seeking out spaces more than usual. I think the removal of those spots (the ones on Brunswick St) has had no impact really.
I've heard no one complain about it
There are many parking options In The area however most people take other means to travel to this location
I think (hope) more people are cycling now. However, i feel it has caused more congestion on the other streets.
None. There is still so many car spaces along the street so customers have many options for parking. Plus there isn't an overload of places with the park let's so there is ample amount of space along Rathdowne Street
Ample public transport available. Use of space benefits 3 to 6 tables of people every hour instead of just 3 cars in the same period.
I don't drive to inner city locations.
People just get on with it
Cameron street was only able to turn right so limited use. Traffic now diverted to bigger and safer roads
Obviously it's an odd time with less cars on the road, so it is hard to gauge, but there seems to be less service cars (delivery drivers). I think a mix of "loading zones" with 15min limits in busy areas would accommodate delivery drivers, and more bicycle access
I live in the area and walking or cycling is my preferred mode of transport

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Although parking in Cremorne is a challenge at times taking away a few spaces to allow local businesses to recover faster is worth it.
Less driving
People chose smarter options... less cars, more walking, better environment
There are plenty of parking spaces around Supermaxi
There is enough on street parking already. Most people who work and live in the area use public transport.
People can always find parks elsewhere
There is still plenty of parking and alot of locals walk around the area or dont bring their car into this location
There were usually vacant spaces in the area, and still are.
You can find a spot anyway
Very minimal spaces required
Many venues in this area are supported principally by locals, who are able to walk or cycle to venues. Excellent public transport also makes this easy.
There is plenty of street parking and public transport options to this establishment.
The car park spaces are 15 minute only. They are usually empty.
There are plenty of parking and public transport options nearby.
There is public transport and bicycle lanes on the street in front of the venue.
A few less notable vehicles on these roads.
Parking is still available further on. Many people use public transport and share rides.
It's 2 car parks in a low vehicle traffic area. Hardly missed.
I wouldn't have thought it would impact to many Yarra city businesses.
People park and walk
Because I'm local I'm happier walking, I think people are happy to explore locally right now
Encourages a greener Melbourne
There is still ample parking in the area
Parking is limited anyway, I feel that many diners to the Fitzroy precinct are locals, or accessible by tram, bike or a short ride share.
Pretty sure it was only a loading bay and rubbish bins before the park let.
I feel that in the local area there is plenty of space to park elsewhere nearby
No parking was removed.

### Some negative impact

There's a lot of trucks etc that go down that street as it's full of businesses. Noticed a lot more just stopping in the street - not a huge deal but surely less parks is making things a little harder
People may be less likely to stop and walk in, but most of the customers probably would just find another spot to park!
"Out of towners" will find parking more difficult to find.
It can be harder to find a car park but that's what you should expect in the inner city. Walk to where you want to go instead of driving.
There's not many parking spaces left for non-Yarra residents
Residential streets are getting very full if cars again making it hard as a resident to park close to home often
15mins for Coles shopping was handy to have
Taking up valuable parking space for 70% of time when not in use. Discourage some patrons/families who would drive and park near.
impact on bike riders but support parklets.

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Guests who have to drive there have to park further away - a problem when they have to extend their 'meter' time.
Surely any idiot realises the negative impact duh! Take away parking space equals less parking space. More congestion and less parking for people with homes in surrounding streets
Loss of revenue for the council but worth it for the business
Less parking available for residence
if people cant park cars then they will not come to strip.
Less places to park however, the benefits out weight the negatives
Lose two of 13 parks in Waverley st. Customers staff park in Waverley st, which is seldom policed
Less parking for other businesses
Side street parking seems harder to find
Less on street parking
Don't know the name of the place, but it is on NE corner of Stanley and Smiths St. They have many tables built on the road, but very few customers. It is difficult to access the footpath from the road because of the semi permanent barriers they have built. The barriers encroach onto the bike lane. ( this is a common problem) They pipe loud music through a vent in the basement into Stanley Street.
This street is frequently full of parked cars however there is plenty of parking in the local area.
I understand this can negatively impact drivers because parking is a hot commodity, but I'd love to see something like this encourage people to think about using public transport or share rides, etc.
There's less parking but I don't think it's a bad thing. It encourages people to walk, take PT, or Uber in
Parking in my local street is now a total pain. Visitors taking up all the spots and I can never get a park. Also if I want to have guests to my house its impossible for them to find a park.
Generally I think it massively has positive impact. For drivers though, there needs to be alterations to parking times on parallel/nearby streets to offset the lost parks if they keep expanding since it affects businesses like hairdressers etc. I absolutely love the park let's, and STRONGLY think they should stay permanently.
Limits ready access for deliveries to businesses in the street and also for people who are disabled or can only walk short distances from a parked car.
The Royston park-let occupies three car parking spaces, then there are two others close by namely Brogan's Way and Venizianno Coffee who take up car parks too.
I live in Gore st - without a parking permit and finding a spot for myself or a guest is impossible
Inevitably people are going to continue to drive to destinations so removing car parking spaces would impact these people
Short term spaces are in short supply for quick visits to local traders
The parklet for Niche is such a huge area and it is not utilised and should be removed
No doubt this would have negatively impacted some residents
Getting parking is always an issue with less car parks available it's made parking even more difficult on Yarra in general. I think the park let's not affecting parking should be able to stay. Those where roads and parking is impacted should be removed
See above
No real consideration given to surrounding neighbours. We were not even given the courtesy of a note in the letterbox advising what was happening.
It means I can't get a ride share from in front of the establishment and have to find another place to get picked up/dropped off from, however, it's not a big deal for me.
I imagine it's annoying for some residents and people who would prefer to drive, but it's still a net positive policy
Think parking is already difficult to find in these areas for locals (most houses in this area don't have and off street parking spot)

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Of course taking away some parking spaces is never going to be without its challenges, but I feel there are ample parking spots left. It may even encourage people to use public transport more than they drive
It's probably annoyed some people wanting to park close to the shops but also a lot of people walk and catch ptv so they aren't affected in any way
Parking is hard in the area as is, so it will impact parking availability.
Parking is always a challenge, less of it make it worse. I don't feel comfortable taking public transport in a pandemic.
Parking in Yarra is an ongoing problem and reducing any parking spaces will create more problems, mainly for residents.
There is limited parking in the City of Yarra and although the venue may have enjoyed the benefits of extra customers, other businesses rely on the parking spaces may have found it to be detrimental for their customers. Also challenging for residents if their road is closed and puts extra traffic onto other side streets
I think where parklets have protruded onto the road and hindered flow of traffic this has resulted in a negative impact. Also, for diners there is more exposure to traffic which perhaps creates more risk.
I live in Neptune Street and with the increased number of people vs less the few less spots the parking has become difficult for even residents, let alone the diners
Fewer parking spaces and more crowding elsewhere
Affects non food businesses during the day...less parking for people visiting other food outlets on Bridge that don't benefit from the parklet
Less carparking when offices return to 100% may cause issues for people wishing to shop and dine and not being able to find a park.
Deliveries has been a minor downside
Proud Mary's outdoor dining structure has taken up three parking spots which I, and my guests, would otherwise have been able to utilise via my parking permit, for which I pay an annual fee.
It has blocked off a end of a street - this is not sustainable long term
Harder for visitors to area
Most of the time the parklet isn't in use it just removes parking space. when it is in use the put tables on the narrow foot path as well as this parklet seems to be a particularly bad design compared to others I've seen, and it's hard to walk past on the street to my house.
It's both good and bad. Obviously there's less potential revenue for the council (bad), and less people may be able to travel to and park in the area, but the standard of living for the community has improved (good).
Parking in Yarra is limited at the best of times. As a resident there are errands that require a car. It would be helpful to have additional free 15 min spots or adopt a 30 free spot similar to Balmain Council in Sydney.
I have heard people saying parking is reduced however locals walk
In busy suburbs like Fitzroy/Collingwood/Richmond etc parking is a premium. As a Fitzroy resident I've found that it's harder for friends and family to visit me in my home because of the parking. Perhaps residents could be compensated by being able to apply for a visitors permit through Yarra council.
In previously busier locations the further reduction in car parks increased the demand on existing parking, however, if the parklets were a more permanent fixture I would likely source alternative transport to those locations, such as by public transport or walking
If I wanted to drive it would make finding a parking space a bit harder.
More difficult to find a park
Less parking available
Car parking is trickier, but this might encourage more people to walk, ride a bike, take public transport. Or support the struggling Uber industry!

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Loss of parking spaces however I'm all for that!
Less car parking spots
Takes car parks that are needed and patrons sitting too close to traffic in some cases. Some are all right but not all of them are successful
Lack of parking is obviously an issue in Yarra generally. The council seems to believe they can just encourage people not to own cars and that will solve it but that's so unrealistic. Atm it's ok because during COVID with people working at home there is less pressure on the roads.
Limited parking for food delivery vehicles who ultimately have to offload supplies in front of nearby residential premises causing an obstruction.

### Very negative impact

Parking in the area is already difficult and this just makes it more difficult
This parklet is problematic to the residents on Waterloo St. It blocks the street. A detour was created but trucks cannot use it. The street also serves commercial tenancies. So four times a week we have trucks reversing down the street at 6am with loud reversing signals to service bins etc.
we need to keep every single car park
Parking in Richmond is already in such high demand. Especially in the area of Palmer St and Whites Pl where there are no parking restrictions or permit system so local businesses and non-local visitors abuse the unrestricted parking. Not leaving any spaces for local residents. So the Whites Pl Parklet by Niche Cafe is occupying very valuable car spaces that are required.
It reduced parking in an area already with overloaded parking
Parking has become significantly more difficult increasing frustration when trying to find a place, resulting in a more annoyed client when you first arrive at the dining facility.
Encrachment onto bike lanes and footpath. Removal of load in area so load in to pub now happens in front of residents houses which is noisy and dangerous.
Residents have more competition for on street parking and trucks and vans unloading goods cause hazards as they have limited parking
Approximately 16-20 car spaces are lost with the Parklet causing apartment tenants and shoppers aggravation and stress
its a grab for space by the business owner
Another impediment to people coming from outside the immediate area.
Because there are so many parklets, access to strip shopping is severely limited in some streets.
I totally understand that our local F&B businesses need support but the lack of already limited parking in Yarra has really been impacted and if one has mobility issues, a car is essential to daily life and the reduction of car parking spaces has been a real hassle....
Obviously those who wish to dine at such an establishment and have no other way to travel there except by car will find parking very difficult, particularly with the very limited - and short time frame - available to diners.
Lack of rate payers car spots in surrounding streets.
Loss of around 4 spaces for parking in an area where parking is very limited. Very few patrons have used this parklet.
People cluster on the street and disregard social distancing; it's just an outside stand-up bar. It causes congestion for passing pedestrians, and makes crossing the road hazardous - as do all of these structures.
Cars are now parking more frequently in Permit Only parking spaces. Ubers and taxis are stopping in places which make it more dangerous to passengers because passengers have difficulty accessing the footpath. Delivery vans are stopping in non parking areas and/or double parking in bike lanes because of the reduced parking close to the venue.

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This view is related to the parklet outside the venue labeled Coconut Palms. The packing cases erected full time in this place are at Stop 17 on the 86 tram. I got off the tram in the pouring rain and had to walk along the road into the oncoming traffic to access the footpath. I am elderly and this was extremely dangerous. All parklets at tram stops need to be inspected immediately to ensure that there is access to the footpath for passengers alighting from trams.
This is an unsightly mess which is dangerous to bike riders. It is there full time causing ugliness and danger, but I have only ever seen 5 people sitting at the tables in all the times I have passed.
Because going about my business on the way to and from work is nigh on impossible because there is nowhere to park.
Car parking is limited. Increases traffic congestion. Impacts accessibility.
Car parking is limited.
Car parking is limited.
There are now additional 9 tables with additional 36 chairs, that is hotel patrons, being extremely noisy directly outside our front garden and patio BBQ area.
This blocks the end of a one way street forcing us to turn right out of Bosisto st and this is treacherous. I've never seen anyone sitting there
It is unsightly. Bike riders have difficulty navigating between cars and the hard barriers erected. It is rarely used. As I pass by I have only ever seen five people seated in the large construction. It looks like a refugee camp, not Paris.
Residential car parking spaces are being taken up by non- permit vehicles and the lack of enforcement by Yarra Council is a well known fact amongst patrons.
My vehicle is over 2.3m tall as required for my work. I would like to see some parking reserved for taller vehicles as there is plenty of off street car parking that only accepts less than 2.2m
Getting rid of parking spaces has meant that the Great Northern Hotel has had their delivery trucks double parked out the front of residential houses in no standing zones and over laneways. This is very noisy, dangerous and illegal. Street signs have also been damaged on Pigdon Street.
Because it losing a car park. When we go out with family, using a car is cheaper and easy to mobile. Less car park is pain for find a spot.
It reduced public parking by 33%. (Took up 2 out of 6 2-hour parking spots.) It's position also makes the disable parking spot hard to see.
I think this was a good idea during this the pandemic, but in the long run it will have a detrimental impact on local businesses
No parking for my house!
Unloading is happening in no standing zone
Very few permit parks and now frequent non permit holders use these.
dight st is already very narrow and has limited parking. If cars are waiting at the traffic lights you cant get into the street
Resident's car parking taken by non-residents. Trucks double parked in side streets as they can't park to unload in the shopping strips
I have only seen a few people using these parklets.
Half the parking has been taken in my street and it's hard to get a spot. I got a traffic fine the other day because I had no where else to park whereas previously I would have. Can Yarra stop issuing parking tickets to residents adjacent to the parklets?? Or create some more parking? There are no standing zones where they do not need to be!
I use Smith and Brunswick streets regularly, parking is always a premium there. On weekends I cannot always complete necessary business because of parking and have to find alternative businesses to go to outside of the area
Parklet is 20 metres from residential houses and yahooing and unruly behaviour impacts on Pigdon St. Residents. Hotel management cannot control rowdy and inebriated patrons. It also abuses its liquor licence provisions and serves alcohol out of hours.

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removal of parking has interfered with access to the pavement when crossing the road. Ubers and taxis double park in traffic lanes or bike lanes because they can't find parking. cars looking for parking more frequently park in Permit Only spaces.
No one other sits here? - The council need to assess how busy these parklets are. Some are very busy - but others lie empty
There is already a lack of parking and despite what the inner city lefties think some of us are of an age or have health issues or are transporting relatives where we need a car
As a person with a disability who can't rely on public transport. The reduction in spaces make it even harder to access various areas of the community.
Drivers double parking. Fighting for parking spaces. Increased traffic than before covid 19.
Noise pollution has been terrible.
As a Collingwood resident, I'm commenting in relation to the parklets within Smith Street and Gertrude Street as these streets are close by to where I work and reside. I also regularly travel along these main streets during different times of the day and generally on each day of the week so I've been able to observe how the parklet dining areas have been used (or rather not used!) As a general comment, it appears that most of the parklets are not utilised for a number of reasons. Some parklets have no shade and people are not wishing to sit in the hot summer sunshine. Other parklets with shade are also not highly utilised as they also have footpath dining and there appears to be a preference for sitting on the footpath rather than out in the street and parking zone. In Gertrude Street, the parklets to the east end are largely vacant during the day, with the exception of 'Archies All Day' which seems to be very popular during the mid-late morning up to around 3pm. The parklets adj (Read More)

### Unsure

Logically I expect it's harder to find parking, but I haven't seen anyone upset about it, and I'm not aware of people circling the block, haven't heard it discussed. Maybe people understand there is less parking and so Uber or public transport it to cafes now?
I don't know the facts around how many people drive or how many people have complained. And I've heard nothing anecdotal - therefore I can't give an informed opinion.
I don't really know because I don't ever park on the street so don't notice,
Don't know as we don't live nearby or visit frequently enough to know. But I believe well used parklet is a much better use of street space than parking for private cars.
I don't live on station st so I don't know.
I don't drive and I live in the area we walk to a lot of these places
I can't comment as I don't live in the street. It's not a venue you would drive to really and no other businesses near by so assume the parking isn't needed for trade.
I don't drive, so it does not impact me.
How would we know?
Because I live here and use parking space of building. In general, parking has been fine for me. I also tend to like having space made to actually use the suburb.
If I lived in the street that was blocked by it, I am unsure if I would be bothered by the inconvenience of having to drive a little further to get in or out or I would prefer the fact that the street was no longer a thoroughfare
Have found parking easily, every time.
I would guess that there are less available parks
M doesn't concern me but I see how it could concern drivers
I would imagine it's harder for retailers without as many car spots for shoppers but better for hospitality to offer more tables
I don't drive



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I haven't heard reports of people complaining about reduced number of parking spaces but given parking is a hot issue in the area I assume it must have an impact. But may encourage people to stay local and support nearby businesses.

### Did not answer

Still heaps of parking in this area.

### What other positive or negative impacts (if any) have you experienced with this parklet? (Optional)

More space between tables so that dining is quieter.
It's a residential street and now the noise will be a big issue and even more impact upon minimal parking.
The parklets look great and lend a festive atmosphere. I'd really like to see them stay.
I love them - makes the streets look festive.
Loud unruly noise in close proximity to houses. People wandering the street with alcohol, urinating on the fences of houses, drinking and doing drugs on house verandas, entering properties to drink from taps, unruly noise and behaviour up until 1 am.
positives - great that business can operate safely during Covid
Great design. Visual impact. Offers customers options.
Parklet in side street off Johnston St looks great and offers diners options.
I have seen frequent use of the area, and it seems generally more busy than usual, which is fantastic
All of the parklets are exceedingly ugly and as my summary below articulates, that is a very bad look for CoY.
I love the aesthetic, and the sense of caring for community it offers
This structure is too large for the cafe.
Taken up rare free parking in Fitzroy. As a result I don't shop there anymore.
much quieter than being inside
Very loud late into the night.
This parklet has been created in a narrow residential street and is located about 4 metres from the bedroom windows of my rental property. There are also other residential properties within metres of this parklet. My tenants and I are happy to put up with the noise disruption short term to help this business out during this time of crisis. However this particular parklet should not be allowed to continue beyond the Covid crisis period because of its location in a narrow residential street.
I think it's a great initiative for some very hard hit businesses. Great to see them reestablish, street getting its vibe back. Just can be a little frustrating getting a park in your own st. If temporary happy
The outdoor space has tables in the parklet and recently they have added more tables on the footpath close to the parquet tables. Customers use the outdoor space as a bar where they can also smoke. Sometimes there are no chairs near the tables so the parquet is used as a stand up bar/ smoking area. It is not possible at times to use the footpath because of the over crowding. The parking spaces are not available at any hour, but the majority of time there is no one there. The noise from large gatherings is intrusive and the doors to the venue are open piping loud music onto the street and neighbouring residences. Drunken behaviour is in clear evidence as people are served on the street or stagger from the street to go into the venue. When there are chairs put outside people shift them to allow larger gatherings and to block the footpath further.
It is usually empty



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None, except if they become permanent it will allow a café to really personalise the space with planters, etc.
Dining in the car exhaust - yuck!
Walked past it and the multiple ones nearby and daymn it's vibing. Brings priority of the street back into foot traffic / people rather than cars which is a massive positive. I couldn't be more supportive of them.
In Smith Street Collingwood (near Coles supermarket) the parklet spreads right across the tram stop and blocks safe access for people trying to get on or off trams. You can only board the tram at the front or rear, which could become an issue if the boarding restrictions in place last year have to be reintroduced. There could be other examples within City of Yarra - this is the only one I've noticed so far. Bad planning decision - why didn't anyone consider tram access before approving the placement of parklets?
It allows outdoor late night drinking in conflict with the planning permit and liquor licensing conditions. Meals are not the reason that people come to this venue. A permit has been granted for a roof-top dining area with very strict conditions. The parklet circumvents these conditions.
It shuts of a road and it is not required as there is not enough customer traffic to warrant it
Impact to my family - accessibility with double pram, car parking etc.
Impact to my family - accessibility issues with double pram, car parking etc.
Accessibility issues for my family - double pram, reduced car parking.
The parklet is an eyesore and has had a negative aesthetic impact on the surrounding area. It appears to have been very cheaply and haphazardly assembled. It is not cleaned and maintained with litter and dog faeces constantly found in and around parklet.
The noise and public disturbance is now 3 times as much than it was prior.
None. I don't frequent the café.
Despite my comment i am overall in favour of the concept and think they work well in other locations
I do not understand why the parklet at 1000 blessings is the size it is. Why is it not confined to the boundary of the property given they also have footpath dining. This parklet obstructs clear access to our property.
I am really in support of parklets in general but not this one. It makes accessing Waterloo Place really tricky and dangerous. In particular, the small car park at the Vets. While I tend to walk everywhere in Yarra, if I have a sick pet I need to drive and be able to park at the Vets. Having one end of Waterloo Place blocked means it is tricky getting in and out of the small car park as the turning circle is v. small. Previously you could drive in one way and out the other. I haven't actually seen a lot of people using the parklet either in the day time so perhaps it could only be open at night?
community!!!!!!!!!!!!
Not sure but might result in people walking to local spots rather than driving a distance when they know parking will be restricted wherever they go
Great atmosphere, nice community vibe
I have seen multiple cars almost run into the barriers as there are absolutely no safety measures in place. Majority of the parklets in the city of Yarra are dangerous with no safety barriers in place. Actually surprised no one has ben injured.
The parklet for Great Northern Hotel was erected in a R1 zone on a side street less than 20m from residential housing with out any consultation with residents. The GNH have been booking parties including bucks parties in Pigdon St which is a residential only street. The noise level is so loud, every room in our house is affected. We have had people urinating in our front garden, people walking around the street with beers from the pub then going back to the parklet. Guys snorting drugs on our front verandah from a bucks party in the parklet, when confronted they became abusive to a female resident. Guys coming into our property to unplug our hose and drink from it then going back to the parklet. Broken glasses all up and down Rathdowne and Pigdon Street from

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people walking around the street with glasses of beer. The front of Rathdowne St has more seats added post covid which butt straight up to the bus stop and people and now feeling unsafe to catch the bus. New City of Yarra bikes are positioned right next to the parklet which people are frightened to use. The parklet has no security and cannot be seen from the inside of the GNH so people can act in any way they want out there. We are working from home and have been unable to conduct meetings to get our business back up and running post covid which has affected our mental health.
I did go to use one but found the traffic noise too much. The restaurant constructions within these zones would need some aesthetic standards in a sustained model. The camber of the road necessitates platforms for dining, which longer term probably impact of road and drainage maintenance.
The concrete bollards positioned at the edge of the angled parking spots on this small side street narrows the access for larger vehicles to come through, such as garbage trucks and delivery vans. On Brunswick St, it doesn't matter so much as all the spots are parallel parks and the road is wider.
An increasing number of cars going the wrong way down our one-way street. This is very dangerous and could lead to a serious accident.
Noisy/ restricted access for pedestrians/abusive drunk behaviour/ homes opposite have no privacy / parking/illegally drinking off the parklet/ no crowd control
Makes me excited to go out for a walk knowing I can see faces and experiences that you don't get to witness in an indoor setting
This is a residential street and I have concerns around the noise level with dining on the street. Totally appropriate in streets like Brunswick and Smith where the street is full of nightlife and cafes but not in a residential street.
It has made it dangerous to get in/out of Neptune St
The parklet is right in front of apartments so the noise from people sitting out there is excessive and unreasonable, especially at night.
Love to see better use of the outdoor space.
More trees/ greenery are extremely important to improve the environment
Uber drivers are taking over parking spaces, often parking over driveways till their order is ready.
Nil positive, all negative. Emphasises the lack of awareness by hotel management to community residents welfare and wellbeing.
seats in parklets are frequently empty because the parklets are 24/7 and potential usage is not 24/7. The noise level in streets has increased as people appear to be less restrained as they yell and talk louder to communicate above traffic noise.
Positive for those which are used. The council need to do an audit of all parklets to determine how often they are used.
The spaces are generally great however some have been poorly built limiting accessibility for disabled patrons and can cause overcrowding on footpaths making passing difficult.
I read in the Age that these parklets are the reason we aren't getting our food waste bin and I would honestly prefer the council to be spending the money to reduce waste rather than on these parklets, some of which also block bicycle lanes.
I imagine it is great for families and keeps people outdoors, which is good in the current climate
Also more difficult to drive and navigate the streets, a lot more congestion and being stuck behind trams on single lane areas with parklets blocking the second lane. Also some of the parklets have been decorated in a way that looks messy and negatively impacts on the look of the street. Ie. Have a look at Chotto Motto, 287 Wellington St, Collingwood VIC 3066. It looks like a hoarder has decorated it and it very unsightly.
None
The structures look poorly designed; they have been constructed from cheap materials and generally workmanship has been poor. This has created an uncoordinated and unsightly collection

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of parklet dining boxes which detract from the mix of heritage and contemporary shopfronts which comprise the streetscape found along the Smith and Gertrude Street precincts. Footpath dining has been under utilised and this should option should be explored further for the summer of 2021-22.
As above.
I love how some business have gone out of their way to really make it an extension of their indoor spaces - it really adds to the visual appeal of Smith St.

### How likely are you to dine in this parklet or another parklet in Yarra in the future?

Value	Percent	Count
Very likely	95.00%	2,268
Somewhat likely	3.00%	76
Neutral	1.00%	19
Somewhat unlikely	1.00%	14
Very unlikely	1.00%	14
	Totals	2,391

### Parklets are currently scheduled to be removed from 31 March 2021. Would you like to see parklets in Yarra in the future?

Value	Percent	Count
Yes, on a permanent basis (year-round)	75.00%	1,932
Yes, on a temporary basis (during spring/summer months only)	20.00%	514
Yes, on a temporary basis (only if COVID-19 restrictions limit indoor dining)	3.00%	67
No	2.00%	58
	Totals	2,571

### Comments

#### Yes, on a permanent basis (year-round)

I like the atmosphere
amazing atmosphere, more capacity helps businesses continue after our long lockdown, more room to sit in places that normally are mostly standing
I think they improve the look and vibe, I think they are a better use of public space.
Create a more vibrant atmosphere in our suburbs. Year round as we have sunny days all year
The parklets can vitalise an area and foster a community feel.
It could be another unique feature for the Yarra area,
I think they should keep the parklets where businesses have invested a good amount of money into and look nice. It creates a much nicer community feeling on the street and neighbourhood feels safer with more people on the street
Encourage active transport, use of outdoor space. Can leave footpaths clear for use by pedestrians while still giving businesses more customers.
This will allow venues to invest in their spaces and improve our community
So much more pleasant walking in Fitzroy with fewer cars.
It has added such a great vibe to the area - as well as being safe it is also easier to get a table and support local business

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They make the road so much more pleasant and nice - keep them forever!
Have tried several and they're great including those that block streets making the street quieter
Because they improve our streetscapes and ability to use them for people, not cars
The roads in Fitzroy (for example) are very generous and wide, people feel comfortable driving way over the 30km limits on side streets. The more stuff like parklets, cycle lanes, narrower roads, etc. compels drivers to drive slower and safer.
They're great! Much better than car parking
They create a lovely street atmosphere and community vibe
I think they are good for business and good for the community.
More capacity for venues
Increased capacity for venues in an area where the population is fast growing
I'm not sure I'll ever feel as comfortable with indoor dining as pre-COVID. It gives those of us an opportunity to sit outside if we want to. The prior footpath seating was not enough, it's just really obvious now when you see the sheer amount of people that are sitting outside.
So many of them are quite pretty and we'll constructed, I think they really add to the ambience of the area. I live in an area with many parklets and have not noticed any increased issues with getting a car park.
It reminds me of the awesome way Scandinavians use their hospitality outdoor spaces, just add some outdoor heaters and branded wool blankets and it's incredible. I live on the cusp of Yarra in Carlton and love all the parklets that have sprung up. Out of adversity comes a positive pivot.
I'd be perfectly happy with just the warmer months but in general I think they're great and it would be nice to see them all year round. They seem to have had a positive impact on businesses, especially smaller footprint businesses. They're often very funky in design and I like that most of them have their own style.
Contributes to the creative/buzzy vibe of Fitzroy. Costs of set up and dismantling then set up again.
Its great to sit outside and on the street especially when you work a desk job and are inside majority of the time. During winter even its nice to be outside. I have loved it.
Better use of public space and encourages more public transport
Brunswick street has come alive again! Fantastic festive atmosphere- would love these to stay
I'm so sad to hear they might be removed! These parklets have been amazing for the local community and for local businesses.
It's fun, good for dog owners, good people watching, more social than sitting inside
These have really added positively to the feel of the streets - vibrant and a much better use of space than car parking
Some businesses could provide outdoor heating and create cosy winter spaces. Some may be only appropriate for summer months
More space/capacity outside for restaurants
I think making spaces more pedestrian friendly is a great idea and there's plenty of other parking around for those who drive to the area. It also encourages the use of public transport, biking and walking
Decrease/discourage car usage on main retail streets
I think they are a great use of space and are a fantastic way to add another layer to Melbourne's rich hospitality culture that boosts support for local business and helps create a sense of community after a year that left Melbourne a bit fractured.
I think it really adds to the atmosphere of the area.
Brings so much more atmosphere to the area. Prevents being crowded within venues. Better for both physical and mental wellbeing to spend more time outdoors. Allows businesses to increase their customer numbers/profits after a very difficult year.

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Improves atmosphere of the surrounding area. Much better for both mental and physical wellbeing to socialise outside rather than in.
So much better for families to be able to sit outside. Improves the atmosphere of Smith Street.
Allows local businesses to attract significantly more patrons. Improves street/community atmosphere. Better for health to spend more time in fresh air.
It's a great addition to Yarra and should be made permanent
It makes the community more interactive and creates a great atmosphere
It updates and extends Melbourne's "laneway culture" all through out the suburbs. It also gives Melbourne an exciting and vibrant new dining experience no other Australian city can offer. Keeps us a step ahead of the pack
It creates a beautiful vibe to the street and the whole experience. I would love to see them all year round. Also, this initiative supports small businesses plus the council.
Has made our streets safer and supports hospitality to recover and thrive.
Please keep them! I would love to see them become a permanent fixture and restaurants having the opportunity to make them into extended awnings in the future.
I think this is a really valuable opportunity for residents and businesses. Just look at the success of the 'pop up park' in Yarraville outside the Sun Theatre. A great community initiative that has supported both local businesses, public spaces and residents.
They add such a great atmosphere to the street.
Removing car spaces adds vibrancy to an area.
More parklets and green spaces, less parking spaces.
It looks lovely and festival-like. Makes the streets vibrant and alive. Maybe in winter they'd be used less? But putting them up and breaking them down would not be great for the cafes? If the parking isn't needed now, it won't be needed later. It's safer for cyclists also.
1. Covid will be an issue for long after March 2021. 2. Parklets bring life to the streets. 3. It's great to support the local businesses
It gives us somewhere to go that's comparatively COVID safe and there are spaces also off the beaten track (Brunswick St).
Add to the "Vibe"
More friendly streetscape.
Look terrific. Great visual impact. Offers diners options.
I like to see and be with humans on the street, esp. after the lockdowns we have had to have.
Adds so much to the vibe of the streets, less cars and more enjoyable seating
They add to the vibe of Yarra
I think it's good for businesses to have the option available especially if they don't have footpath trading opportunities or if their inside area is small. But feel that it would be reasonable for businesses to pay a fee for these spaces (like they do for footpath trading) post COVID. Also some footpaths are very crowded and this could help with that for some sites.
Cars have cluttered up the whole city. I'd rather have a vibrant city scape with people enjoying our eateries and main streets.
They're great. Gives businesses more space and eating and drinking outside is lovely.
Adds to the atmosphere in Richmond
It adds to the vibe of the bars and restaurant areas
They add to the community atmosphere, they make the area feel more communal and loved.
They also feel like a safe place to spend time. I'm also more likely to spend time in a business.
They add tremendous atmosphere
Love them
The area is very well-served by public transport. Dining space is way more valuable to locals and customers than parking space.
Love them

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They give restaurants more covers and the opportunity to make more cash which they need. From a customer perspective it is enjoyable and feels safer re Covid
They give visibility to cafes - I have noticed many more eating places. They give a festive, happy, healthy, vibrancy to the streets- they make use of the space much better than a carpark
Makes the street feel more lively, extra business for the restaurant, and I love dining outdoors
Because it adds life to the area
It significantly enhances the area and atmosphere.
For the reasons given for why I like them.
Great way to attract people to the area; really like eating outside
Removing and reinstating will increase costs and increases the risk that a noisy minority's opinion sees them not return. But there needs to be a series of surveys of usage, and those not being used adequately should go and not be replaced.
It increased the greening of the municipality
Adds to the streetscape and makes less traffic
It feels like there is excessive space allocated to cars & parking just for short peak periods. The parklets allow that space to get better usage and provides additional aesthetically pleasing space for the public.
Love being able to eat outside. Love being able to support local businesses.
Awesome idea - better vibe, more space for dining out, reduce number of people driving.
They brighten up the street and atmosphere and would be a big drawcard for tourists
This is a much better use of public space than giving it over exclusively for people to store their private property (aka "car parking"). It makes the streets more vibrant and feels more fun.
For some it should be summer only, but for backstreets like the Brandon all year makes sense.
They add a lovely atmosphere to the street.
Parklets are great, but they need to contribute some revenue in return for use of public space, a modest rent. That should mean that the space is used efficiently - the Warm Hug Cafe is great when open but it has limited hours and the public space taken up is large.
It adds to the amenity/ambience and encourages people to support local because they're so visible; also if they're permanent local business will be more likely to invest in weatherproof infrastructure like umbrellas & heating
we dont know how long covid will be around and these businesses need to operate with as many tables as possible
They bring an awesome vibe to the street, use public space better and allow us to support local businesses
We are well served by public transport so there is no need for as much parking
If a road has trams, remove ALL car parking and have Restaurant, Footpath Park let Bike lane Road Tram track
Gives local business the opportunity to serve more customers. Creates a lovely vibe and atmosphere.
As above - more social interaction, less cars.
As long as business knows that it has some certainty they may spend a bit more to make them look nicer
Gives more option.
Fantastic initiative & a great chance to reclaim public spaces!
It looks nice and has a vibrant feel to it.
This has been an incredible initiative and has added a new dimension to Melbourne hospitality. As a permanent fixture, venues could make them unique and be a real highlight.
I love the community vibe and the vibrancy it adds to locals neighbourhoods. I also wish to support those businesses that have done it so hard over the last year. They need our support.
They provide more options and space and in this local are hugely beneficial to the community

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Wider footpaths and places for our community to enjoy spaces. One car park takes up space that 10 people can enjoy in a parklet.
apart from rain, there aren't a lot of days where the weather is so bad or windy to preclude their use.
It's what Melbourne has been missing compared to many European cities.
Initiatives like this help return our local areas to a convivial, people-oriented area, rather than a car-oriented one.
Because they add a great atmosphere and make it feel like you're overseas
Because they add a great atmosphere and makes it feel like you're overseas. We all need that!
Because it adds so much vibrancy and interest to an area.
Good vibe, extra outdoor seating, less cars
I would be happy with year round or seasonal parklets
They add to the vibrancy and atmosphere of the neighbourhood, as well as offering dining options that feel more covid safe.
Covid will be with us until at least October when vaccinations are due to be completed. I feel safer and more comfortable dining outside whenever the weather permit.
Better use of space and vibrancy of the neighbourhood
They are a great initiative that makes the street better and there don't seem to be significant problems arising from the removal of the parking spaces. As a cyclist, I'm happy to see as many vehicles on this bike route as possible.
Marked improvement and one of the good innovations to come out of covid-19.
They add to the community interactions, less barrier between the diners and the people on the footpath fostered conversation!!
They're great! Two car spots can be utilized by 20-30 people - a much better use of space.
Returning outdoor space in Richmond to people instead of cars.
Road space needs to be better allocated for open space
Great feel to them
It's a positive step for business's and the public to have more outdoor spaces to hang out.
We choose to live here for the social and communal benefits, not for the parking
More parklets means less cars means more space for people.
Fresh air option, better for Melbourne. Safer.
This cafe is too small for much indoor dining
They provide increased capacity for our struggling businesses
They are great and a few less car parks makes no difference. Make the place feel alive.
With heaters you can still dine outside in cooler months. It helps our tourist and hospitality sectors
Space for people is better than space for cars.
Great for the community
They are great! And even when covid is gone, it will be nice to not be so close to strangers, potentially reducing spread of other things like the flu. The parklet look really festive and also, if there were permanently less parks maybe it would encourage people to use more sustainable transport methods.
I love the outdoor vibe. We have good weather for alfresco dining. They do it in Europe where the weather is not as good. Why not here?
I think the businesses have put a great effort into creating interesting and lovely spaces and I'd hate to see them lose the spaces. I think they add to the atmosphere of the area and help us all eat safely. We won't have the vaccine by March so we really do need to space out for a bit longer.
It would allow a cafe to really raise the quality of a space to have it permanent. Perhaps with retractable blinds for rain and sunshine

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Extending outdoor dining space is a good thing and makes sense in areas where cars are travelling at 30 or 40. Maybe spring/summer months are better suited for this, but Melbournians love to be outside in winter as well. It makes the streets bubblier with life (vs having people inside only)
I would like to see the parklets stay year round to see if their usage is maintained through the winter months.
Dining outdoor is safer due to Covid-19 pandemic
Great atmosphere in the community
I think the benefit of the increased outdoor dining space outweighs the loss of a car park or two.
I will choose to dine outside weather permitting. I think the parklets are a better use of space than parking for a car or two.
Melbourne has the benefit of relatively mild weather and these spaces could be adapted to accommodate cold/wet weather so why not year round
Fresh air.
Better use of parking spaces!
Provides more options for socialising.
The parklets have added an extra vibrancy to the Fitzroy collingwood area.
They are a much better use of the space, people always prefer outdoor dining in warmer weather and helps local businesses.
Creates good atmosphere. Impromptu opportunity to say hello to friends and neighbours as they pass which is good for community building.
I like them year round for COVID times but maybe seasonal later? Then again, even in winter there are some nice days where outdoor dining is good for lunch
Increase the viability of the restaurants. Adds to the atmosphere. Making it less than all year round will make it harder for restaurants to provide suitable structures.
BUT - strong consideration needs to be had as to how the parklets impact the safety of cyclists on some roads
It is nice to eat outside without being close to the traffic like along Bridge Rd
More options for diners. Covid safer than being inside.
Street dining is great
I will be fascinated how the local business community feel about this. I am dining out more as its a more pleasant experience and the atmosphere/vibe is so much better. Less car clutter but plenty of people out and about dining. Business owners have resisted such ideas in the past I wonder if their views have changed now?
It's a great use of the space, better than using the spots as car parks. Encourages travel by public transport and foot.
Maybe after COVID the seasonal vs full time issue could be the choice of the business?
I love the look and vibe, so on a permanent basis so long as it doesn't upset the neighbours or totally hinder car parking availability, it feels like a nicer way to use space than just cars or empty concrete. I don't feel hugely strongly about this. What I DO feel really strongly about is that until covid is really eradicated, I will not be dining indoors and am intensely grateful for these extra opportunities to socialise safely.
The neighbourhood is so much more lively. People are out meeting each other and hanging out. Instead of 1 or 2 cars parked, there's now 20 people enjoying the space.
Nicer to eat, drink and be social out side
The better atmosphere in the street, provides communication and neighbourhood interaction.
I'd hate to see that area go back to what it was before the parklets. It's so much nicer to visit now.
vibe, good use of open space
Melbourne always has times you can sit outside. The weather is so variable but there are pleasant days in every month.



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Well we understand that parking for cars is important, having a thriving livable community with outdoor space to enjoy is also very important for residents. Without the parklets we would need more focus on creating usable outdoor space anyway, it is lacking in our area.
They are great, love the ones people have actually made to look amazing.
Businesses have put in impressive work to make the parklets functional dining areas, including some pretty great infrastructure - would be a real shame to lose them!
Yes, great idea.
A fantastic all weather all season design and a real feature in the street and community
Because there is not enough people friendly spaces in Yarra. Collingwood in particular has almost no parks and places to sit. The footpaths on the high streets are often busy with pedestrians so it gets crowded and for smaller venues it provides more space. These are spaces feel safe too as they are very visible.
Better use of our streets and more enjoyable. They can use covers and heaters in winter months.
The atmosphere and vibe they have brought to the area is brilliant!
It provides more space to venues, it's nice having an outside option.
Because there simply isn't enough outdoor dining and garden space in inner-city Melbourne! I live in an apartment in Collingwood, which means I don't have access to my own garden. I have loved seeing little pop-up garden boxes in parklets around the City of Yarra. The cafe parklets have also led me to dine in instead of take-away on many more occasions, which reduces waste and improves a sense of community with small businesses and the nearby residents who frequent them. I have connected with so many of my neighbours and their dogs, and feel more connected to my neighbourhood than ever before.
They have significantly increased the amenity of Yarra, I think it is an irreplaceable addition to COY
Many of the parklets use areas that at best provided 1 or 2 car parking spaces, now they serve as dining areas for hundreds of customers per day. We are still actively walking to new parklets each week to explore and find new spaces to enjoy.
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In an area with lots of apartments, it's nice to enjoy outdoor space and support local businesses at once.
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Evolve the city!

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Atmosphere, space, i enjoy outdoor dining and you can see the world go by rather than being in a back garden area
Walked past it and the multiple ones nearby and daymn it's vibing. They bring priority of the street back into foot traffic / people rather than cars which is a massive positive. I couldn't be more supportive of them staying as a permanent feature.
They create a great atmosphere and discourage people from driving
The parklets throughout Yarra have been an amazing addition to the atmosphere of Yarra.
I think they should be permanent, though perhaps seasonal. Not much point in winter!
The choice between a couple of cars parked in the gutter or a vibrant, airy, safe eating area that expands public space for locals? Answer is so obviously the latter.
They look and feel fantastic
COVID has highlighted how easy it is to catch viruses from people. I'd like the choice to sit outside in the fresh air and rug up, even on a cold day.
It helps support local business, the outdoor dining vibe is great, it looks great seeing more people out on the streets, please don't get rid of it permanently!
Small bars and restaurants get much more space for diners which means more money, and the atmosphere is great. Keeps cars off the road also.
This adds an atmosphere to the area
They liven up the streets as well, the sense of community as you walk or drive by. Seeing people dine rather than them being hidden inside. Previously outdoor dining was only for smokers, I'm very excited that this has mostly changed. The vibe of streets in Abbotsford has changed a lot. A stark comparison with empty streets during lockdown. It's lovely to see neighbors enjoying a meal/drink.
The whole dynamic of the streets change with these parklets. Even as a car user myself, i would happily forgo parking in service of these parklets. They reframe what and who the streets are for - they generate such a positive atmosphere and have the effect of sucking in passers-by into those hospitality venues.
COVID will be with us for a long time (or forever) and removing them in March is very short sighted and ignores the health advice re ventilation and physical distancing. Some venues will need to consider shelter / heating for the Autumn / Winter.....
We need more public spaces for people not cars. Currently many streets in Melbourne and the city of Yarra are dominated by cars which reduces the likelihood of people wanting to be in those spaces due to noise and pollution and safety. Yarra should aim to create walkable villages and the way to do that is make more spaces available to walk/run/cycle. Please create more public spaces for people not cars!
they make Yarra better :)
The Warm Hug Cafe parklet has minimum impact on the amenity of the neighborhood. It is well constructed; (by professional carpenter) the parklet deck is professionally constructed; the floor is flat; the parklet provides for all class of customers - able-bodied and customers with disability (via a ramp entrance); is level and has shade via large umbrellas. It has no adverse effect on the footpaths on the three sides where footpaths exist. It only affects (removes) two car parking spaces and has minimal impact on traffic flow. It is a very welcome addition to the limited space available inside the Warm Hug Cafe
Brings life to Smith St and Getrude St which are not looking good at the moment with a lot of shop fronts available for lease. The parking was expensive anyway.
Best yet atmosphere being able to dine outside.
They add to the community feel of venues
It'll be good to keep them year round, perhaps with heaters and other infrastructure to make it appropriate during winter though
It creates a great atmosphere

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I'm not sure they would get use year 'round with Melbourne weather, but there doesn't seem any point taking them away.
Please keep the parklets! They're a great addition to Yarra. They allow for more outdoor dining, which is what people want!! They had a nice atmosphere to the streets too.
No sense removing them & storing them over winter. Good to keep the motorists used to the absence of these car spots. I doubt they will get as much use in winter.
At bare minimum for spring/summer months but ideally all year. We should be trying to minimise car trips in Yarra and encourage walking/cycling/PTV to public spaces. Outdoor dining is just one potential use of parklets- businesses should be encouraged to propose additional uses of parklets for seasonal activities that might include pop-up markets, produce stalls, coffee/food tents, etc.
They make the area a nicer place to live and work.
1: Post-covid the hospo sector needs years of increased trading to recover what was lost. 2: The increased 'safe' dining and entertainment have brought a better vibe to the area and increase my enjoyment of the suburb.
Gives more options for daytime social events.
They are great!! Please keep them. Gives a much more European vibe to the street. I am a Yarra rate payer, in an apartment. It more noisy but that's what I love about Yarra. We are vibrant. I would love them to stay!
They are over much better in every way than car parks
It a great advantage to those who have limited space indoors and therefore assisting local business. Perhaps some covering or heating may be required in the colder months though
They represent a safe and equitable use of public space. As a rate payer, I'd rather my rates subsidise the space as a publicly accessible spot for all (or most, at least) than for a lone car driver.
Many footpaths in Yarra are too narrow to be effective for outside dining - this is a solution which provides great atmosphere.
It creates more ability for those business to make money and keep jobs for those working there, plus add back to the community. If we couldn't have them permanently then they should be available until vaccine rollout is 80% (or whatever the national goal is) at the very least
Outdoor dining is great for businesses as it increases the number of patrons they can cater to during COVID-related limits on seated patrons inside. The parklets also contribute to the neighbourhood/community vibe.
In order to make our streets for people, culture and connection, not cars
It's a much better use of space and the atmosphere is great. To be honest some streets should start being converted into pedestrian zones only
They are an enjoyable way to dine, it's great to be in the open air & you are more likely to get a table.
They provide loads more extra seating for businesses.
I've loved the focus on outdoor dining and entertainment. It's been great to enjoy the outdoors and be trusted by governments that we can drink outdoors and not be savages.
It creates a whole new vibe. Makes Fitzroy beautiful for locals and visitors.
Creates an awesome vibe in the community and brings hospitality to the streets
Yarra is a mecca for dining but the space available is often restricted. Making better use of the outdoor areas currently used for parking is a fairer use of this space. Ambience and vibe in the streets is heightened.
Parking lots are wasted space in a metropolitan area. Parking lots are only good for the interest of one individual whereas parklets offer the chance to support the need of a whole community.
Because it's a great use of public space - allows those venues who have really suffered during lockdowns to have more diners.
It feels much more vibrant on the streets since the parklets opened - space that was used by cars is now used by people enjoying local businesses and the company of friends, family and dogs. It's

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lovely. In an area with so much public transport, it seems crazy to have a car space instead of space for people.
Because generally they are aesthetically pleasing and create a welcoming atmosphere as well as adding to community safety of the area.
Good to have this option. Creates a good vibe. And covid safe likely to be needed for a long time at some level.
I would absolutely use these for a winter lunch if they were dry...
Better use of space.
Better use of space
It has created a much better atmosphere and culture.
Allows venues to open up to more people. They are safe and create a great atmosphere in the street
I enjoyed that the additional outdoor space allowed for more seating outside. All the people outside enjoying food and drink creates a good atmosphere
Less parking = less driving. We need to provide spaces for mobility impaired people but apart from that the less parking the better!
Boosted atmosphere on the streets, better use of public space
Atmosphere!
I love dining outdoors and I think the parklets give the streets a safer and livelier feel. It really makes you feel like you're in a dining precinct and somewhere cohesive.
It's a great use of space.
We need to use public space in a more productive manner than to be clogged up by parked cars.
Love the vibes and energy
I prefer dining outside. Less Claustrophobia and I can hear better.
I love them - it activates the streets and makes them feel safer for pedestrians and diners, and for the small space used, they benefit so many more people than car parking. They also support local businesses by giving them more capacity for more customers.
Gives the neighbourhood a more community feel and more green space
Parklets support local businesses and contribute to the liveability and atmosphere of the neighbourhood.
They activate the streets.
Definitely should go beyond COVID, if the restaurants can set up heating then great, there's a really good vibe about street eating this way
Seems to me they have been a raging success - it would be a shame to lose the space and the better aesthetic. And, of course, COVID is still with us. Heaters and outdoor dining could be a great thing for the colder months
Good for cyclists overall Nice to spread out They are hip and trendy as hell
They activate our suburb making it more vibrant. Also soften the invasion of cars.
Great to have people dining on the street - vibrant and welcoming. Will also allow businesses to accommodate more guests.
If it is good for the cafe it is good for us!
The parklets have been a breadth of fresh air to smith street and the surrounds. Too much space has been surrendered to the car: road & parking and I applaud Yarra council's initiative to provide additional space to residents and local businesses. Well done 10/10
They provided small businesses with extra space, extra capacity, extra income which could then be reflected into the community by encouraging employment, and also encouraging more people to visit surrounding businesses. It benefited small business, the surrounding businesses and allowed some spaces to employ extra staff to keep up with higher demand. It also made booking easier as places had more dining space, and I personally think that they add a touch of greenery to what can sometimes be a concrete jungle

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In north fitzroy sound St. George's Rd/ Holden street/ Park st it has brought a great vibe to the area. As these are not late night venues tgerere is no problem with noise. It's great for locals to be able to walk and it's feels safer eating outdoors. It's beautiful on warm evenings and heaters could be put out in the winter.
Everyone loves dinning outdoor and these just give a great vibe to Melbourne and restaurant also
As above, parklets make better use of public space than parked cars, support local cafes and restaurants, and create a great street vibe.
To make more spaces for people in dense inner city living to meet outside
This is the city we want. Who drives in our city anyway? Please keep the parklets
It gives public space back to the community.
They are a great use of public space. Many more people can enjoy the parklet than could use the car park. They add to the vibrancy of Smith St.
They make the street more attractive, appealing, and vibrant. Such a better use of public space than car parking.
Hopefully people will use other transport options to get to busy places in Yarra so there are more parking spots for residents
Reminds me of the way Europeans dine and have more of an interactive and friendly outdoor atmosphere. Since dining outside I often run into friends and feel more part of a community. It's just so much fun! Would be a real shame to see them go.
It brings life to the streets and supports business
Australia needs to catch up with and practice what Europe does so well...I have always missed eating al fresco in Australia and this is the perfect way to do it
I would actively use them in spring through autumn, as well as in winter if restaurant look at heating options. Restaurants on Brunswick and smith st don't have enough outdoor dining & i avoid a lot of them in summer as sitting inside is unpleasant. Parklets creates a great atmosphere and attract people to the area for dining.
They dramatically improve the streetscape, bring the neighbourhood to life, help local business and improve the overall amenity of the area.
They dramatically improve the streetscape of Smith St, transforming it from something of a traffic sewer into a place where people can gather and enjoy themselves.
For the sake of 1 or 2 car parking spaces we can support local businesses, make communities more vibrant and provide more space for customers
Seems like a hassle to take them down and put them up for certain seasons - why not just year round! That being said, Melbourne is cold so seasonal use could be valuable.
The atmosphere is very inclusive and reminds me of other countries I have visited. Australia seems so far behind in this it's almost silly it took covid to have the councils entertain the idea that public spaces for outdoor gatherings were a better use of space than bloody car parks, and it's nice to see the space used for human interaction rather than revenue.
I like them
It's so much better
Very simply - They add so much more to our community than they take away. You are giving the street back to people - not parked cars
The parklets are a much better use of public space.
They add an extra interesting vibe
They bring a community vibe to the local amenity and provide safe spaces for hospitality with a continuing COVID environment.
with heaters
More space, better options for dining, good street atmosphere
You would be crazy to dismantle these parklets, I honestly cannot understand why you would do it.

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It makes me want to dine out, even in winter
While they may not be needed or wanted by all businesses, for me as a patron the parklets bring a new atmosphere to the experience of going out in summer. It's nice to be outside and having seating out on the street makes a business' presence more visible in the community in addition to increasing venues' capacities. It would make sense to me for the council to make the parklets a permanent fixture in many locations, e. g. parts of Fitzroy and Collingwood.
They are the best, they make the whole suburb nicer to be in!
Why remove such a positive development? Why strangle the economy? For a few carparks?
Allows businesses to accommodate more customers. After dealing with substantial losses no doubt as a result of covid it allows them the opportunity to increase earnings to help recoup some of that. They may not be as popular in the winter, but definitely would like to see them return for next Summer. Some restaurants like the Great Northern have really invested in their parklets. Cost to remove and reinstall would almost not make it worthwhile, it would be better financially to just leave them in place all year round.
They create such a great atmosphere in the area!
It's also a great way to bring my small dog with me
I feel the businesses that use them deserve them.
On a warm evening theres nothing better, the vibe on the street is incredible and makes more people want to dine out ext, why limit this ???
This kind of dining is commonplace around the world. It is always preferable to dine outside wherever possible
I love the feel of having more people on the streets. It feels so much more community centered, means people are enjoying the outdoors and has a really fun vibe.
We need to take back the road space that is disproportionately given to motor vehicles. A parklet is so much more productive (for society and business) than a couple of car parks
The pandemic is still raging worldwide. It's a long way from over. Reduces chance of outbreaks.
I think it brings such life to the street. It brings all the atmosphere and vibe into the streets for it to be shared with all who walk past. Simply walking down the street is such a bigger joy now, especially in the evening.
Make them permanent!!! Year round. With heaters in the winter. People need to feel festive and social and see people out and about mingling on streets in a safe way. Fitzroy, Collingwood etc really thrive on these parklets. Do not remove them. More parklets and more green areas...don't miss this great opportunity to give people more connection!
I think its good to increase venue capacity even not in covid. Makes the area have a better vibe.
The space they occupy feels wasted for parking. They create a more active outdoor space, without overly infringing upon footpath space.
It never really gets that cold that you can't dine outside. It brings culture and personality to our streets and brings more business to our community.
Please keep the parklets, they've brought such vibrancy to the street, it feels so Melbourne, and it has truly transformed the way we enjoy our local restaurants and bars.
I really like the way they turn the street into a social space. It changes the vibe of the entire area - right along Brunswick Street there's a feeling of community, socialising, friendliness because of these spaces. I also like the introduction of green(ish) space where once there was just road. It's a much friendlier place.
A lot of the cafes and bars in the neighborhood are very full at peak times, and the outdoor space provides more seats. It also really improves the vibe, making the neighborhood feel more like its there for the residents rather than people driving through.
I think they are a great idea that open up our living space and soften our streets. Brings life outside our buildings and into the streets. I would be happy for them to be in summer only as well.
It is much nicer sitting outdoors and I'm more inclined to eat locally

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Allowing more seating at local businesses both supports the venues that struggled so much over the last year and allows our community to come together.
They add a more community feeling to a sometimes very busy and loud street.
Adds to the atmosphere of the area by having people out in the sun, visibly having a good time
Why not?
Because they're wonderful additions to the city that will bring tourists, brings greater seating space to businesses therefore increasing their potential revenue, and only having it during summer months means that the set-up cost for businesses that benefit from it the most, such as the ones that need the extra revenue, will be less able to take advantage of it
It's just a nicer use of the space and promotes a sense of culture. When you're on the tram or in a car going past you can see people enjoying their meals and having a nice time and it makes you want to join them. This will obviously assist the hospo industry that was dormant for so long. It creates an atmosphere that reminds me why I moved to Melbourne
I love being outside. I live in a small apartment and it's a nice way to enjoy nature
These parklets are an asset to Melbourne's dining/club scene and make the city feel alive and exciting. I would love if they could become a fixture forever!
Better use of space, outdoor dining for many people on the "expense" of a few parking spots seems like a very good deal
Outdoor street dining and socialising is fantastic - it creates a real buzz in the area and makes the community safer as more people feel comfortable walking streets.
Support community spirit
More permanent structures can be built
It's just a better use of the space
More permanent structures can be built
Additional capacity to boost businesses
More cost-effective for businesses
It's a much nicer use of the space than car parking.
Great option for sunny/warm days in cooler months
Hospitality is by far Yarra's biggest asset: the restaurants and bars of Fitzroy and Collingwood are our most important feature for local residents as well as visitors. The parklets are a far better use of space than the one or two car parks they occupy. It activates streets and makes them feel like laneways. The chances of slipping back into tighter capacity restrictions is going to continue for at least a year and this gives businesses the ability to adapt to these.
It creates a better community environment. There is limited public space in the city of Yarra, so having the option to sit outside at our favourite venues is fantastic and a breath of fresh air
It's a great use of the space, business can fit more customers while also encouraging people to catch public transport/ alternative transport so there's less cars on the road !
I think it is a better use of space than parking
More cost-effective than temporary
Al fresco dining is such an integral part of the vibe of Melbourne. I think it creates a lovely atmosphere on streets that otherwise can lack ambience.
Great atmosphere
They have great atmosphere and make the streets feel so much more alive. They the amount of cars, people are finding other ways for local trips, Because they feel that they won't find a parking space They increase the capacity for smaller businesses/venues.
Everything about them is great!
This is a great opportunity to shift the culture to encourage supporting small business (rather than driving to coles eg.), healthier transport options (both for personal health and health of the environment) and minimise incidents between cars and pedestrians/cyclists.

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It's nice to have more space and to be able to sit outside if the weather allows! Plus roads are generally quieter in winter so if it's going to be there in summer it may as well stay year-round.
They bring a real vibe to the city of Yarra, are social and help build a community feel
It provides an incredible social experience which emulates the areas overall vibe. Very nice to be able to walk past places and see people who you previously wouldn't have.
As long as the business can provide appropriate cover from winter weather, I don't see any point way they shouldn't stay year round. This would also save business owners money, as they wouldn't have get them installed and taken out every six months.
Encourage use of public space for non-car use. So many parts of the city of Yarra are accessible by public transport, it makes sense to use parklets to curb vehicle congestion - ESPECIALLY on smith st!
These parklets have been one of the best effects of covid; they've brought a much more neighbourhood feel to Yarra. It would be a real shame to lose them. Even in winter, they create a dog-friendly vibe that works well with the recent increase in dog ownership.
Because less cars and more vibe!!!!
They are a great use of outdoor space and create a much better vibe everywhere while also helping businesses. I have found parking to be reasonably unaffected and reducing cars is no bad thing either even if this were the case.
Being outside makes ppl happy
It's Melbourne we are the food and booze centre of Australia - we have such good restaurants to showcase and great booze why not give the small business more a chance of redeeming losses occurred through covid
It would be great for customers and I assume it's great for businesses so they can fit more people in after what's been a tumultuous time for them
This city finally feels like it has some European charm on the streets - space should be for people not cars!
But wouldn't be mad if it was just in spring/summer
Cars are dumb
I have really enjoyed dining out at parklets over the last few months. It's a very European way of doing things, and definitely creates a fun vibe on the street for all to enjoy (whether dining or not). It is also safer for people to continue to dine out doors if we want to keep covid a-bay!
Better use of space.
It's a positive development in Melbourne's renowned cafe/bar/restaurant/live music culture.
Better use of public space, encourages more active transport methods
For outdoor dining to become a more pronounced feature of restaurant, cafe and bar culture in Fitzroy would be a positive outcome for businesses and patrons. If that comes at the cost of a few parking spaces, that's even better.
Safer than indoors.
Melbourne has good weather on random days year round. Keep it so we can enjoy the good weather in all months!
Less car spaces and more space for outdoor dining. Makes the street more friendly and warm to walk and dwell in.
I don't think they should be removed, they create life in the area. Melbourne's winter is not that bad if heaters are out in place. Venues are gonna need these extra seatings to make more money and recover from last year's lost income.
With appropriate heating options, I'd love to be able to use them year round
They are great...
They are a great opportunity for businesses who are unable to have outdoor dining and it brings new life to the streets
They are fantastic. I would still sit outside in winter if there were umbrellas and heaters.



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Gives a vibe & uniqueness to area, helps local businesses, more outdoor space better utilized, and look nicer than car parks
They add a wonderful sense of liveliness and community to the area, and give more people the opportunity to dine. They could easily be made year round with outdoor heaters and marquee covers.
I think they make a street feel more welcoming and vibrant. And not having parked cars right next to you is a really nice feeling. I really think they should stay! For businesses and for the patrons that use them
These parklets are fantastic. They encourage people to get outside, swap cars for bikes, reduces traffic congestion and makes the whole street feel more lively.
To provide further options for seating for small businesses. More seats more income for businesses that were struggling during covid.
I love outdoor dining in the spring/summer and the ability to dine outdoors. Melbourne has always been missing this aspect in the summer as I hunt high and low for somewhere I can dine outdoors without being confined to a rooftop under cover or a dark beer garden. I have found it so refreshing to be in bright outdoor areas for dining which I think is wonderful for mental health as opposed to being stuck indoors on a bright spring/summers day. It is just what Melbourne needed
It's great to dine outdoors in our beautiful country. Let's stop focussing on driving and get people outdoors, on their own doorstep.
It creates a better vibe on the streets and I prefer less cars
They don't take up much space, and create something quite special.
Keep them, if the venues want them. They don't take up much space.
Let them stay, if wanted.
The pandemic will be ongoing. The parklets make people feel that they can safely enjoy their lives. Keeping the parklets will support local businesses into the future. Don't get rid of them until the pandemic is truly over. Or just keep them forever because outdoor living is a great thing and it has brought a much needed sense of vibrancy back into Fitzroy and Collingwood.
Already making a very positive impact on culture, social cohesion, safety etc. weather/winter issues are all solvable using European precedents. Make the parklets permanent and contribute to the unique evolution and improvement of Yarra shopping strips! Definitely permanent!!
More business, more jobs, more fun.
Its better for all who live in the area , less traffic, great feeling , and Ive found I feel safer walking in the evenings
I like the option of sitting outside. I can bring my dog to places I normally can't. (My dog is unable to stay at home alone)
Better use of space
Far better option if the weather is even remotely good, better vibe to the street.
Because they are great! That look appealing and are a great use of space. The greenery and lights in many of them are amazing
I think they should be year around until the pandemic properly ends, and then after that at the least it would be great to have them every spring/summer
They're so great for the atmosphere of the streets. Honestly has lifted my spirits so much to see my favourite areas of Melbourne pumping thanks to a fresh concept of outdoor dining.
It adds so much character to the area! It's so representative of what made our area so special!
Outdoors is nice.
They add to the landscape and offer flexibility. Less cars is better
Parklets are an excellent way to help local businesses, and if COVID is going to be a feature of life going forward then I feel safer with the option to use parklets. Additionally I think they improve the look of the local spaces they're in.

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I would AT LEAST like to see as temporary for spring and summer, but ideally it should be year round. Winter will be worse for contracting illness, I think outdoor seating with outdoor heating will be crucial to the survival of these business over the winter months.
The shape of our streets needs to change and be more user friendly
Seems like a really easy thing to extend to grow community, support traders and better use public space. May be other views about some loss of parking, but presumably you can be data informed and data led on costs and benefits to overall business trade, resident parking and parking availability.
We love dining outdoors all year round
It's created more space for businesses to flourish and better amenity for pedestrians
It's just nice to enjoy the outdoors even in winter, heaters would be wonderful.
I think there should be more outside dining options in Yarra. I love the parklets and the vibe they create. I also think we should be discouraging car traffic in favour of cycling.
It's a great vibe and great for the community. Also enables social distancing. Will be lovely in winter with some heaters too. We should be discouraging cars in these areas. So i am all for the parklet
they are wonderful
They liven up the street atmosphere. Remove ugly cars and car parking - and just overall improve the vibe of all the neighbourhoods they've been installed in. Keep them!! But perhaps look into better barrier protection.
More room means more customers. We should be focusing on spaces for people, not vehicles.
I feel that car parks are not as important to the community as supporting small businesses and creating a safer and more vibrant atmosphere in the neighborhood with parklets. Particularly in the inner city, where the overwhelming majority commute using trams and bicycles. It may also encourage more people to travel using these means, which is better for the environment too.
With some outdoor gas heaters, this space can be used year-round and some venues have gone to great lengths to have great cover options which means successful use is really not only restricted to spring/summer (I mean... look at the summer we've had, it's raining as I type!)
Melbourne is the dining capital of Australia - outdoor dining is both safer and more enjoyable despite the cold.
I love having the option to dine outdoors, I don't mind colder weather either as long as there are heaters or blankets available
Much better use of public space!
Please don't remove these visible and vibrant, positive signs of community life! Please, let's not just go back to the way things were, when we have a genuine chance to make a positive change in the community!
The parklets are bringing the streets in Yarra back to life; far more cosmopolitan, provides appropriate social distancing and I'm sure represents a revenue opportunity for the city of Yarra.
If there's adequate cover and the restaurant is happy to keep the parklet, then why not!
This is a great parklet along with all of them in Yarra. They add 10 fold to the vibe and should be carried through in a pos covid world. The use of one car space is an absolute waste when a busy pub can house an additional 20 patrons on the street!
In North St Richmond & surrounds, the numerous parklets (veneziano, Royston, Brogans Way & Makers) have added a wonderful life & vibrancy, and have made the venues more pleasant, with options for indoor or outdoor seating. It's definitely attracted more patrons, and has increased community as people connect on the street. Parking in this area was always nightmarish, but the loss of the few car parks has not been a significant impact. Would love to see this become permanent!
This has added a terrific outdoor "park to a warehouse space - the best of both worlds! It looks great, we chatted to other people we hadn't met before & added something special to go with their fabulous drinks & music. Can we please make these permanent?

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Great option for dog owners, covid safer! Holiday vibe!
I think by removing them we are missing a fantastic opportunity to make Yarra a great, liveable city.
I think it is an excellent initiative that really transforms the feel of the neighbourhood and improves its desirability.
This is a fantastic asset to the community. A number of businesses have taken a great opportunity to create an environment that really makes the neighbourhood feel special. Reducing the width of the streets and making them one-way plus bike path and parklets would curtail the speeding we see through the narrow streets of Yarra and would really improve the vibe and livability of the neighborhood. With the increasing density of Yarra, this is exactly the permanent measures we need!
With an increase in the density of building in Yarra, we need more options for liveability. I suppose this is a return to the local pub being a families living room, just a more modern version thereof. The parklets give Yarra residents and workers great opportunities to get outside and use ad-hoc meeting and recreational spaces. This has been the best initiative from Yarra in my 15 years as a ratepayer.
Could definitely extend over most of the year. Much more comfortable option when we are still required to wear masks indoors (like at the moment). Overall I like the vibe and community feel of outdoor dining, it adds life to our streets and passive surveillance in the evenings.
Really lifts the vibe of Fitzroy and I love outdoor dining.
It is amazing initiative
They add so much to the atmosphere. They are super
Seeing people out supporting local businesses is amazing. The feel on the street is great and I keep running into friends at tables on the street when I'm out shopping. So lovely. Please make them permanent!
Parklets allow better use of public space that make the most of the Australian climate and Melbourne food culture. It feels both European and uniquely Australian to be able to dine outside in so many locations as part of day-to-day life; it's not a token, one off gimmick.
They're popular safe and build community
Above reasons. Vibe/climate/cyclists ! Everything!
It makes for as much nicer street, it's good for businesses, gives the area a much better vibe, is more pedestrian friendly.
Warm hug cafe park let us a great use of public space, it improves the neighbourhood, makes the place feel more safe and inviting, brings people together and has great potential to provide more for the community. I hope it stays permanently regardless of COVID.
Fantastic way to dine, great atmosphere
Additional space for business. More likely to get a table. Melburnians used to dining year round outside in laneways
lots of spaces are dying, the vibes are down. these space have revitalised the area and mak
Parklets provide a space where people can be in community. There are not places along Lennox street and within Richmond that have outdoor space allocated to small businesses.
They are bringing life to our beautiful community! Also very important to LGBTQ visibility & inclusion - has brought our community out from behind closed doors.
Outdoor heating makes it all year round. Perhaps assess on individual parklets
It can be like European countries in winter that are enclosed and have heaters/blankets!
There are so circumstances where the parking space the parklet took wasn't being used regularly. I think business success ultimately is most important for councils to ensure employment in the area and bringing people to the area. Successful businesses pay rates and increase the demand for people to live in the area
They are great for the warmer months, but also can be used in winter. Would cafes be able to afford to pack them up and store them every year? Is that sustainable?

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It creates more of an atmosphere in the area and feels nice to see people enjoying themselves on the street.
They give vibrance, life and a community feel to the streets.
Pleaseeeeeee keep them I love sitting amongst the traffic!!! It's such a vibe and outdoors is sooo good
Improves the neighbourhood amenity
We need more space for outdoor dining. Less car spaces on the road is good. I'm all for more car parking so business can attract customers from out of YarraCity, but this should be a public/private partnership with adding more Public paid parking in new developments along the main roads of Nicholson, Brunswick, Smith, Wellington and Hoddle Street.
It's so much more inviting and brings a different vibe- more free and open like overseas
We have a great climate for outdoor use. And we should be encouraging this.
We will always choose to eat/drink outside except in a thunderstorm and we actually don't have that many during the winter months. Easy to rug up when it's cold!
Weather here can be really variable - April/May etc can have really warm days. Also, parklets are dog friendly so I can bring my furry friend - these days if he can't come, I'm not going
It gives Fitzroy an outdoor, European dining vibe. The few restaurants that had footpath space before didn't have enough space to do that.
It gives Fitzroy an outdoor, European dining vibe. The few restaurants that had footpath space before didn't have enough space to do that.
As above - I think they're really positive and enhance our environment and community - especially after we were indoors and isolated from the community for so long!
We need to be encouraging people away from cars and using more positive ways of travelling; removing parking helps discourage car use
Fun, energy, increase space and dining option
Gives Melbourne more of a vibe
Because they give far more atmosphere to the area and they help to reduce pollution
They make the place more vibrant with people visible enjoying the products and services of local businesses.
They provide for a more vibrant and alive streetscape.
Keep them, much better for locals than a few dirty parking spaces
This is a far better use of public space.
Dining outdoor is one thing that I cherish about living in Melbourne. It's a special part of our food, dining and drinking culture.
I'm sure it will make Yarra a better, more interesting place to come to for tourists, people from other suburbs and would be wonderful for all us locals! Yarra is special-enhance that!
Community building environment , Accessible and increased amenity
If venues know they are permanent they will invest in high quality parklets
Good atmosphere
They add life and conviviality to the streets.
It really adds to the dining culture of Melbourne and allows business to maximise number of patrons. Everyone wins
I love alfresco dining. It suits Melbourne and should be all year round
It brings a completely different vibe to Melbourne, something unique. I also think it's challenged venues to rethink how they deal with smokers and food, plus brought the inside outside.
I have a dog with separation anxiety so it's great to be able to bring her more Brings people to the City of Yarra
I think it has had a massive impact on the general vibe of it, I rest my case.
Melbourne is very much an outdoor dining and drinking city. These parklets very much play into that offering

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Less cars parked on the street and more opportunities for safe outdoor eating/socialising. More flexible options for traders.
Because the era of the motor car is over people should cycle or take public transport.
they are a great addition to Yarra. Cars will have to be phased out in the city as it is.
They encourage a better atmosphere in the streets, and encourage more walking/public transport
It will be something that sets apart Yarra as a dining hub well into the future.
It is a better use of public space than vehicle storage. It allows businesses to extend their space. It is safer than indoor for covid. It encourages drivers to slow down.
I think it has revamped businesses, and it looks great. Every business is bringing their own flair and style and it's keeping Melbourne hospitality culture alive
This is a terrific use of space! Prioritise people over car parking anyday!
It's really nice being able to eat and hangout outside, more space than the footpath is good.
It is a better use of public space and encourages people to walk and use public transport by restricting parking.
I'd like to see them year round because it give Melbourne a very European feel and brings the streets more alive! Plus it gives extra capacity to venues so you're less likely to miss out on a spot
They improve the amenity of the area and are better for hospitality businesses than car parks. They distance parking cars from outdoor patrons which makes for a more pleasant and safer dining experience.
Because they made Yarra a better version of what it was. Back in the day, lygon st was your one and only option. But now having the opportunity to experience a European style dining experience in the more progressive part of town, just makes me so incredibly happy!
It makes good use of laneways.
These spaces increase demand for dining. We don't need the parking, we need the business!
I think its great for the restaurants to recope revenue that they dramatically lost over 2020 and the residents love them
Should be available year round if the business feels they would have value from it during the winter months. Also businesses will need somewhere to store outdoor furniture during winter months if Parklet was removed in winter.
Yes, more outdoor seating for dining. I want to support them year round.
Because it's a much better use of the space than street parking
All the reasons above. Prioritising diners and people having experiences over vehicles that just sit there empty makes much more sense to me, especially with so many nearby public transport options.
Great addition to the area. Creates yet more distinct and creative publicly accessible spaces
covid is not going away so businesses need to keep the parklets to stay afloat
as covid is still rife, we need to support local businesses
Heaters could be used in winter. Parklets bring more life to the street. A busy street is safer. Parklets attractive for visitors and could boost business and can encourage greenery
It's much nicer sitting outside at a park let especially in Yarra where most suburbs have narrow and not particularly attractive footpaths and street scapes
Permanent means businesses can establish the parklets and properly develop them. If they were seasonal they would have to be something able to be packed away, and would require storage. Permanent would change the atmosphere of these streets for the better.
We always pick outside dining if the conditions are tollerable. Fresh air - more space - no dodgy music - less noise from other patrons.
It provides an atmosphere that can't be achieved with only indoor dining. The sense of community is heightened.
They're great for the businesses and those attending
It's better use of space

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

The area is vibrant, that's what I love about Fitzroy & Collingwood
I like that atmosphere and environment
They are great
It is great to experience our seasons in Melbourne.. Even rugged up in winter is nice outdoors
The parklets are a wonderful use of public space. I love seeing diners out in the streets in place of cars. This applies to all parklets - not just the ones I have dined at. I love the friendly and upbeat atmosphere it creates on the streets. I'd love to see them stay permanently - they are a great addition to our neighbourhoods.
Because Melburnians don't get enough vitamin D. Especially through the cooler months.
Especially in commercial strips like Smith Street, these parklets provide a welcome break from the car-dominated atmosphere, they make the street more accessible and give a more pedestrian-oriented feel and as a driver they remind one that this 40km/h street is intended to be shared and not a thoroughfare. They are creative and interesting spaces and often include greenery that Smith Street is in desperate need of.
Convenience
I really like the idea and I think it gives the streets a cool social community feel.
It allows smaller popular venues the ability to cater to more people
I prefer dining outdoors, and before parklets many of these venues had very limited or no outdoor seating. It's such a better dining experience and these businesses deserve to thrive as they are foundations of our community.
Parklets make a positive contribution to streetscapes. They send the message that the village is about liveability, and not primarily a thoroughfare / space for vehicles. This would continue to promote and support local businesses - something I believe Council should do actively and continuously, not just in exceptional circumstances.
As long as they are used and maintained, they're better use of public space than parking
It makes for a more lively feeling community
Local business needs our support Cars do not.
More space for people wanting to try the distillery's offerings and a much better option for a nice day.
This is an amazing utilisation of public space
I think the parklets are going to be even more important in the winter when there might be another covid outbreak and it won't be safe to be indoors with strangers. Melbourne has mild weather so I think the parklets are a good use of space all year round and it's always nice to be outside, even in the winter. They also provide a vibrant atmosphere which is nice all year round and make Yarra a better place to live and work.
We need to make our streets more people centric and less car centric to maintain liveability and achieve sustainability.
More outdoor dining means less crowding. Also safer for patrons moving around a cafe's dining area
More spacious dining spaces and less over crowding when waiting for take away.
If the businesses want them they should stay! Not only have the businesses spent money setting them up but they add life to our streets. They look great and they genuinely make me happier to walk through my neighbourhood. I'd rather look at people having a great time and enjoy that atmosphere than look at a parked car.
They make the suburb feel more alive. They give crowded places more space. Businesses are really investing in making nice parklets. Will be interesting to see how they go in winter.
Outdoor dining adds capacity to the venues and creates a really nice vibe
They increase the vibrancy of the area! It makes me happy to see people enjoying themselves and businesses thriving with the extra (needed!) space during covid.

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Again, when we have such good weather we should be utilising more outdoor space. Also less parking encourages more people to use public transport which is not only good for traffic congestion but also for the environment.
These areas have been a lifeline for local business, giving locals a (real and perceived) safe way to dine out. It has also created a sense of community and connection, when there's more a need for that than ever from a mental health and community perspective. I support these areas being available for at least 12 months. Usage during the cooler months will give businesses and council a sense of value during those times.
To avoid crowding in venues that are popular enough to need parklets.
To avoid crowding in venues busy enough to need them year round.
They have added an extra special experience to dining in Yarra. My elderly mother in law has particularly enjoyed them as sometimes she finds restaurants too noisy. She wears a hearing aid and the background noise and music in some restaurants can really affect her, to the point that she rarely dines out. Since the parklets started popping up, we've enjoyed some amazing dinners. The parklets have encouraged me to have a meal in places I've never been, they are great for attracting extra customers. Overall they add such a great vibe to the streets, it's really encouraging to see so many people from the neighbourhood supporting local businesses in a safe and fun way.
To avoid crowding in businesses that are busy enough to need more space, and to stay covid safe.
More space to support our businesses, great vibe in the outdoors and less traffic everywhere
To avoid crowding in busy venues that need to keep patrons covid safe.
Why not? It is more social space, makes businesses more money and allows people to be out. Melbourne's winters are not harsh enough to only sit indoors.
Better atmosphere and is helping small businesses
These parklets have improved the liveability of Yarra and provide an improved community feel in the area. The car parking spaces removed are very minor compared to the benefit of additional seating spaces.
Covid isn't going away anytime soon. Keen to support local businesses who benefit from these parklets
I love the feeling of the street with the parklets—it's so vibrant and feels nicer as a pedestrian.
The parklets have reinvigorated shopping and entertainment strips that were ghost towns. They make these places feel friendlier and they make venues less crowded. Melburnians already like alfresco dining and drinking spaces and the parklets extend social spaces into the street.
Creates extra seating, atmosphere. Need to support small businesses as much as possible, particularly during covid.
I would think that there would be better dollar value coming back from the parklets rather than revenue from parking.
Creates a great atmosphere, makes streets more safe and encourages use of public transport therefore great for the environment.
They are a great addition!
They are beautiful and bring such a vibe to life
It creates a brilliant community vibe to the neighbourhood. It keeps us safe by being spread out and it is supporting local business to regroup after being shut last year and it's potentially creating more jobs
Creates a great feel and advert for the suburb
Best advertising and marketing I have seen across the Yarra council area. Brings the fun onto the streets.
Because I think they're neat and also COVID is more likely to spread in winter when we're all indoors, so I'd be happy to sit outside and wear a coat, weather permitting
Better (and more) options for dining out!!
Covid will be with us a long time. Extend dining capacity for businesses

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Yes! More room for customers to support local
They have brought new life to local neighbourhoods, and more customers to local businesses. This will hopefully flow to helping local retailers as well.
More options for customers always a good thing.
It helps us feel like there is some certainty and stability in a very uncertain period. They are a good opportunity for neighbours to connect, help local businesses.
Covid restrictions of some form or other are here to stay for a long time yet. With outdoor heaters all these spaces could stay viable when it gets colder - helping local businesses to stay afloat and helping locals get a good feed
If they can work in winter. Otherwise just summer
They're so wonderful!
I think that parklets serve a greater public purpose than their sacrifices. It should be available to businesses year-round if they choose to utilize them. I would expect that some businesses with seasonal traffic could opt out of having them in the winter if the upkeep becomes more than the potential gain. However especially for 2021 I would like to see it extended all year permanently to reevaluate if it is still beneficial in the winter of 2022. I have spoken to business owners who have been very excited about the prospect and the outcomes of parklets during covid recovery period. As a customer I feel very safe and have enjoyed my experiences dining at parklets. It has made a visible boost to the streetlife, accessibility of areas to pedestrians and has the potential to becoming an iconic feature of the area that shows of Yarra Councils great assets of culture and gastronomy!
It's a great community innovation.
The parklets contribute to the sense of community in Yarra. It is uplifting to feel part of a vibrant diverse community. The parklets may also inspire people to use their cars less.
Makes it feel like Europe and adds a great vibe to Yarra
Because it makes the area the most lovely, convenient and joyous - especially after this insanely hard year.
It makes Melbourne even better!
Only if they are compatible with inclement weather, otherwise spring and summer months would be ideal
As above
They are so welcoming and again, better use of space than parking!
Less cars the better. Outdoor dining create a great community atmosphere. And lord knows, we need that a whole lot more now than we need more car parking spaces!
They add so much more for business that people want to support, they have had very little impact on the amount of car park spaces in busy areas, they allow more people to support more business, a lot of places as customer/ clients love wouldn't have survived and it will take years to recover. It should be the new normal, progression in a positive way that really supports both local business and customers and people who live in this area. Not to mention all the work for the trades to build and remove them. It's adding to the local economy for more than just small business
Melbournites will fine out in the cold know matter what. Maybe not so much in the depth is winter but definitely through autumn. Reducing parking also reduces people driving to dinner where they may drink then drive home
As long as covid is around i think we need to increase options to dine outdoors for safety purposes.
Spring, summer and autumn, however I can understand the limitations this may have during the colder winter months
If they can be effectively heated (outdoor gas lamps and rain cover) it's a good alternative even in the winter months.
I think they're great. No good in rainy weather but would be lovely in winter sun. Or with heaters.



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So nice to be outside. Just need some heaters and rain shading in winter.
More outdoor dining, creates incredible vibe, more opportunities for a table at favourite spots
I love it and i feel so safe and it is great for those of us who live alone
Helps amplify community & atmosphere 😊
Maybe they don't need to be in the winter. But they are fantastic. There can be warm days in the winter that I could see myself eating out side.
If heating options can be considered it would be nice all year, but also happy just to have in warmer months
I think they're a fantastic addition to so many communities. They bring an exciting, vibrant and friendly atmosphere to so many streets across Melbourne. It can be something good that comes from COVID!
Melbourne's weather can be iffy but people cope with it! COVIDSafe is going to be an issue for the rest of this year so let's support our small businesses and allow them to keep functioning profitably with this extra 'safe' seating
People love to dine outdoors and it increases capacity for businesses
Good for businesses and community
I love them ! I love the atmosphere and how much warmer the streets feel.
It's not confined & easy access
They are a wonderful addition to Yarra and they can easily be adapted for different seasons
Permanent means you can plant trees. I want to eat under canopy!
Because they are awesome
For some. Lulie is a good example of low impact to parking and using street. Others on busier roads seem less safe (like along Brunswick st) and I wouldn't feel as comfortable
Why change them? They are only helping the community.
Parklets are a great use of public space.
I love the vibe parklets have. And it would be a shame for businesses who have invested in making the area nice to have to remove them.
While Covid 19 is a risk, parklets should remain to keep the community safer and assist local businesses.
They improve the vibe, atmosphere and accessibility of venues.
It enhances the ambiance of the environment.
All year around! It's great in Summer and Spring, but so great to get outside run the sun in Winter too.
Supporting business, friendly, safe and welcoming environment
Melbourne has an amazing al fresco dining scene, and the implementation of parklets has only boosted this further. People will still drink and dine outside in winter if there is heating provided by businesses
The vibe
So much better for the vibrant community being able to see everyone than being hidden in backyard courtyards Better sunlight and fresh air More attractive streets More enticing to stop for food or drinks
Its a great use of space that adds an amazing vibe to the municipality. Its beautiful to see people happy, whilst eating and drinking with friends. If kept it will make Melb such a fun and unique destination. Its madness to remove them.
Because they are great
The cost to venues to pack up and set up during the summer months would discourage from use. Venues should be obligated to maintain the parklets so they are not a visual eyesore and if they are not being maintained, then they should be removed but specific to the venue only and not in general.

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It lends a great vibe to the city of Melbourne seeing people enjoying the great outdoors while dining. Witnessed this during my recent trip to Melbourne!
Outside seating is the best. Great vibe, enjoying the good weather, and covid safe. It also gives businesses the chance to hold more patrons.
More dining available, great atmosphere, improves streetscape, better community vibe
Safety with COVID but nice year round
They look great and they help local businesses
I don't see how it is feasible for businesses to do this on a temporary basis.
This place needs more space for dining.
They provide a nicer atmosphere outside and allow for safer outside dining
The pandemic has taught us that it is so important, even in winter, to have safe and well-managed outdoor spaces to sit and socialize. The parklets have opened up valuable opportunities to do this that I would be very unhappy to lose. Post-pandemic, I don't want to be forced into close contact with other people and the parklets offer people like me the opportunity to socialize more comfortably and safely. Also, the parklets offer a lovely outdoor vibe to the local social scene and their designs provide fresh visual and social interest to the city and inner urban environment.
They add so much to the atmosphere and vibe of the area
They create a vibrant, lively atmosphere, they make the streets feel safer (and perhaps actually be safer) and they create a sense of neighbourly friendliness and camaraderie.
Yes they should be permanent! They make the yarra community lively and exciting. It's so good for the small business's as well.
Great for the business and economy like in Europe on winter
A combination of permanent and temporary summer pop up Parklets would be best in my opinion. Brings life and energy to summer outdoor dining. More venues with outdoor seating and fresh air
Year round if heating can be installed
They are great for businesses. Provide flexibility for business owners with restrictions coming back and forward. Car parks are a hopeless use of public space. Climate emergency!!!! Encourage LESS cars.
These are one of the best things to come out of COVID and a far better use of space than carparks. They significantly improve the vibe of the retail strips, creating a relaxed 'village' atmosphere, while also making us much safer by providing ventilation while we eat. COVID will be with us for years and if we want retail to survive this period we definitely should continue Parklets, if not all year round absolutely for the summer period. I have not found there to be a shortage of parking and am more than happy to park further afield for the benefit of eating outside, or better still make a plan to walk or bike.
Much safer in today's climate of covid
It is good for the local businesses and customers too. There isnt enough open public space in yarra.
Its good for the public even when not used for specific businesses
Its good.
Great vibe, less cars. Win win
Love them
Encourages active transport, looks better, is enjoyable, safer, and great to have more dog friendly areas.
Permanent basis would be great and business could invest in making them even better. If restricted to certain months, businesses may not feel the benefit of investing in making them better. Could also be used instead of footpath tables, widening the footpath and making it easier for people to get around.
More dining, fewer cars

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Jard not to like. Change the streetscape in a good way and bring an outdoorsy friendly vibe to the neighbourhood.
Love it! Love the vibe and community feel and that hospitality can still service capacity when indoor is limited. Win win
I love them, they give businesses more seating and create a super attractive European-style dining vibe which I think tourists will love.
As above. It is way past time streets are recognised as being for people and activity, not for dead slabs of metal belonging to one person. Private vehicle transport should not be encouraged. Be more equitable, be diverse.
It always been lonely to be out and social with people but still keep all safety aspects for all ur love one
Add vibe - COVID safe - would not dine indoors at all so parklets mean I can go out and support businesses (all while feeling safe)
outdoor dining adds a positive vibe to an area which previously looked like a concrete jungle.
It supports local businesses rebuild, they have been devastated.
I'm not sure if it would be too cold in winter, but maybe with some heaters and blankets it could have a fun vibe in winter too, as well as allowing businesses to keep operating with social distancing. Alternatively just during summer and spring could be ok too.
It needs some serious rethinking of how to effectively and safely implement long term solutions. Some of the parklet spaces are so dangerous and little regard for safety given.
If a business can make it work in most / all weather I would always rather sit outside than inside. Especially during covid or the warmer months. I think it's brought life back to the city of yarra.
It's a better use of public space, although businesses should, obviously, rent them
So much friendlier, good for local business and reduce cars in our streets. The atmosphere is wonderful seeing people rather than cars
Great atmosphere and greater seating capacity for venues. Healthier to be outside
In Europe people finish work, collect their kids and dine in the local square where parents have wine, kids have ice cream and run around. In Melbourne we finish work and are forced to cook because eating out at night is only junk food or fancy restaurants and nowhere to get quick healthy food where kids can move around.
Better use of public space / removes car use from the council area
You keep locking down businesses they need all avenues possible to regain revenue, it also creates a great atmosphere at the same time.
It uses under-utilised space
It makes Cremorne seem more human scale to see people enjoying outdoor spaces as you walk past, instead of just buildings. Also an opportunity for greening with pot plants etc.
I think spring, summer and autumn and in winter if there's the option to be under cover and have heaters!
The parklets have added a positive atmosphere and a better sense of community around my area. My nearest parklet "hub" includes Molly Rose and Chotto Motto. I have visit these venues especially to sit outside in the parklet.
helping expand local businesses trading areas and customer dining areas is a bonus in every way. Reduction of cars on the roads al is a bonus in small local areas. as long as the parklets are well designed and maintained i feel they are a perfect addition to our melbourne suburbs. All year round will require the correct furniture ie. umbrellas and heat lamps but all in all feel they are worth it.
It's just a really lovely atmosphere and sometimes being inside venues or in the original outdoor areas at venues, it can be too much, too noisy. The parklet's can give you a quieter option (away from music or sports on TV)
I always prefer outdoor dining. I only go to restaurants with outdoor options.
Alfresco dining rules.

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Parklets are a better use of public space, they create a safer and more welcoming environment for residents and active travel commuters. They will allow businesses who have been severely impacted by COVID-19 to increase their capacity in a safe way.
I enjoy eating in the Parklets and they greatly enhance the streetscape
Within reason. Maybe reduced in size in winter months. Usage dependant
Most of them that I have seen would be uneconomical for small businesses to remove for winter. With creative thinking they can be used in good weather during the cooler months.
Having more space dedicated to residents for enjoyment is preferable to having higher vehicle levels which leads to higher pollution levels in this local area.
We need to move away from a car centric design for our local communities and I think it is a great advertisement for local food and beverage businesses. Even just catching a glimpse of people outside a restaurant in the sun eating and drinking has made me want to stop and find out what is happening there. Whereas in the past I wouldn't have even noticed that particular restaurant.
Adds interest, vibe to our community
Many proprietors will be able to provide blankets and cover for variable weather, and we will need to keep social distancing for 2021 while vaccinations are slowly rolled out (and maybe even beyond that, depending on their efficacy); small hospitality providers cannot afford to give up much of their capacity if this continues. Plus removing the parklets now would be a huge Sustainability issue - how would the Council maintain its sustainability targets, holistically?
They're a great addition to our suburbs in terms of the vibe and unique atmosphere that they bring. They're also great for businesses at a challenging time, and a safer way to dine
Melburnians aren't afraid of dining outside in cold weather, and as permanent fixtures businesses can really invest in making them something special.
Better use of public space
There's so much on-street parking, even with parklets. Parklets make the street so much nicer. They also help businesses stay open during the pandemic - businesses is what attracts people to Yarra's high streets. Post-pandemic, parklets will allow more people to visit Yarra's fantastic cafes and restaurants. Not to mention the environmental impact of removing parklets - hopefully any that are removed are reused not chucked out.

#### Yes, on a temporary basis (during spring/summer months only)

They are delightful during the nice weather!
During day light saving season or if Covid restrictions return
Spring and summer every year! Festival like atmosphere!
I'd be happy to see them during warm months or permanently. I think they're a great asset for everyone, business and residents, and really improve the neighborhood.
I love the parklets! I love seeing the enthusiasm for outdoor dining. Previously only The Fitz really had a lovely outdoor area. Now so many businesses have the opportunity. I love how businesses express themselves in their parklets. They're all different. I love that we have a +++ outcome from COVID - the parklets. It would be a lovely time of the year when all the parklets come out. I just love the parklet's expressions of vibrancy, and the community resilience and positivity they represent.
Could probably go into April/May, then removed for winter months?
I don't know how practical they will be during Melbourne's rainy weather but weather permitting I'd like to see them year round
- more capacity - can enjoy outdoors during warmer months
I think they really encourage walking, walk-ins and enhance the feel of the area.
They are SO good for the vibe in summer. If they can't be filled in winter, by all means take them down if you have to but PLEASE ensure they're put back up again for good weather months

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I can see that they could still be great during mild autumn and winter weather, but think they have particular value in summer
Unless there's heating or umbrellas - dining outside in winter isn't that pleasant
It's a great use of space, nice Al fresco dining
Creates additional vibe therefore drawing more people to the area, safer in terms of COVID 19, better earning capacity of the businesses
I also think if Covid restrictions on indoor dining are reintroduced they will be necessary to be safe!
Absolutely. They are fantastic and bring people back into community. The city looks fantastic with them and outdoor dining feels fun and safe. They help to give a sense of ownership and community to our city. Love them.
This optimises outside spaces when it's possible to do so and when people are more likely to walk or cycle to venues.
Napier Quarter - not listed - was great because Brunswick St tourists don't know about it. It was a delightful interlude.
Dining outdoors is much less pleasant if there is rain, cold winds, etc.
I don't mind if they are year round. I Would probably use them more in warmer months as in colder months I would want to dine indoors to keep warm.
I personally wouldn't mind all year round but it's probably pointless allocating outdoor space that goes unused on cold weather.
They should be year round if they're not on main streets.
They add a fantastic vibe
I can understand the parklets being removed during cooler months but it creates a great vibe during the warmer months
Not likely to be used in winter so they might as well be used for parking then.
Park let's fit neatly with Melbourne dining culture in spring/summer
Great for summer and good weather but less likely to be used as reasonable size inside
Too many business have not utilised the allocated space ... some only using it on a few nights a weeks and the rest of the week it remains closed hindering traffic due to road closures and limiting car park space ... an absolute waste
Outdoor dining is good in Summer. Just not right on a tram stop.
They look beautiful and make everything lively. It is a minor inconvenience (our street now only has one exit) but they're a net positive.
it is really nice to eat/drink outside somewhere without the usual footpath foot traffic
I'd say only part of the year but I imagine they're expensive to take down and up. Might as well leave them year round?
The vibe and atmosphere
They create a more positive feeling in the neighbourhood
Fun
Out doors is nice even if it creates additional work for staff to provide service.
Keeping some permanent would also be great
Probably too cold in winter unless there is outdoor heating
Spring/Summer months would be great as people are more likely to be dining outside. In the colder/wetter months, the spaces could be used for parking again as people will be indoors.
Certain businesses may benefit from year round use, but greater number would likely be used in Daylight savings months
Good for business. We can enjoy being outdoors in nice weather.
If it had heating it could be year round
This doesn't have any umbrellas or shelter so really only suitable for summer but really nice in good weather

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I think parklets are a great idea but make the most sense in summer months when it is easier to walk/cycle/take public transport and it is far more likely to be appropriate to dine outside.
I'm not sure the outdoor parklets would be as enticing during the winter months. In summer, they'd encourage more patrons but during winter the car parking might be useful for businesses and also provide Council with parking revenue.
Either during summer/spring or all year round. They've really livened up the area.
They are a great way to allow more people to visit restaurants and bring a cool new experience and vibe to eating out
Anytime it's not raining they are great
I don't think they will get used enough in winter and therefore won't be maintained well. To avoid creating mess, litter, vandalism etc better to have them when they will get most use. Also creates a good vibe when they return each year. Winter just needs something different to make it cosy.
It looks nice. It's nice to dine outdoors. Good to support local business.
Embrace the summer season.
I feel outdoor dining is pleasant in warmer months. Also having it arrive seasonally is a good way to welcome a new season as something special.
Great community spirit and very nice to dine outside
It adds to the outdoor dining experience for warmer months. Brings atmosphere to the streets
Extra outdoor seating is always a good thing. We love to be outdoors in the warmer months and it creates a great community vibe
I love the outdoor eating and cafes. These parklets further support the business and the community. It's wonderful to see the street come alive. In particular Bridge Road, as it has certainly been a very quiet street for business for a long time.
I would be happy for them to be permanent or seasonal.
Means that I can enjoy the sunshine - most restaurants don't have much outdoor dining
During spring and summer seems a good compromise to accommodate resident parking but would also love them to say with cover and gas heaters in winter.
Yes but businesses should not get them at the expense of the rate payer.
Great atmosphere, great use of space and creates more capacity for small businesses
I think they're a wonderful feature
Happy for them to be permanent, but they will need a covering during the wetter months, so have opted for the first option. They make the streets look more liveable and inviting.
Good for patrons as increases seating Good for the financial viability of small business. Creates a great local vibe.
Outdoor dining in winter increases energy use (eg outdoor heaters) and would require permanent rain structures. However if the permanent weather structures were built I would be amenable to that.
In the warmer months - winter would be a waste as it's too cold and rainy to dine outdoors
It's too cold to dine out in winter anyway. Better used as parking to park closer to the restaurant.
Smith Street is a dead zone in Winter
They are great but during the winter months, people are less likely to want to sit outdoors. Also, more people will want to drive to places in Yarra and they do take up parking spaces.
Love the atmosphere they create. Helps build a community vibe & support local businesses with more seating.
It's lovely to sit outside and embrace the great weather. I imagine parklets will be less desirable when it gets cold and rainy
Great spring summer weather is the best time to enjoy the outdoors
The weather/temperature
Parklets will not be used by diners during the colder months
Continue into colder months if covid restrictions continue.

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The key benefit of parklets for me is that there were so few venues before hand that had good outdoor eating/drinking options. Everything is indoors or in small back area gardens. That said, i dont think i'd eat on the street in the middle of winter. Its just a warm weather activity.
Adds to the ambience of summer and makes Yarra a more vibrant place
If the weather is bad people are more likely to travel in cars so the car spots will be needed more.
I think the drivers get used to the altered traffic conditions and it encourages people to leave their car at home for short trips as on street parking is reduced
Everyone wants to sit outside in summer
through the beautiful autumn days as well! but i think through the winter months particularly when the weather is bad that car parks are more useful for cars
Parklets should be permitted during spring/summer months and strongly encouraged to stay as a semi-permanent thing. The vibe, liveness of Smith Street & surrounding streets is SO much better with parklets. Always seems busy now rather than as a transient space, with people walking down to various destinations - where you can't tell people are dining (indoors). I imagine much more people dine/drink out now given parklets then they would before. Some smaller venues have really benefitted from the extra space they didn't have before - good to capture new clientele. Need it extended to support business recovery from covid. Spring/summer months would be perfect. Not sure how effective in autumn/winter due to temperature and weather.
The weather is not enjoyable enough for the winter months. Hospitality loses trading in winter, and no one wants to sit outside when it's 10 degrees and windy.
They're a nice way to make the most of the good weather in warmer months but without the burden of caring for them all year round
Park let's are a perfect addition to inner city Melbourne's food and wine culture, just look at the long standing success of Degraes street - people go here for the atmosphere even though much of the actual fare is average. Parklets also boost the capacity of venues allowing for the hiring of more staff and offsetting the exorbitant rent businesses pay for their premises. It's a no brainer.
It brings a feeling of community to the area and makes the street feel more lively.
Even permanent but makes more sense if just summer spring months. It gives a much nicer community atmosphere and greatly lifts friendliness of the street.
Extend them into the cooler months also.
I'd like to see them in winter, but I disagree with outdoor has heaters, so better as a spring/summer/autumn thing
Extends dining areas and gives more options to both businesses and patrons.
I think that they are great uses of space and are an amazing way for local businesses to increase number whilst people the benefits of being outside however I don't think they will be utilised enough in colder months
Sitting outside in the winter is no fun
if there's less parking then it's less likely for people to travel in winter months - i refuse to take PT if it's raining purely because i hate getting soaked & i know others feel the same
i feel like they bring a certain "vibe" with them. they feel like a long summer afternoon kinda thing. i imagine people will start to fight for indoor tables when it starts getting colder.
I hate it
I would love them all year round but realistically with the weather in Melbourne it might not be worth it in the winter months. Unless they were somehow sheltered/heated.
The outdoor dining is great!
I think it's a great way to expand outdoor dining. As long as it's not removing accessible parking, I'm all for it.
For optimal use. Parking should come back in the terrible weather when it's most needed - be sad to see spaces not being used if parklets continued in winter (many of which could not deal with rain)

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

It gives a very European feel. It feels safe. It's great that business can still function during an event such as this pandemic. Fantastic initiative.
With careful consideration for the impact on residents, other businesses relying on parking and additional traffic on side streets. Adds atmosphere.
Much warmer atmosphere
Summer is the perfect time to have everyone out and about every summer with this would be great to create a better Melbourne vibe
Because it creates stress atmosphere which totally lives up a place!! At least just during summer months - would be interesting to see in winter months if the interest remained.
autumn also as usually warm enough to be outside, and if not, to provide heaters and byo rug
I wouldn't want to dine outside in the middle of winter anyway.
Unless there is a requirement to provide heating in the winter months, it seems it would largely be a waste of space. If heating was there, I'd still be happy to dine outside!
All year round sounds great to me but realistically warmer months are more likely to be used.
More enjoyable in nice weather
There's something nice about seasonal change. It would be a beautiful marker of spring each year to see all the parklets get established. Almost like a ritual that winter is over and it's time to come out again. Helps us celebrate spring and summer
It's so nice to eat outside and have a positive vibe in the neighbourhood. While we live with COVID this is much safer too.
People don't sit outside in winter, heating is prohibitive for businesses. I'm a dog walker and in winter only the dog walkers sit outside .
The atmosphere seems very happy.
Happy to eat outside when weather is appropriate ( probably seven months of year) but I object to outdoor gas heaters for environmental reasons. It's possible to rug up!
Great outdoors atmosphere and supports local businesses
Al fresco in Melbourne is one of our star attractions, I strongly endorse warm weather Parklets
They give the city a distinct vibe. It feels community-oriented and exciting, and it brings more income to local businesses
They are not well used by the public. Might work in summer
Only good for warm weather.
Increased venue capacity and outdoor space. Nice to sit outside and get fresh air
Would like to see it aligned with daylight saving period
It's great to sit outside and enjoy the sun and end of day sunlight hours. It creates a great outdoor vibe across the city. It's safer and it's just awesome
Weather in winter will likely be too cold.
in relevant places, it is a fantastic idea, on busy congested streets it is foul
Only certain streets should be eligible for Parklets - e.g. side streets, low traffic streets. Major precincts require parking for retail and other businesses. Furthermore some hospitality businesses are predominately takeaway which would impact them. Only a select few benefit from this.
If parklets are to continue, City of Yarra residents who have paid for parking permits in close proximity to a parklet should receive a pro rata refund of their annual parking permit fee, or additional parking spots (in areas where the parking permit does not currently allow for parking) should be provided.
I think they add so much to the city. Bringing them back for spring or summer will keep the novelty factor. Don't ditch the parklets!
I think they add a lot to the community and are enjoyable to eat out at
Not needed in winter
I think, if done correctly these give a great vibe to the city.



# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Creates atmosphere on the streets. Increases traffic between businesses, reduced traffic, encouraging public transport
Implementing the parklets in summer makes sense, as it'll be the highest usage rate, and removing them in the winter allows the council to retain some of the revenue stream from parking.
I think this should go into fall.
Enjoyable way to done, particularly in the summer months. It has also seemed safer from a covid perspective.
It's nice to enjoy the warmer weather outside. But also because of the covid 19 pandemic. Outside feels safer
I have really enjoyed the parklets I've visited however do not feel they will get significant use during the cooler months to justify being installed year round
Outdoor dining during winter may not be as enjoyable
I think Parklets make a lot of sense in the warmer months. Once the population gets the vaccination, I would be less inclined to use parklets in winter. I can see that their arrival each summer season could be something that we all look forward to.
I love these parklets. They make me feel like I'm in Europe. Would be too cold in winter. But please reinstate them in summer.
Brings the streets to life and increases capacity of face restaurants
I can see the benefit of having them all year round and if they are they all year round it would be great as I am local and so walk everywhere. However, I'm also aware that a lot of people travel into these areas and Melbourne winter weather may deter people from coming in to these areas from outer suburbs so businesses may suffer. All year round would be great but even if they are a spring/summer pop up that would be great.
I wouldn't dine outdoors during colder months
They add a vibrant new energy and life to the city of Yarra.
The vibe and feel, it brings the community closer (literally) so one feels rejuvenated and energised to be out on the streets and see businesses full. The Melbourne summer has never felt better
They provide extra seating for businesses that have minimal outdoor seating capacity. Helps support local businesses
I'm not sure how appealing they will be in the middle of winter, but when the sun is shining they are great.
Too cold during winter to dine outside
While I love the idea and would like to see them long term, I expect outdoor dining to be less popular in winter, and disused parklets may fall into disrepair and "tarnish the brand" of parklets overall.

## **Yes, on a temporary basis (only if COVID-19 restrictions limit indoor dining)**

Parklets are impacting the ability for people to find parking spaces, which were already very limited in Yarra.
Winter outdoor dining would be uncomfortable on occasions.
Small specialist shops struggle without this extra pressure. Good parking proximity to strip shopping is very important to me.
There is generally quite sufficient indoor dining space in most if not all restaurants. The inclusion of these temporary outdoor seating in parking spaces will be totally overlooked in a Melbourne winter, and are being paid for by rate payers (of course).nts
Parking is already very limited in Fitzroy and as a resident I find it difficult to park with permit in my own street and near by street that often I have to park at a meter and left wondering whether parking permit is if any value.
Many of the Parklets don't feel very safe where they are located.

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Patrons congregate after hours and make a lot of noise late into the night
has to be a good balance for everyone
Having these permanently would reduce the limited street parking even further. We are seeing that people are reluctant to use public transport. So while these may encourage more people to want to attend these parklets, the inability to find somewhere to park would just force them to go to other shopping strips that have more plentiful parking options.
Maybe spring and summer if street still needs support
As a local resident the extra outdoor space in a residential area is unpleasant - smokers and drinkers late every night. Would prefer they remain within the venue.
The parking is untenable
It depends on the venue, but generally not to encourage consumption of alcohol in public.
The impact on parking is too great
Parklets are a crucial part of keeping our favourite local businesses covid safe
Covid doesn't go in March and the vaccine won't be fully rolled out. We need to give businesses the best opportunity to keep operating in a covid safe manner.
Only for the duration of the pandemic
More street dining is good but spring /summer weather is more reliable. Good idea in cooler months if restrictions continue, ie give businesses and customers maximum options and choice
Only where it doesn't have other deleterious effects. Case by case assessment required.
Blocking of small side streets is not helpful with so many one way street around bridge and church that it makes it impossible to get around or even home.
Most parklets are empty most of the day. Certainly as the weather gets colder there will be less people who want to sit outside. However if covid restrictions continue, being able to eat outside is a good thing all year but as the extra spaces are rarely filled, perhaps cafes could share the parklets?
Outside seems safer!
Ratepayers are paying for this not just the business
The take up parking space and some cover bike lanes. Not all of them are well designed. Also they seem to be draining revenue from the council
COVID19 restrictions are likely to continue, or be reimposed, ongoing until the pandemic is over. I support parklets for at least the next 18 months.
Drivers double parking. Fighting for parking spaces. Increased traffic than before covid 19. Businesses shouldn't get a free ride (ie lease or purchasing space) at the expense of residents' limited parking options.
I understand the requirement but it makes it very difficult as someone who works in the area full time and doesn't live near public transport so has to drive that parking is now far more limited.
It's probably not necessary to be made permanent but certainly while the risk of COVID restrictions remain in place, they're very valuable. Keep them until end of 2021.

## No

Given traffic and parking difficulties I would avoid Yarra venues seeking places where accessibility is easier. Yarra makes it too difficult.
See above please note i am all for helping local businesses out after covid - As long as they are NOT in a residential zone i am in favour of parklets.
This particular park let is at a busy intersection and on roads with bicycle roots and cycle paths. It is a pub and behaviour are not suitable for residential zones and where access to traffic lights and bus stops are blocked by tables
its a grab for outdoor space by the business owner
Interfere with possible diners coming from outside Yarra or other parts of Yarra
Don't work

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

See above & below
They are unsightly, dangerous, obstruct the pedestrian footpath, of low use, occupy traffic parking, puts to much pressure on rate payers resident and visitor car parks.
It is a residential area and this increases the street noise for local residents
Depending on spots. Bendigo parklet is horrible. Archies is great, but takes away spots that are usually hard to find anyway. This initiative is aimed at people walking but anyone travelling to the area now struggles.
see the above
They create a great vibe. We already dine outside in winter. Let's keep the parklets all year round.
Many of the temporary structures built are ugly. They are an obstruction 24 hours a day, 7 days a week and are only used for a very limited time. Most are empty most of the time. It is difficult and dangerous for pedestrians to cross the road and these structures create a very real hazard.
They are dangerous for pedestrians and bike riders. They restrict access to footpaths and from the road for delivery vans and passengers alighting from vehicles.
They are unsightly and add too many risks to pedestrians and bikeriders. They add street noise with their piped music. They are used by smokers without regard for passersby. They are mostly empty or have few customers despite being in place full time.
The semi permanent barriers are a hazard to bike riders because they enclose what was previously open air space for handle bars, easy access to foot paths if you need to stop suddenly and obstruction from diners who butt their cigarette over the barrier or hang their arm over the barrier.
Because I found they have not enhanced the environment. I have found them very uncreative, cheap looking and even dirty
Obstructive
Only if access to trams is improved by better placement of parklets.
Congestion/Impact to traffic (foot, road). Accessibility issues.
Congestion/accessibility issues - foot and road traffic.
Congestion - foot and road traffic.
For us any footpath trading just outside our home is totally unbearable - specifically as it is from drinking patrons from a pub.
Selfish reasons! This isn't the only small street/laneway i can't get through anymore (Lyndhurst St into Bridge, Waterloo Pl from Bridge to Church... I like to be able to avoid congestion on main roads)
They impede cyclists and pedestrians. They are underused for the space they have taken up. It is difficult to cross the road without weaving through the multiple shabby constructions.
Noise from residential pub too loud
Residential amenity issues have not been addressed by this knee jerk response to an economic issue of a pandemic.
ALL OFF THE ABOVE HORRIBLE IMPACT ON OUR LIVES. This has been a cookie cutter approach which did not consult residents that put business before community.
The parklets have impacted amenities for established residents. Council needs to come up with a plan to accommodate the displaced parking and how to control the increase in noise and pedestrian traffic in residential areas.
A parklet should only be an option during a pandemic. They were not needed before COVID-19 and only exist to help businesses recover.
This is a residential area and where there's alcohol involved leads to issues as currently experiencing.
Yes for areas with already dining in place. But this one is not suitable for the area.
it was a poor decision to allow them to be built in front of residences. Noise becomes an issue especially when alcohol is involved.

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

The extensive use of these parklets aren't being kept clean enough for consistent use given the guidelines of COVIDSafe procedures.
They interfere with parking. It's hard for me to find a park to support food/provisions businesses on the street.
The hotel will only extend circumstances that it cannot control - noise, unruly behaviour, car parking issues, drinking in the streets, threatening behaviour by pub patrons toward residents living close by.
We tolerated these shanty town eyesores because we were told they were temporary,
Just use the footpath
Noise pollution by going outdoors ruining residents life. Even if they only go to 11pm it is very disruptive and a nightmare for the neighbours who never would have bought there had they known they would be living in an outdoor nightclub.
Once COVID-19 vaccinations have been rolled out and the risk from indoor dining has receded, the novelty factor will quickly wear off. It is not an option generally in Melbourne with our cold and wet climate to be dining outdoors from mid - late Autumn through to late October. Summer 202-21 has seen a lot of the parklets not being utilised to a great extent and valuable parking spaces for less ambulant members of the community have been forsaken for other demographics with a louder voice who have agitated for these parklets with little understanding of why they are negatively impacting other non-hospitality businesses.

### Did not answer

All of the above depending on location, venue, size etc.
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### Any additional feedback?

I think the parklets create a great vibe and have actually revitalised many areas making the streets places for people rather than places for cars.
The loss of car parks (as a driver) has not been of a negative impact. The park let's are a great way to promote small businesses and certainly have a positive impact on the vibe of the Yarra areas.
I think the parklets are an excellent idea and should be kept as they bring a positive atmosphere to the neighbourhood.
Heaters for winter.
Not all of them, but lots of them
please keep them, particularly on smith st it's been amazing
Scrutinise the allocation of parklets better? Fonda, like other businesses on Bridge Road could have been given the space outside their restaurant on the main street. This location has had considerable impacts on residents. I encourage the continuation of parklets, but I would ask council to be more selective to who gets them, where the parklet is located, and how long it is given for. I would strongly encourage this location be removed promptly at the end date and that it NOT be extended. Thank you kindly.
Great to see council acting in an agile, low cost manner.
Park let need to become ARTWORK as well .
This is the best thing I've seen happen on this street in 20 years, it's fantastic
Keep the parklet
These Parkletts are crucial for getting the hospitality industry back up to speed,
As Collingwood and Fitzroy are growing at a rapid rate with hundreds of apartment buildings having been completed in the last few years and still continuing to be constructed I think there should be a focus on expanding outdoor dining areas/spaces, there should be a focus on expanding outdoor parks also, maybe additional public toilets, might be time to build an aquatic

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

centre ie upgrade Fitzroy pool. Have a look at Eltham for inspiration. Mornington Peninsula have closed off their Main Street to traffic this could be a consideration for Brunswick St & Smith St, it feels like not much has been done to improve the area in a number of years and these parklets are a much needed step forward in the right direction for activating the area and maintaining the rapid population growth.
Keep these valuable assets!
I think there needs to be greater attention/ rules and expectations that must be met in the upkeep and look of the parklets - the axil one's plants are all dead. For neighbours that live close by, this is unsightly. Parklets that look like the one outside Gilson on Domain road would create a much nicer streetscape.
More greenery has often been introduced or visible with parklets, which makes the street more attractive and relaxed.
Parklets add to vibe/feel of the city in a good way
I love them and the vibe they have created. You should be asking for more feedback about the construction and how the tradespeople impact our daily lives. Many of them are rude, drive dangerously, park dangerously and make living here unpleasant. I am all for growth in the area but don't think it's fair that parking and safety is impacted by them on a daily basis.
They are a great idea, that encourage a better use of public space and enables safe and wider access along footpaths
The more parklets the better in my opinion.
Less carparks ! More street trees and active transport 1
Parklets such as the ones at the front of Piedmont's should be removed ASAP as they do not add anything
There are issues with bike lanes being covered, which can cause safety problems for cyclists. Some of them crowd the footpath a bit too much and it can make it difficult to pass with a pram without coming very close to the people using them.
I love these parklets and never want them to go. It creates such a good vibe and community within Yarra and is really good for businesses. Let's get less cars in yarra and more areas for the public like this initiative!
Great initiative - this is exactly what I want my council to be doing to prepare for a future away from the motor car
Parklets are much better use of public space than car parking.
Every year!
Keep the parklets!
Noise is an issue that needs consideration. The outdoor nightclubs etc have changed the environment quite a lot for neighbours and will be difficult to live with long term.
There needs to be someone who actually checks on the number of patrons packed into this (and other) businesses as it's wrong they can get away with it when others are doing the right thing.
Well done to Yarra for supporting businesses during covid :) I would also like to add that some of the parklets do look a bit less safe/enticing, I am overall in favour of them but it would be good if there are clear guidance about how to make them safe (or if this guidance already exists, that it is made more publicly available?)
I am so happy to learn of this survey, and the opportunity that parklets may become ongoing. I didn't know they were called parklets. Thank you Yarra for measuring the parklets phenomenon, and for trialling them in 2020. It's a sobering reminder of COVID in our community, and an example of positive change from such a devastating situation. That's what I think of when I see parklets.
Love it. Keep doing it.
I love parklets! They have drawn my attention to many venues I'd never noticed before. They are inviting. Add some space heaters and I will happily patronize them all year

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Thank you for organising these. I love sitting in parklets at all my fave Yarra places and would be so sad if they finished in March!
Parklets have been fantastic! It allows for more patrons and I definitely feel a lot safer dining outside regarding covid.
I love the parklets! They led to more spontaneous interactions with other diners and really enhance the vibe of the area.
Please keep the parklets!!
Not all parklets observe appropriate social distancing.
The addition of the parklets has brought an amazing atmosphere to the streets, such as Smith and Gertrude, which encourages people to get outdoors. Parking in this area is unnecessary as there are so many trams and now the newly upgraded bicycle paths. I would be dissapointed if they were to be removed.
make it solid. people out and about brings vibrancy like European nations. its amazing something we should adopt years ago
Get rid of on street parking and start to design streets for people not cars.
Keep them! They're great and transform the city of yarra. I go out more because of them. Great use of outdoor space and reminds me of europe but Melbourne's version. We don't need more parking; most people can walk and catch trams.
Love Parklets!
The parklets have brought a new energy to the dining precinct and have increased the positive aspects of community. The minimal loss of parking spots has had little detrimental impact because the parklets are generally constructed in areas that were not ideal for parking anyway
I think they're great! It's great to be in nature when dining and catching up with friends.
Have used many of the parklets over the last few months, all have added to the atmosphere and been a great experience. They should be kept year round, parking is free/longer on the side streets anyway so let smith/Brunswick be for bars and parks.
There should be guidelines for design including feedback from the local community. While many parklets look amazing, some are very unattractive. They also result in additional loud noise for nearby residents.
These outdoor dining areas have made streets feel alive rather than transit routes.
Consider shade for outdoor areas as a requirement
Please keep the parklets!
Excellent and unique idea, would love to see them stay
Parklets make venues more visible and appealing to foot traffic and give venues outdoor seating options. They're in areas with great public transport access so I don't see any negatives.
Keep them through autumn. Probably no point over winter tho
Love the parklets!! Please keep them year round
Keep the parklets!!
Less parking spaces are ok for locals
Ask residents before installing them
Thank you for setting up this awesome initiative
Please continue the City of Yarra parklets during summer and spring.
Let's keep the parklets!
I think if they are being used and well maintained they should stay. It would have to be on a case by case basis.
Loving the vibe of these outdoor parklets would love to see them back next year!
Less cars, more outdoor dining please!
Please please keep the parklets on a permanent basis AND allow/encourage more of them
We need to expand the use of these parklets in Yarra and maintain them on a permanent basis.

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Have really enjoyed outdoor dining options which have increased the amenity of many establishments.
Art work, pot plants, dog water bowls, umbrellas for shade/ weather
We want more emphasis on sharing roads equitably, and parklets are a great example of how to de-emphasise cars and parking. Would love to see parking spaces used for bicycle lanes, bicycle parking, more trees and more besides.
These parklets have transformed Melbourne & the city of yarra. Very positive in supporting local restaurants and cafes. Would be such a positive thing in keeping them around forever to help transform Melbourne business's back to full strength & promote outdoor dining.
Please don't remove the parklets.
No additional comments. Thank you
Keep Parklets and support local businesses who are finally finding their feet again!
PARKLETS ARE MINT
Let the parklets stay!!
The Great Northern already has a (dubious) outdoor space which serves as a beer garden/sports bar which seems to have been granted a license to make loud noise until 1am? They also have an outdoor space at the front which butts up against a bus stop, a potential traffic hazard. This is already one too many outdoor spaces in an R1 zone. The Great Northern have fostered a culture of rowdy hooliganism and have made little effort in controlling it - and they have encouraged people to book parties in the parklet so that it is like a constant house party is happening adjacent to residents.
Yarra be officers should visit the site to access safety
Parklets are a great idea. I would love to have them as permanent. It can be demarcated by planting more trees around them. More trees - less parking bays.
Increase permit parking zones in surrounding streets to support residents access to parking
N/a
Thanks for all the work supporting businesses, the community, and setting the parklets up. they are fabulous!
I've dined in several parklets. If they are somewhat weather proof I will dine in them all year round.
I love the human-centred spaces that are the parklets and hope we can expand them in future.
Fantastic program for supporting our local businesses when then needed it. Well done!
Please keep the parklets - they're great
Some parklets are totally useless. A marquee has taken over the whole of Whites place beside Dan Murphys taking over 30? Much used and well turned over parking spaces. As such on occasions I have shopped elsewhere, not at Dan Murphys on Bridge Road because i cant park outside and heavy purchases from the store. The NICHE restaurant adjacent has a huge and largely empty indoor dining space. Its not much chop so has few customers inside most of the day and hardly anyone outside in the marquee. It is wasted space inconveniencing 100s each day for huge cost and minimal benefit. DUMP IT. NEVER AGAIN.
I am more open for parklets remaining in main roads than residential streets. If parklets were to remain after COVID-19 restrictions end, there should be greater consideration of the number of residential properties near each parklet. The number of outdoor tables allowed pre COVID-19 reflected a balance between business and residents and that balance shouldn't change in the long term and once more people are allowed inside again. There is a cafe over the road from my house and it is noisier with more tables - both as they are being set up between 6.30 & 7 and during the day
Really appreciated how quickly these parklets were put in place once things re-opened. It gave neighbourhoods and extra vibrancy and more opportunity to support local venues. I would not be adverse to extending beyond summer!



# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Noise levels increased and caused tension between cafe and tenants. Plus it was very annoying as a tenant.
Parklets can also be used to traffic calm other streets.
Please keep them but don't charge businesses huge amounts for them (several people I've talked to are worried about this)
Love them !!!
Keep the parklets going, they are a great use of space :)
considerable bad effect for residence - the cafe is in a residential street and customers are nosey South Yarra types
Please make them permanent. We need *less* cars on the road, and more feet (and bums) on the pavement.
The covers on the concrete blocks are very, very ugly and that is more than disappointing. CoY used to have a reputation as a municipality that nurtured arts & culture - not ugly nylon/concrete plinths. CoM has rolled out a far more aesthetically pleasing response to the challenge and I'm disappointed that CoY didn't tackle it in a more creative manner.
I'm not sure what the implications are for restaurant business owners. Do they have to buy/rent additional tables and chairs or can they store these warm weather requirements?
Cool initiative :)
I think they are great , they make me want to fine out more and they create a social happy atmosphere in the street . Make them permanent!
Maybe clear demarcation of where the footpath is vs the parklet would be good so people dining don't accidentally obstruct the footpath.
Parklet's are a great use of space and much better than cramming loads of tables onto the footpath making it difficult to walk kids/ prams/ dogs down the street.
Parklets are great ,we need them temporarily.
Good idea, local business has been supported by this I think.
Where there are no dinning areas stall holders during day and night time should be encouraged and the entire street Should be permanently given over to these areas. Where not dinning or stalls then greenery.
In general, I would be unlikely to use a parked on any road with more traffic than say Rathdowne St North of Princes St. I question the usage viability of some on busy roads with higher speed limits.
As long as business owners and Yarra Council maintain the parklets in good order, I think they're a great idea.
Thanks for making Fitzroy even beyter
Parklets are a terrific addition to the Yarra streetscapes. Are we able to make a longer st (perhaps one off Swan?) permanently blocked and create an Eaton Mall (Oakleigh) type of situation with multiple cafes and seats longer term?
Please make them permanent!
This is a great idea to bring life to our streets, support local business and make Yarra a vibrant exciting place to live
Please don't remove these parklets, it would be a tragedy to hand this public space back to private vehicle storage: they are fantastic and Yarra should instead expand the concept permanently, with a reasonable fee to be paid by businesses wishing to use this public space.
Thanks Yarra Council. I think you're the best.
Remove them.
In the case of Warm Hug Cafe the whole street has been closed which is good for local residents except that bike access should have been retained (in both directions.
The support local businesses have received from allowing patrons to dine in parklets has far outweighed the loss of revenue for the council



# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Yes, not all parklets are safe, there is a parklet in Cambridge St that is made out of used corrugated iron with jagged edges and is attached with packing crates making it easily climbed by children
This is a great incentive to encourage more patrons at local venues. It has lessened road traffic and increased foot traffic meaning better air quality for us all on Smith St and definitely a much warmer and nicer place to be. Please keep them!
Identify key streets and make an example, e.g. Smith Street, Langridge street, Peel Street
Keep them
Most people who use the parklets and support the money at restaurants are usually using public transport, walking or riding bikes. Parked cars do not create any atmosphere for our streets and are not what draws people to an area..
Enforce and better regulate parking permits for residents
Limit parking permits
Not all Yarra parklets have been executed as nice as this one. Where I support businesses being able to add their flare to the design, some of them definitely add a negative effect to the amenity of the area
Nope all good my friends :)
The Parklets seem like a very Melbourne thing, where socialising, and dining out are valued as a part of our culture, I think they are a great fit and should stay.
Keep em! They're great.
Parklets support local business and attract new customers to try new retail and eatery experiences
Leave them as they are.
With Yarra's decision to approve more local developments with less car spaces it would be a reasonable conclusion that less people have cars in the area. The sacrifice of a few car spots for the immense gains for business and community far outweigh any negatives.
A great and very popular use of public space
Please do not remove our parklet's, they are a great addition to Yarra!
Please keep the park let's a great thing for the community
fantastic enhancement of Yarra
I know we live in a car culture but seeing people return to the streets in droves using these parklets has been so encouraging for our beloved inner city villages. I think we could really do with looking at hugely successful 'park and ride' schemes like the UK has, where people get used to parking on the outskirts of a village or a town, bus it in, or walk and therefore allow the village atmosphere to stay in tact - and predominantly pedestrianised.
I am curious as to why ONDA removed their parklet so early? (Removed 02/02/2021)
If they're going to remain permanent then they should meet certain standards of construction. All have been ok so far, but some appear more temporary than others. Noise is another item, but license should only be permitted to regular outdoor license.
Love them, please keep them!
Some parklets in select locations that don't affect nearby residents and have minimal reduction of street parking could be allowed to operate during summer months. However they may be seen by competing businesses as having an unfair advantage.
Please consider keeping the parklets!
Not all spaces in front of restaurants/café are suitable for Parklets. Some are creating difficult pedestrian access when combined with already existing foot-path dining, pedestrians are also entitled to Covid safe access to past these sites.
I worry about safety of diners. So close to cars and some park lets aren't too secure or strong enough to sustain a car breaking through
No

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

They are good!!
Please keep them and allow venues to fully fit them out on a permanent basis. Heaters in winter.
More, permanent and improvements to open space and pedestrian and bike safety
Great idea which invigorates the city.
Please do extend the parklets, It seems way to soon and gives the whole city a good vibe/atmosphere. Testing this out for the winter season would be fun and would gives business's a good boost to keep running the great places we have to dine.
Love them! Keep them!!
The parklets have been a great success to helping the community heal after the lockdowns.
I haven't had any issues with parking since parklets have been introduced
City of Melbourne seem to have consistency in design of their park let's which is a much better neighbourhood look than in yarra with its inconsistency and lurid colours
you've made sure that a residential corner is covered in smoke and swearing twenty and thirty somethings. Some of us have been paying rates for a few decades and would like to leave our house without going by the wharfs
Please continue to create less traffic and more space for pedestrians and trees, it makes Yarra so much more liveable!!!
You have left Alimentari off the list
They are unnecessary and unsightly. The streets have been built in with recycled materials which often intrude onto bike lanes. They are blocking the road full time for a few customers.
=
Roll out more of these across the City. Great way to activate our spaces. How can we use this spaces to support local artist and have murals painted on them that represent our heritage.
Why are business owners being asked if they want to continue?. We were told this was temporary and have put up with it on the public health basis.
Keep the parklets! :)
I love them! It encourages people to step outside their home and be more social.
I think businesses should have the option to keep the Parklettes if it works for them and doesn't cause a problem for the areas they are in. Goldy's is a perfect example of one that works really well.
This is a great initiative. And a smart use of dull street parking . I have a car but very happy for car spaces to be eliminated . It really invigorates a street.
You only gave the option to complete the survey for one venue. I have also used parklets on Brunswick Street and I believe on Smith Street.
Really gave a happy melbourne vibe to the streets. I didn't go especially for the parklets as asked in your survey but I stopped to eat/drink in several which I otherwise would have walked past. It made me appreciate the cafe culture again that I hadn't realised I'd missed.
Having proved that the loss of a few parking spaces is easily dealt with, I would like the area used for parklets to remain has outdoor dining or be used for increased tree and other plantings.
Yarra needs to make them more creative and attractive to sit in. Yarra's Parklets look cheap and dirty
The council must support small business in any way possible, it's been beyond difficult for them and to take these extra seats away in March is simply ridiculous.
Great initiative.
Being a dog owner, the parklets and increased outdoor dining space mean that I am now dining out much more often.
Please keep them!
Being a dog owner, the parklets and increased outdoor dining space mean that I am now dining out much more often.
I love parklets and outdoor dining! So fun!

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This is a great initiative. It would be helped by providing the restaurants with assistance to provide suitable shelter.
Being a dog owner, the parklets and increased outdoor dining space mean that I am now dining out much more often.
I think the temporary nature of the parklets at the moment is awesome, but on some streets (i.e Gertrude Street) - I would encourage a more systematic review of movement, particularly with respect to cyclists having enough space between the trams and the edge of the parklets to ride.
Being a dog owner, the parklets and increased outdoor dining space mean that I am now dining out much more often.
Good initiative to support local traders
For this question Would you have dined at this business if it weren't for the parklet? - you might want to have a COVID option answer, because we're still mostly trying to get meals outside and tend to pass on places with only inside options
FYI: Some places are allowing smoking in these outdoor areas despite the "either smoking OR eating" restriction. I think this was one
Parklets are a great asset to the streetscape and vibe of Yarra. City of Yarra should be congratulated on their quick and effective response to support local businesses.
There is so much positive changes to livability being accelerated due to COVID response. Many of them are earmarked as temporary whilst being consistent with Council's long published strategies, policies and objectives. I do hope Council and the community see these changes as making Yarra a better place to be.
Why are they being removed so quickly. At least give vendors until the end of warm months such as the end of May
Very interested in having more pedestrian-friendly spaces and less reliability on cars.
Information is lacking on park let's for soon to be opened hospitality venues. We have several about to be opened businesses very near where we live and no information is available. Potential park let's May obstruct the main entrance to our 150 plus unit building.
These parklets have given a very positive feel to the community and everybody has enjoyed the outdoor vibe throughout the area.
City of Yarra should take a good look at outdoor heating. It's highly inefficient and the gas heaters blow soot and unburnt gas over your dinner. It's a health hazard a climate change disaster. Besides its Melbourne, bring a sweater,
Great for the community and great for business.
Love these and really hope we see them at least every summer, it's great to see the streets filled with people and to prioritise local bike and pedestrian traffic over cars
I have really thoroughly enjoyed these outdoor dining spaces and sincerely hope they will continue to exist - much as we offer businesses permits to trade on the street, perhaps we can add a permit to trade in parking spaces, with some consultation component with local residents if the business is in a street with significant residential zoning.
Love it, please keep them going It's a real positive to come out of 2020 and surprising we didn't have them before Well Dione
Would be great if St Andrew's Hotel, Fitzroy would have a parklet please? Not enough outside seating in area currently available. Why couldnt we block off from Bach Lane to Nicholson St on King William for them to have a parklet. Traffic heading down King William to Nicholson could still use Bach Lane to enter Nicholson.
Love it
I really hope they stay. The atmosphere of streets like Gertrude and Smith are on another level with outdoor dining and it's great to see so many people outside enjoying them.
The parklets are an amazing new addition that creates an exciting and positive vibe around Yarra hospitality venues. With so many ways to get around now (walk, tram, ride share, bike share) the

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

need for flooding these streets with parking is no longer there. I think encouraging this increase in space and visibility can only grow the culture and businesses.
Need parking lots further out so people can park there and walk to restaurants. Keep cars out.
Would love to see them stay?
People friendly spaces should be prioritised over cars. I have loads of friends in Yarra, some of us have cars and we barely need to use them as we walk or tram everywhere.
Don't remove them
Good to see the Council supporting COVID affected hospitality. Could you support retail? Could you reinstate weekly yellow bin collection
Please keep the parklets! The joy of sitting outdoors in the sunshine and watching the world go by is irreplaceable, and many of these businesses have not previously had outdoor space that can be utilised for this.
The local councils are always saying they will create more outdoor and green space, the parklets have done this with minimal effort already, I can't wait to see how the spaces evolve into community hubs.
I like the way these have offered more options to local businesses and helped them open up sooner than they might have otherwise
Please keep the parklets! The joy of sitting outdoors in the sunshine and watching the world go by is irreplaceable, and many of these businesses have not previously had outdoor space that can be utilised for this.
I visited multiple other places and all my answers would be the same for them too. I visited more venues as a result of this council initiative. You should be congratulated on it. It's amazing.
Please keep the parklets! The joy of sitting outdoors in the sunshine and watching the world go by is irreplaceable, and many of these businesses have not previously had outdoor space that can be utilised for this.
Please keep the parklets! The joy of sitting outdoors in the sunshine and watching the world go by is irreplaceable, and many of these businesses have not previously had outdoor space that can be utilised for this.
Your links to this survey could be clearer. The business and the person links aren't clear enough for people who want to quickly navigate (and not fully read the whole paragraph directing). Something like two buttons, Survey For Businesses, and Survey For Individuals.
My main concern with Parklets is the creation of accessibility issues for thoroughfare on the footpath. I've observed quite a few extend their seating/tables into the footpath area (in-between the Parklet and the restaurant/cafe), and also it creates heavy traffic as waiters and staff need to cross the footpath frequently. This is a significant issue for wheelchair users, people with mobility issues, guide-dogs, or people with spatial-processing disorders. I totally support the Parklets, but there need to be enforced rules that keep sidewalks completely clear for these members of our community.
Parklets are awesome, definitely continue these in the future!
I'd love to see you keep them permanently
Thanks so much for doing this experiment. Streets like Gertrude or Smith St suit this arrangement particularly well having a strong local community and well serviced by public transport. Driving in the inner suburbs is also a pain as is trying to find an empty parking spot nearby
Please keep them- they have really lifted the area and the businesses.
Love them! Keep them! They are such a point of difference for Yarra and the benefits will far outweigh the lack of a few car parks.
The big issue is noise. The Royston do a reasonable job managing it but nothing they can do to stop the smokers who congregate at either end of the park-let and sometimes cross the road and smoke. Nothing like a loud group of drunks having a meaningless conversation at the top of their voices at 10.30 pm. How about last drinks at 9.30 pm rather than 10pm. Lights out at 10 pm and stop selling cigarettes. All for supporting local business and can understand that they may well

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wish to continue to have their beer garden on a regular basis however hours need to be restricted and the staff proactive about noise management. Read their license they have been in trouble before long before the current owners. Should the park-let continue hours need to be curtailed and proactive noise control a condition of the permit.
Would love these to stay year round!!
I believe that this is a value add deck to the area and actually helps with the traffic management of the area which is always busy due to the hospital. It has only taken away 2 car spots, but by closing the western end of Cameron street the traffic is less imposing and dangerous on Lennox street.
Please keep them permanently! They are a much better use of space than car parks, I feel like I live in Paris now :)
The parklets are hands down the best use of the space and have also made the area feel safer and more exciting. I hope they stay forever.
Really liked them, lockdown was so hard for us, this added a new level to dining in Melbourne which was much more exciting.
I can be somewhat cynical about Councils, but seeing these are a clear reminder that the council gives a s*** about local businesses, hospitality venues and the community more generally. They reflect very well on the Council and indicate a commitment to positively improve the local area.
Please keep them.... they make us feel safer from a COVID perspective
Waste and litter has increased as people do more outdoors. I know Yarra is trying to stay on top of this, but business owners need to be held accountable for waste and mess created by outdoor dining.
Any modest development of this kind (parklets) is to be welcomed. Small businesses with parklets will be significantly more attractive to customers and the ambience of their setting with these parklets. The more Council and the community can support these initiatives the better - especially in situations like the Warm Hug Cafe which is a genuinely small business and whose parklet's advantages greatly outweigh the minor impact of loss of two car parking spaces and traffic leaving the area via Highett Street rather than Cameron Street
Make getrude st a pedestrian/tram And cycling street only from smith st to Brunswick st
Keep the parklets and have more business install them!
Yarra is well connected with public transport and I believe I higher usage of public transport to be a great benefit in reducing the use of cars and therefore lowering environmental impact. The parklets allow for us to take advantage of and enjoy the fantastic weather that is on offer. A heating solution would need to be considered during the cooler months but I believe it would be well worth it.
I feel more connected with the neighbourhood thanks to the parklets. While traffic is lighter post-Lockdown it makes sense to reduce available spaces, people won't notice as much as if you take them away in a peak period. Overseas experience says we will have another lockdown at some point, lets stay prepared.
Parklets have been an important element of the post-lockdown revitalisation of the Yarra community. The City of Yarra should be commended on the rapid but well-coordinated implementation of parklets as safe community spaces for all.
Keeping the parklets permanently would benefit the community greatly, increased trade = more jobs and more money kept in the community. I'd say the challenge is to fairly balance permanency with businesses that missed out - there are some 'hole in the wall' places that got massive spaces, and other traders that got nothing. A minor rebalancing would be appropriate. Everyone wins.
I think these parkleta promote a more vibrant atmosphere within the community, while offering both indoor and outdoor dining or social drinking options. As a resident of smith street, I've seen the street come alive and I'd like to see them continue going forward

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Ive dined at other parklets in Yarra too. They are great!! Please keep them. Gives a much more European vibe to the street. I am a Yarra rate payer, in an apartment. It more noisy but that's what I love about Yarra. We are vibrant. I would love them to stay!
Have had positive experiences and has made us go out for given we can sit outside and enjoy the lovely weather
I support them being permanent and there year round but suspect when its too bloody cold they will look sad and abandoned... perhaps businesses have the option weather permitting? Or could have fires or heaters outside to keep patrons warm?
I would like to see these encouraged more actively for those businesses that have migrated a lot of furniture onto busy footpaths. For example, Mavis the Grocer, the Carringbush Hotel and Three Bags Full in Abbotsford.
I don't have time to fill it separate surveys for each parklette- that's nonsense if you actually want responses ... I have dined or coffee'd in many in Fitzroy all great
It would be great if main roads could be included in the program too.
Please bring them back next spring
Please continue to monitor footpath dining to ensure that there is a clear access path for pedestrians. The parklet dining means more staff crossing the footpath and general clutter.
Would be good for parklets to be usable by all restaurants and bars - not just the ones next to it. Maybe look at undercover parklets during AFL season on days where matches are at MCG
Viva La Parklet
the smoking section was right near the dining area it was disgusting
These are a great idea. Just need to be well maintained and sensibly sized. It's especially great on Gertrude street. In fact. All streets with tram lines and narrow sidewalks. smith street needs more help.
Keep supporting the hospitality industry. They need it.
In some cases I feel the business is getting additional dining area they are not paying for on a commercial level. And sometimes at the expense of the local community either by lost car spaces or even possibly road closures.
Please please keep it
Love what they add to my local area.
I think the park lets that don't impact parking and blocking of roads should remain. The outdoor spaces are nicer to eat at.
I respect and acknowledge supporting local business to operate within COVID-19 restrictions is important.
I respect and acknowledge supporting local business to operate within COVID-19 restrictions is important.
Please keep them, they are awesome Living in Yarra for 20 years, the park let's have been an amazing lift for the city
Thanks for such a positive initiative! Please maintain these parklets as a valuable permanent feature of our neighborhood.
Melbourne needs to transform to the 21st century. Cars are the past and public transport, bikes etc are the future.
I respect and acknowledge supporting local business to operate within COVID-19 restrictions is important.
Some businesses have made a huge effort to make their parklets look fantastic. This is greatly appreciated and really enhances the streetscape.
Keep them.
Keep them! We love them!
A minimum standard as to cleanliness and safety of these constructions and the immediate area around them should be imposed.

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I think these have really made a point of difference for the council and is a very attractive feature of Melbourne now for visitors. It creates a really fun atmosphere and aesthetically gives a lot of life to the streets. Everytime I walk around I always remark to myself that I'd wish they'd stay, but I do understand that they may be under-utilised during winter, so open to the fairer weather months only. In summer, more people are likely to walk to the venue so I don't think this would have a significant impact on parking.
It's great to see people out and about. It's soothing and confidence building to see people enjoying themselves
Beermash is classy and adds to surrounds. Some others look average and need to be tidied up .
Great idea and makes for a better use of space
We had objected to footpath trading (outside our house) when it was first introduced outside the Tramway Hotel - but the City of Yarra did not even reply to our correspondence.
Keep the parklets!! Never remove them :)
Please keep them, don't charge businesses exorbitant fees. They're great.
Important that council plays a role to ensure Parklets well maintained and stay with safe designated area.
I have loved the parklets, both passing them (and seeing people using them) and using them myself. I am sad at the idea that they will be taken away and are only a covid thing - I would love us to keep using them.
Keep parklets!!!!
Keep them for warmer months! Nicer atmosphere, better use of space and adds colour and culture to the streets
Please stop calling them 'parklets'. They are not small parks, they are pop-up or temporary outdoor dining areas.
Just please keep them!
We need to discourage travel in individual cars in the inner city. It increases pollution and congestion and makes the environment less pleasant. Make the streets accessible, walkable and more pleasant to encourage more people to walk.
Thank you for this initiative- I hope it continues
As a resident we tolerated this temporary use of public space for commercial purposes because of Covid 19 health restrictions. We were not told that it was a trial for businesses to overtake our streets.
Work with cycling representation groups to see how they can be improved beyond what they already are now, which is fantastic
I love the parklets and think they are great for local businesses but I would love to see them be fully accessible to people with disabilities in the future. Currently many of them have steps or other obstacles that prevent wheelchair users from accessing them (some of them are okay for people with other mobility aids). I also think it's great when businesses add plants or fairy lights to them. It looks great and very enticing.
These are the best thing to happen ti this area in ages, please don't remove them
I think it should stay as it's brought a new community life to my neighbourhood. No driving just walking around in the local neighbourhood.
We love the parklets & think they add a cosmopolitan vibe to Yarra. They resemble outdoor dining in Europe with an emphasis on people from all walks of life enjoying outdoors.
Please make all the temporary parklets in Yarra permanent just like they have done in New York City and other modern cities around the world from their proven success.
More parks, more parklets!
Love the parklets - please bring them back!
In winter the venues can use heavy plastic sheeting for weather and if need be heaters (although I accept that this has an environmental impact, I'm not too sure how much more than heating a restaurant does)

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Parklets will need to be maintained in good order by business owners and council
It's ridiculous that City of Yarra requires a separate response for each parklet - it feels like this is a deliberate strategy to reduce positive responses.
Please do not listen to NIMBYs who want to transform Yarra into Balwyn by the CBD. The parklets are one of the best things to happen around here for ages.
I think the areas where multiple venues are using parklets for a long stretch (eg: Gertrude St near Archie's or along Smith St where Beermash and Alimentari are) has brought a great vibe to Yarra. These areas are the best uses of parklets I've seen and I've been meaning to dine at both.
People before pavement. Pretty simple really
This survey also applies to Circuit, Beermash, CIBI, Noi Thai, Gabriel, and Kent Street
Traders should be required to manage graffiti on their parklets within a maximum time period or be encourage to add greening to the sides of their parklets to prevent graffiti
Friends and family that have visited from interstate have marvelled at how incredible the vibe of the suburb is with the additional outdoor dining.
Please keep them.
Keep them! It's so nice to see people out dining and drinking on summer nights. It makes it feel more pedestrian friendly and European.
Please stop being so wowserish at Yarra, we saw this with your embarrassing efforts with Edinburgh Gardens. Try to understand the people who live here, I don't care if the toffs or the tree tories in their \$2m houses don't like seeing all the rambunctious youths on the street, the increased area offered to hospitality helps small business recover and to employ people. We should be proud of this. This is not Malvern, this is not Balwyn, this is a vibrant area. Keep it that way.
It's a better use of public space than money grabbing white lines. It creates a better feel and space around the venues and it brings a better feeling to the entire area. I've dined in Collingwood, Fitzroy, chapel street and the likes and all round it brings a better feeling to the area
Please keep the parklets, they have changed the dining experience for the better and make it easier for me to support local businesses
Please don't remove them!
Stop being wowsers, enjoy life, stop trying to shut down or limit night life in Yarra. We are in our 40s and have lived here for more than 20 years, my elderly parents live here, none of us want to be living in Balwyn, if you want it to be more quiet, buy a house in Thornbury or Balwyn or wherever, stop trying to preserve the prices of your expensive homes a'la Edinburgh Gardens snafu, you shouldn't need a dressing down from Virginia Trioli to make sensible decisions.
Increase trams and then parking wont be an ussue
It's so lovely to walk the streets and see people out and about and venues busy. Has a very English feel being out on the street which is great!
Recommend allocating parking spots to taller vehicles if they are nearby to off street parking which has a height limit. Cato st car park is a perfect example of this. There were hundreds of car parks with no height limit now they have all gone.
Keep them pls!
I love them! They should all stay! Really help to enhance community and culture.
Please keep them! They're so great.
Keep the parklets and create more. Take back the streets. Just don't forget about bicycles
KEEP THE PARKLETS 🍷
Fewer cars, the better! Encourage public transport/walking.
Definitely keep the parolees!!
Please keep them on a permanent basis. It's a wonderful thing for businesses and the community.



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Year-round, permanent use of these spaces could have a rejuvenating effect on Brunswick Street, which was already suffering from lack of custom before COVID. It was a great idea to introduce these spaces.
I'm in general in favour of reducing parking in Yarra, as a way of encouraging people moving away from cars (or at least towards car-share options). Especially with all the apartment blocks going in, it's important to shift the mindset that everyone needs their own car - otherwise the city ends up looking like a parking lot.
Great idea and I think you've done them very well.
Please keep the parklets on a summer or permanent basis! The streets feel alive again
I think this is a great addition to Yarra particularly on Smith and Gertrude street. Gives the whole zone a very European feel and during the warmer months is much more enjoyable and social to be outside.
I think this initiative has greatly helped the recovery of the Melbourne hospitality scene, particularly in the Yarra area. As long as square-metre rules apply, the outdoor areas should stay. the addition of parklets provides opportunities for artists, landscapers and designers to incorporate visual and structural elements to enhance public spaces which is great for people whose employment may have been affected by covid
Please keep the parklets!
Utility of outside dining compared to a car park can't be compared. We should be encouraging use of space for community, walking and in any case discouraging driving.
Great for local businesses!
I love the parklets! They create a much better sense of community in our streets. It's so nice to see everyone out enjoying themselves instead of a row of car parks.
They're fantastic
SO GOOD.
Please keep them!!
In a time when community spaces are even more important it seems ridiculous to take them away for cars.
the atmosphere they create, and the opportunity for businesses to expand and thrive is so wonderful
If you want to continue this initiative council really has to implement safety measures as it currently stands, there aren't any.
We should look to keep them in some capacity they are awesome
Up with parklets!
This is the best thing to have come from lockdown. The unique nature of these spaces cements Fitzroy and surrounding areas as the go to area for unique dining experiences. We should embrace this opportunity wherever possible and look at extending the free tram zone in order to move people from other areas that have available parking.
Extend free public transport such as the trams to these areas to promote their usage and decrease the environmental impact of car usage.
I've loved these parklets. They really lifted the vibe of the city, and make for great areas to sit and watch the world go by.
Parklets should be permitted during spring/summer months and strongly encouraged to stay as a semi-permanent thing. The vibe, liveness of Smith Street & surrounding streets is SO much better with parklets. Always seems busy now rather than as a transient space, with people walking down to various destinations - where you can't tell people are dining (indoors). I imagine much more people dine/drink out now given parklets than they would before. Some smaller venues have really benefitted from the extra space they didn't have before - good to capture new clientele. Need it extended to support business recovery from covid. Spring/summer months would be perfect. Not sure how effective in autumn/winter due to temperature and weather.
KEEP THEM

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Love the park let's would be great to see them stay
Parklets have transformed Yarra. It is an area renowned for it's food, drink, culture and arts scene — these parklets help create a thriving atmosphere and give businesses an extra boost! Don't ever get rid of them please, I love them!
I'm stoked the council jumped on this and did it in a swiftly manner , long live outdoor dining / only thing is maybe make neighbouring streets parking assessable or loading zones from 3 -4pm not 7
It's been one of the few positive outcomes of this dreadful pandemic to see public places adjusted to serve the public better. This is an opportunity for us to reshape the culture and fee of our city that may never have come at all; we'd be silly to prioritise car parks over the great way we've begun using these spaces.
Love the parklets! Love the encouraging a more cosmopolitan vibe, car congestion is really horrible, unsightly and dangerous.
Keep park let's
Helps for them to have more shade (not an issue for Gabriel). Also, the outside barrier works well with corrugated iron look. Some other materials invite graffiti which spoils their appeal.
As a Collingwood resident who visits and drives through Smith St frequently I'm 100% in favour of keeping parklets permanently. They provide much greater public amenity than a couple of parking spaces lost
I loved them and thought they were cute and fun
A future with more outdoor dining, fewer car parks (and more EV-friendly car parks for those cars that remain) is a step in the right direction.
Great survey. Thank you for asking.
Keep them coming back
PARKLETS FOREVER!!
If the parklets continue into the cooler months, it would be great to have access to heating to make it comfortable for patrons.
KEEP THEM
Keep the parklets throughout Melbourne and surrounding suburbs. Very good idea
Great job rolling out this initiative, please keep. Have, and will, utilize many in the area. Love it!
Love them. Sociable and a fresh way to dine and drink.
We are so disappointed that City of Yarra did not consult us on an issue that would so profoundly change our lives. We have not been able to sleep, socialise, open windows in our house or spend time in our garden, we are horrified this has happened in a heritage overplayed R1 zone. GNH already has a large beer garden. We residents have no relief. Also wanting to know why GNH have drinking tables on the footpath next to community bikes?
Keep them!
great initiative!
Thanks Yarra for listening to us. I really hope the parklets can stay. Give back to the businesses and communities who need it more than lazy drivers.
Great job, Yarra!!!
Please keep parklets if the venues want them to stay.
Parklets are great, let's keep them.
Love parklets!
Apart from a drop in parking meter revenue, all other metrics must surely be registering parklets as an improvement. I can think of at least ten social, cultural, environmental and safety benefits but only one economic downside (parking revenue). The upside will reap long term benefits (including increased trade in all businesses and a faster return to leased rate-paying businesses ) which will eventually outstrip any short-term loss from Parking. While you're at it, close more streets to cars, allow only trans, pedestrians and bikes!

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One concern as a cyclist is pedestrians in bike lanes or parklets jutting into bike lanes forcing bikes into road traffic.
Trends on the future of restaurants and outdoor street dining will be set in cities such as New York. These trend will have a global influence.
Please keep them forever, parking sucks but we have brilliant public transport systems and it's so beautiful to see all these happy faces dining outside
Please keep them forever, parking sucks but we have brilliant public transport systems and it's so beautiful to see all these happy faces dining outside
These are a great option for outdoor dining and is Covid friendly because car spaces encourage you to ride rather than drive. There is still plenty of parking along the street that has never even utilised fully anyway. Beermash is one of the only ones that looks neat and tidy the others probably need to be upgraded to add to the street scape
Love them! Have also used a few others but not going to re-submit multiple surveys.
They're awesome, please don't waste that space on parking for lazy people in cars
I have been to a lot of these venues over the last few months. I don't even remember them all. Take my survey response as about the general concept, rather than this individual venue.
Please let business keep them! It seems like an absolute waste of resources to remove them.
I'm not going to fill in a survey for all the venues I've been to in the last year. But all my answers are the same. This includes venues on Smith, Wellington as well as inner streets
Keep the parklets!
Well done
I love this idea and I think it makes the area as a whole more enticing to come and visit. I know some retailers might be concerned by the lack of parking spots but I think the increased foot traffic caused by the parklets should help to minimise that. I don't think cars should ever take priority in areas that are this well serviced by other means of transport (bikes, trams, buses, trains, uber and walking distance from CBD).
way better use of space! Cars are so big and bulky, one car space can make room for a great public area!
As the intro says, the parklets are to support hospitality businesses during Victorian Government COVID-19 restrictions. However, just a glance at some of the set up of the parklets, cafes do not comply with the social distancing guidelines. It is fine for Council to encourage businesses, but there is no follow up to ensure that the rules are followed. People seem to so easily forget the idea for the parklets started from the fact there is a contagious virus out there. And Council seem to forget that just around the corner, there are people trying to work and live in their homes.
I am strongly against parklets in any side residential street as they will cause noise problems for nearby residents. Existing noise problems are already bad enough without making it worse.
This is a brilliant initiative and I hope it will become permanent
Please don't remove the parklets!!
I think its important to.maintain some disabled parking but otherwise I would love to see more parklets and more bike paths.
On the whole, I fully support them, but I think that their presence should be conditional on maintenance & upkeep. Some businesses have made no effort, & the chairs & tables are sloping into the gutter. Others, such as at Pillar of Pepper, look like an afterthought- pallet planters that have been tagged & so they've given up on putting in any plants & are just an eyesore.
A review of the locations and utilisation of the parklets needs to be undertaken. For example, there is one at the corner of Lennox and Cameron Street. I view it from my window and it is very under-utilised. Also, it blocks traffic travelling along Cameron Street from entering Lennox Street. There is a lot of confusion when passing traffic enters that part of Cameron St unwittingly and then has to reverse (down a one way street) to get back to Thomas Street. The closure of this part of Cameron Street has added additional traffic to neighbouring side streets and additional burden on the already busy Highett Street. Cameron Street is often blocked off between Bank Street and

### Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Church Street 6 days per week as a result of the new Coles construction site and local residents are having difficulty with ingress and egress to their homes
Please don't hurt local businesses
LOVE PARKLETS. They bring so much vibrancy, buzz and excitement to the city of Yarra. They ensure that you are more likely to get a spot at some of your favourite venues and ultimately support the businesses that need them. Keep them going.
Would be great to block off busy sections to traffic completely
Definitely something to keep.
I have a car and sure, I need driving lanes and parking spaces, but I still want as many parklets as possible. Let's support our small businesses and fight climate change at the same time!!! We need vibrant signals of thriving cultural and social life far more than another lane or another parking space for a car. I also see the benefit for greater numbers of people with parklets—two in my car, versus the multiple people enjoying the newly expanded outdoor cafe spaces? It's no contest!! Keep the parklets!!
I would support any opportunity for outdoor dining all year round. Maybe council could help the restaurants with funding for outdoor heating/outdoor coverings
These are great, well done to the team for supporting our amazing foodie scene
#savetheparklet #ditchthecarlovingnimbys
Great vibe Less car traffic Good use of space
I think the parklets should be made permanent, I think it really transforms and modernises Yarra. Think in-terms of the NY highline development...
The street Brogan's way is in could benefit greatly from re-development. Narrowing the road would change it from a convenient drag-strip for local (and transient) bogans to an asset. Changing the road to a 1 lane bike lane street with plenty of open-space would really reinforce the "make & do" nature of the street. Actually policing the parking restrictions would also assist in the parking challenges in this street. Given the number of apartments being built in the area, some thought must be put into making the neighbourhood more liveable, I think the parklets are a great opportunity to work on this.
Make the parklets permanent. Narrow the streets to allow one way traffic, plus green-space and Yarra will be well-placed to cope with it's ever-increasing density.
This is a great initiative. I love the new dimension it has brought Yarra and it provides a friendly outlook and additional enjoyable spaces. Providing more street space for parklets, mini-gardens, trees, bike repair stations, bike paths (as you see in Moreland) would be great. More one-way streets could provide this without too much disruption.
The pandemic isn't over and with restrictions constantly changing, it would be a good idea to keep supporting local restaurants by letting them keep their outdoor dining available. The end date to this seems arbitrary and not based on actual improvement of the situation (ie Covid).
The last thing I want to see is the GNH turned into appartments, but I've lived here for the past 55 years and this is the worst I've seen it. I think the 150 people license for the beer garden is more than enough for this residential area.
Parklets have bright back life to Yarra - and in a very visible way! We need more of it!
I love pallets!!!!
I love them
I think the parklets have been a fantastic addition to the neighbourhood not only bringing people out, walking more, staying local to dine out but I believe they have helped keep some business open as was the intent.
Please make them permanent!
Depending on the venue/location all year or just summer/spring may be best
Please keep parklets as a permanent part of summer life in Yarra (November-March). Parklets allow better use of public space that make the most of the Australian climate and Melbourne food

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

culture. It feels both European and uniquely Australian to be able to dine outside in so many locations as part of day-to-day life; it's not a token, one off gimmick.
Please please keep them!
I'm not sure why we'd take these down - they have been so good for trade, so good to liven up village shops and create an a sense of atmosphere and community.
Surely this has proven the fallacy of the idea that removing carparking is bad for businesses - that one carpark, bringing just one or two people use far outweighed by the 5-10 people that can use that space.
What a fantastic initiative- thank you so much, I hope that they're permanent!
Please don't take away the parklets! One of the very few positives to come out of the pandemic.
a great initiative, only you could improve is the colour - I understand there need to ne visible but purple is not a popular colour and does not tone with most architecyure or retail/hospitality decor.
It will be interesting to see how parklets are used through winter, but I would guess overall usage would increase.
Thanks for this: we want to support business after their terrible year— this pandemic last a long way to go: please let us continue to support business while feeling safe— eating outside works for us
acoustic need to be considered and how noise can bounce around between buildings and dwellings
Parklets were the best thing to come out of covid. Adds so much character and charm to our neighbourhood.
Everyone i speak to loves the parklets, they are a fantastic example of local council innovation. Really hope they become on ongoing part of the community each year.
Keep these parklets and outdoor dining facilities. Perhaps you could introduce more attractive solutions to the concrete bollards. Lets take back more of the community space from cars and give it to pedestrians and the people. Look for ways to encourage new developments to provide underground public parking facilities.
I have dined at a number of establishments in Yarra. These places have been crying out for more eating space outside but council would not allow until covid. Don't take away such initiative now
Need more dog friendly venues/rules
- Parklets create atmosphere...learning for Council is to be more flexible and creative in creating zones .....Permits for business are normally a horrendous process. - However, cannot create advantage for some businesses while reducing access to other businesses. Need to find a way that the other businesses are impacted minimally. - Fitzroy, while looking great for eating venues, has become a bigger nightmare for other businesses
Support them, make them even better, this is a great opportunity for lateral thinking and innovation
I think it's important that a business can only consume space immediately in front of their place of business - or perhaps half of the next residence along. There appears to be some parklets that go along 3-4 residences which seems rather unfair and profit-grabbing.
The park let at the end of Cameron st is very inconvenient and a hazard given the only option is a thin street with cars parked - just plain dangerous at times. Not a great choice
Has helped restore the feel and fun f the area lost through pandemic. Keep them and see how w e fare through winter
Love them! Gives Melbourne a more social, European feel.
Council should consider providing assistance & expertise for businesses to plant suitable and maybe edible plants in the planter boxes that are often used to delineate the parklets. More greenery would be good for Yarra.
Council should consider guidelines for parklet operators on how to provide shade for customers to help keep with sun smart usage. Council expertise from the parks and gardens department of

# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

council could be made available to parklet operators to help them in greening and planting their parklets.
Anything that helps us live a covid normal life is great and there's a lot of things we've been doing that should be permanent fixtures for us to be healthy and safe in general, this is one of them
It's a great. Keep it.
Thanks for considering the community's wants.
I think the park let's enhance the street life vibe of the area. It feels more relaxed and safe seeing people on the street enjoying them selves
It's a wonderful idea-make it permanent. It would bring in more tourists and more money for all the local shops and cafes. Perhaps on top of the concrete blocks could be garden beds of herbs and flowers or potted trees. Keep up the innovation Yarra!
Please let them continue
Great to see greenery and a bit of design style enliven our streets but a few issues need attention to get it right
Good vibe!
I am not filling one out for every park let as that is too time consuming. But others I have visited and liked are Cibi, Oxford Larder, the Japanese restaurant in Cambridge St, all in Gertrude st, Marion, etc etc. I also use them in Rathdowne St, Lygon St, CBD. I think all in Gertrude St and side Streets should stay. I wouldn't go to one in Smith street because it is noisy and dirty. They are the best urban design change in Melbourne for years.
I will be sad to see these parklet disappear post covid - I think they should be a normal part of life in Yarra city
I think having these year round will be exceptional in winter. Blankets and heaters, hot drinks, amazing food and lighting - it will make Melbourne magical
Parklets in retail zones are fine, but parklets outside pubs in residential areas create noise issues as punters get more drunk and less concerned about disturbing residents with their drunken swearing and generally unattractive behaviour.
I used to work at the Craft and Co which is further along Smith street and wasn't allocated a parklet. The business ran operations to a better standard of hygiene than others that I witnessed in the same precinct.
The vibe is good. Permanency of good vibes please
Great initiative from Yarra Council. These have been so important for us to feel like we can Melbourne again and support local. Thank you
it would be great if these parklets were extended to other types of retail not just hospitality.
I love the creation of more outdoor dining spaces and hope they get to continue in order to support local businesses and members of the community.
PLEASE KEEP THE PARKLETS!! they bring life to the city
Pedestrianise the whole of chapel and increase tram frequency and speed
Few seem to have overflowing garbage nearby the parklet
I've used several parklets in Yarra.
They're great, please let us keep them!!
They give such a good cafe culture to Melbourne and provide more space for venues. Surely they should stay beyond March at present as lots of businesses have limited indoor capacity due to covid restrictions which surely are not being removed rn.
I find it extremely dangerous to offer patrons the option to select "during spring/summer" as an option. The average patron doesn't even understand in the slightest through how many hoops hospitality has to jump to even get support and how slim margins are, which would make it impossible to build and unbuild parklets twice a year.
These parklets are a great use of public space and rejuvenating local atmosphere and dining culture. We love the outdoors, let's keep them full time!

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Get rid of street parking everywhere and replace it with dining and bike lanes
Great for hospitality. But I suspect bad for the other businesses who rely on easy/convenient parking to duck into a shop quickly to get provisions.
Minimum standards for safety/access/build quality should be met.
I love the excess of outdoor dining these parklet's offer, it also makes smaller cafes and restaurants more accessible where they were previously not able to dine there due to the tight spaces.
Glad to see Yarra being proactive in helping businesses to recover from COVID. It is good to see people taking a chance
Some better design should be allowed or encouraged Openable roofs such as vergola would be great for Melbourne
Please let them stay! A great initiative.
I think park let's have created a new amenity and have greatly increased the pleasure of dining in the city of Yarra
Please don't get rid of these. I feel lots of owners have done a great job making them feel part of the streetscape
The only negative aspect is car spaces. Build an extra level on top of the Woolworths carpark if we need to keep motorists happy
Keep them.
great idea!
Prioritise popular venues
This hotel cannot control its premises at any time and it will never be able to control the Parklets to avoid disruption to residents.
Parklets are a great idea. More permanent allocation would mean better investment in infrastructure.
The Parklets are a valuable resource fir the local community
I really hope the parklets can become part of our everyday, especially Smith St.
The first time I felt any sense of optimism as we started to come out of lockdown was when I read about the parklets initiative. This was something truly positive that came out of an awful year. It also was a pleasant surprise to see Councils adopting strategies that were a common sense and humane approach to liveability and the livelihood of businesses.
I've seen other parklets around the area and think these are a great use of space. Would like to see these extended while Covid restrictions are still in place.
Amazing utilisation of public space.
Melbournians are trailblazers in so many areas, food, theatre, entertainment, using our outdoor areas for all the above. Given this, using more outdoor spaces, in these challenging times just makes sense!
Please make all the parklets permanent!
I would like to see parklets for as long as COVID restrictions remain and from spring - mid autumn otherwise. They'd work really well around Swan St during early footy season
We love Parklets!! Transforming our city. Please keep :) :) :)
Love love love love love parklets
Most of yarra moves by foot. Lets reclaim all this open space taken by a handful of cars
Alighting from trams is now dangerous as a passenger needs to walk along the road amongst traffic to access payments which are blocked by solid constructions 24/7.
The council need to assess these as not all are used as to expected levels.
I really dislike the bullies dominating Yarra Council
As Proud Marys remained open and kept all their staff throughout 2020. I thought you would have constructed their parklet first. Instead I saw businesses that had been closed get the parklets set up first. Otherwise great work Yarra

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

Keep them, it makes Yarra a better place to live.
Footpath spacing, adequate disabled access to tables and parking/curb access need to be considered during these periods. Especially as there is inadequate disabled access in general, let alone when parking and temporary structures contribute to these issues.
If these are removed, businesses will struggle even more, and we will see beautiful dining parties replaced with cars again. Please keep Parklets!!
Yarra Council has been a leader in this area and it would be a shame to undo that work before the real benefit has been realised. I support these areas being available for at least 12 months. Usage during the cooler months will give businesses and council a sense of value during those times.
Living in the city means living in confined space with limited outdoor areas to eat/socialise. This is a fantastic addition to our local area and has had a positive impact on our families mental wellbeing. Please keep these all year round or at least spring - summer - autumn.
Please continue to prioritize accessibility to local business.
Please continue to prioritize accessibility to local businesses during this time of economic recovery.
Thank you for prioritizing accessibility to local businesses in Yarra.
Thank you for continuing to prioritize accessible parklets for local businesses.
Parklets should be all year round and permanent
Please keep them at the very least on a seasonal basis!
I like the parklets as a cyclist too, unlike parked cars which have a risk of doors opening or moving unexpectedly I know the left side is safe. Gertrude St is a messy area to cycle in so anything that makes it safer is nice!
It would be a real shame if Yarra shut down parklets because it's afraid of losing parking revenue. It would make these precincts less friendly and sociable and would make it harder for businesses to stay open – which is what draws people to these precincts in the first place.
They've added such a vibrant and wonderful addition to our neighbourhood. Would be a big shame to see them go - for both the public and the businesses affected. In saying that - some businesses have done better than others, so I'd be in support of some stricter guidelines around what they look like and what businesses can have them to keep it premium
The pandemic is not over. Businesses have not recovered. City of Yarra should not be removing parklets, which attract people and customers to the area and reflect positively on the City.
The Parklets have transformed the streets of Yarra into much more interesting and attractive scene. They should stay permanently, particularly as so many businesses have invested a lot of money on setting them up.
My only concern is that they're not built on, not obstruct any utilities or services ie. fire hydrants. There would be a real sense of irony should an establishment be burnt if the fireies couldn't access an at grade hydrant because a parklet was built over it.
After the difficult year of 2020, seems only fair to give these business some silver lining to help keep them alive.
Please don't remove them!!
I think the parklets have been an awesome addition to Yarra. They bring about a sense of community and connection and enhance the streetscape dramatically. Please continue this initiative in a permanent way and provide ability for business to construct long lasting and visually pleasing structures to utilise the space and create lasting infrastructure.
Don't get rid of them. It will be a massive mistake and loss for the community.
Great initiative by council. Best marketing I have seen in the district since I moved in during 2000z.
They are an awesome addition to the neighbourhood.
Great initiative by the council. Well done. Best marketing since I moved in in 2000.
Should be extended for businesses who can demonstrate it was used



# Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

I have travelled specifically into Fitzroy to go to cafes with parklets (more than just the one i listed) I recently moved from Fitzroy (after living 7 years here) and would hesitate coming back for brunch without parklets in summer as it harder to find space to eat food.
Awesome program - please keep the parklets going.
This better not be amount penny pinching on parking revenue....
Thank you for this initiative. It has been a great way to adapt to a covid 'new normal'
Please don't get rid of the Parklets!
Thank you to Yarra Council for your continued effort.
Thanks for allowing us to give this feedback!
Don't remove. Please.
I am very much in support of outdoor dining and am happy to travel from outside of Yarra to visit and take advantage of it as my local council has not got a similar scheme. I would like it to be year round as Covid is year round but offering it only in summer/spring months when the weather is better also makes sense.
Yarra may be losing parking revenue but its businesses are gaining income from me that they wouldn't have if it weren't for the parklets.
They're wonderful!
Please keep them permanently. They've been such a great contribution to the community and local businesses.
KEEP THEM!!!
The atmosphere around Parklets in the city of Yarra have been incredible. It feels like an open community space. Everyone I know in Yarra has had nothing but positive things to say about them.
I understand the parking fine loss the council has taken. We've all lost from COVID. You're a local council you're there to provide for the best in our community. Parking fine revenue when most people have lost so much in the past 12 months should be a little priority if you're there to support the local people and not cash grab this is the way to be a real local government and provide for you're local population and business. If you remove these spaces people will loose their jobs, places will have to downsize and a lot of people will loose their business that they have worked so hard to keep on going. Melbourne is a place of culture and night life, city of Yarra is one of Best providers of that, support it. Don't make that industry that provides the identity of Melbourne collateral damage to create a couple of car parks
Keep the parklets, on balance they are a great use of space and have allowed for better dining experiences for locals businesses, which I would like to see continue.
I think they are great. The life, they way business have decorated them. It reminds me of being in Europe with all the terraces. I love it.
The parklets have added so much life to the streetscape and people are forced to drive less. We need them all year round!
Please continue great initiatives like these!
Please continue great initiatives like these!
I think they've been a great stop gap during this very trying time. I'm proud that Yarra has taken the initiative to support local business and make a way for them to continue to operate and rebuild their businesses. But I believe some safety tweaking could be useful. I also love the creative freedom they've been given to express their businesses character. I drove down chapel st Prahran/Windsor and they're using orange construction barriers with measly black fabric draped over. It looked atrocious. I'm glad we're proud of where we live and that our streets continue to reflect that.
Really good initiative, I really believe it's had a positive impact on re-establishing the vibrancy of the neighbourhood.
Best thing ever
Remove more car parking. Streets for people not cars!

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Aesthetically awful. Limiting parking for residents, as they vie for spots with business patrons. Not enough disabled parking spaces.
Love them!!
The parklets have made the streets have an amazing community feel also I feel safe from COVID19
Keep them! They are good for the businesses and the people.
Thank you - I really like this initiative!!
I think they're a fantastic addition to so many communities. They bring an exciting, vibrant and friendly atmosphere to so many streets across Melbourne. It can be something good that comes from COVID!
This is a great initiative for our community and neighbourhood. It should be continued.
I absolutely get that Yarra has missed out on revenue due to the loss of parking space. However, keeping Parklets - even for a short season each year - would add a lot to the vibrancy of our high streets (post covid). Please keep them in some capacity.
I love the parklet vibe. Yarraville is the perfect example of a successful permanent parklet!!
Some look better than others, feel the council should support a consistent look and feel if there are a few businesses in a row.
If Yarra plans on removing them at least wait until the citizens are vaccinated against Covid.
Please keep them! I love them, we love them, everyone loves them. They are always full to the brim with happy diners. I love walking by them and seeing our streets come to life. Keeping them will also help make streets more pedestrian friendly which will benefit everyone.
I eat in Yarra a lot and I think you've done a phenomenal job. I love how you've allowed the traders to innovate and I think with permanent permits traders could really get creative. I especially like how some of the parklets are nice places to sit for the public outside trading hours - let's try to keep these spaces public most of the time.
Great work City of Yarra.
Keep the parklets
I think they provide a wonderful addition to the hospitality resources in the area!
I wish we didn't have to have a pandemic to start talking about removing the selfish use of public space for cars. These have transformed Yarra for the good. Better for patrons, restaurants, urban amenity and passive transport - it's a 'no brainer'.
Keep them
This great initiative to help businesses through COVID has ongoing merit to permanently change bar and dining experience in Yarra for the better. Keep the Parklets
Please don't remove xxoo
I would extend them to end of April as the weather is still good and takes in Easter and the school holidays. You could also make extra exemptions into May for some businesses as Good Beer Week is in May and attracts a lot of people into Yarra from other parts of Melbourne and interstate.
Keep parklets permanently
Would have been better if the council in Yarra provided more for the businesses. My brothers Cafe in Werribee was given new barriers, grass flooring/decking and new tables and benches
I love parklets. They are a cool idea and a great addition to the look and feel of the city streets. I love the vibe that they add to the local scene.
I think parklets should be expanded and any individual opposition should be acknowledged, validated and, where appropriate, compensated, However the communal benefits shared by all (which are often much harder to quantify) should override the individual disutility that may be experienced by a few members of our community.
I love the Parklets!
They are great. Love them

# **Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021**

Keep them all! They're so fantastic and create a fantastic vibe. I am much more likely to dine somewhere outside regardless of covid.
Car parks encourage
Keep them. They are great! The atmosphere along shopping strips has been amazing!!
More parklets should be created to free up footpaths for pedestrians to distance
Some are poorly constructed and block up some already congested intersections
Go parklets.
Thanks for asking for feedback on this!
Please keep these out door spaces so our local traders can survive! As a rates payer in yarra I expect these spaces retained so our suburb can thrive
Really brought atmosphere back to the streets and allow people to dine safely = win win
Lennox street between Bridge road and Victoria street is in definite need of a cosmetic lift which Warm Hug Cafe has now provided for in the area.
We need to work together to help local businesses thrive during this time. If we don't we risk losing many of the local businesses that make Yarra (and Melbourne) such a great place to live.
They were great for short term benefits. Wind them back, think it through properly and introduce some stringent measures for their rollout rather than the random, haphazard nature currently
If council are worried about the lack of revenue from parking meters occupied by Parklets they need to look at other options including enforcing parking outside of these areas. As an example we had a tradie at our house in Fitzroy who parked for 7 hours on two different days without paying the parking meter and wasn't fined. Lucky him! Perhaps the introduction of metered parking in other locations to compensate for these parking bays is an option.
I am a resident of Smith Street, my house has sat looking over the changing streetscape for many many years. The parklets brought life back to a ghost town and create so much atmosphere and community presence. We are blessed with great weather in Australia and it seems stupid to not make the most of it. For the sake of a couple of parking spots the right decision is absolutely to keep them. We need to promote alternatives to private car use and less available parking spaces is a great one. It has made me leave the car at home and opt for other options.
I love the atmosphere that's been created by the parklets, & it's been a great initiative by yarra council to help local businesses to safely continue to offer their dining services to residents, I'm sure it has saved many jobs.
No additional feedback
When will someone grow an imagination and convince the cafe owners to open at night when we need dinner? After juggling home school/work from home I'd love to be able to walk to Brunswick St for a quick outside dinner that's simple, healthy and appealing to all ages. But alas, in Melbourne, kids are not to be seen after 3pm...
Businesses wanting to make this permanent should pay a small rental fee to council for the public space.
I loved how this initiative supported local businesses, and would love to see more of that support continue post Covid.
Molly Rose has is one of my local parklets, this turned it from an otherwise quiet little bar into a thriving public space that I can only imagine has increased their revenue dramatically. I have witnessed people see the parklet while driving past, and pull over to check it out, this wouldn't have happened at this otherwise indoor bar if not for the parklet.
Same as above
Not all parklets are created equal. The Everleigh gets my vote as best parklet.
The Parklets made me very happy coming out of lockdown. I love them.
Please take away the exclusive bike lanes in roseneath and Fenwick street in Clifton hill it's now too hard to get out of my suburb
The pandemic isn't going away anytime soon, but also from a placemaking point of view the parklets enliven our high streets and create a much more walkable Neighbourhood that makes

## Attachment 3 - Attachment 3 - Verbatim Comments community parklet feedback report 19 Feb 2021

people want to linger. Every opportunity to bring the outdoors in is a great endeavor, and really elevates the vibe of the Neighbourhood.
The noise pollution is a real problem with these and they are not safe. I have seen so many bears miss.
Appreciate Council's efforts to support businesses and make Yarra a nicer place to be.
Parklets are a better use of local space than car parking and encourages more sustainable behaviours like walking and public transport.
The parklets have helped businesses to stay open. If the businesses had closed there would be no reason to park there anyway. People complaining about lack of parking might not realise this. Some probably complain about lack of parking and to go and eat at a parklet. People are stupid
I feel that the additional liveable/useable space for Yarra residents' enjoyment and not vehicle convenience is a positive step for the council to take. If council have truly lost revenue in some areas through parking fees then a fee per table or area is justifiable for the small business owners of our city.
Please keep the Parklets, adds the vibe to Yarra
To compensate for the lack of revenue from parking fees, a dining out fee could be applied per customer per dining session of say around \$1 which could go directly to the Council to invest in further enhancing outdoor and green spaces for residents to enjoy, making the City of Yarra a healthier place to live.
Feedback from non-hospitality retail traders has generally been negative about the value of the parklets as it has generally not brought customers who are likely to shop for other goods or services. Hospitality businesses have no doubt loved the fanfare and attention they have brought. The reality is that patrons of cafes for brunch and/or lunch are likely investing a small amount say \$20-\$30; these types of hospitality customers do not translate to customers who will possibly buy high end fashion, artwork or jewellery. Disabled, less ambulant and more elderly community members use their cars and need parking because they do not wish to be taking public transport or are not able to ride bicycles or scooters like the millennials and Gen-Y cohorts.
Please keep parklets for the business who want them and are doing them well. Car usage among Australians needs to be reduced in general and a progressive council like Yarra should lead the charge. The atmosphere of streets like Smith St is incredible. These need to be a permanent fixture during warmer months.
Cycling to a parklet via Johnston St with absolutely no bike lane is incredibly dangerous and life threatening. Yarra would be a more attractive and accessible LGA to visit and dine at if cycling along Johnston St wasn't a death trap.
The program has been astonishing, successful and transformational. Well done and keep it up!
Parklets make the street safer for cyclists, pedestrians and active transport more generally, and should be kept permanently on the basis of these improvements and other positives associated with discouraging unnecessary car use
Parklets have been an amazing addition to Melbourne. I've travelled throughout the east coast in the last few months, nowhere else has changed as much as Melbourne. Parklets could become an iconic part of Melbourne - the new laneways perhaps? There's still so much parking even with them in place.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

# Business owner parklet feedback report

Verbatim comments Friday 19 February 2021

### Response count

	Count	Percent
Complete	113	90.4%
Partial	12	9.6%
Total	125	100%

### Does your business have a temporary parklet?

Value	Percent	Count
Yes	39.0%	48
No	61.0%	74
Totals		122

### If you don't have a parklet, what is your business type?

Value	Percent	Count
Cafe and restaurant	23.50%	16
Other retail	14.70%	10
Fashion	13.20%	9
Bar and pub	11.80%	8
Professional services	8.80%	6
Grocery and fresh food	7.40%	5
Other	7.40%	5
Health care	5.90%	4
Hair and personal services	4.40%	3
Homeware	2.90%	2
Totals		68

### If you do have a parklet, what type of parklet do you have?

Value	Percent	Count
On the street in one or more car parking bays	95.50%	46
In a laneway or side street that has been closed off	4.50%	2
Totals		48

# Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

## Did you receive a \$5,000 Outdoor Eating and Entertainment Package Business Grant from the Victorian Government?

Value	Percent	Count
Yes	79.50%	38
No	13.60%	7
Unsure	6.80%	3
	Totals	48

## Excluding any grants, how much money did you invest into your temporary parklet?

Value	Percent	Count
None	2.30%	2
Between \$1 and \$1,000	11.40%	5
Between \$1,001 and \$5,000	31.80%	14
Between \$5,001 and \$10,000	25.00%	14
More than \$10,000	29.50%	13
	Totals	48

## If you do have a parklet, what do you like about your parklet? Tick all that apply or write your own

Value	Percent	Count
My customers love it	98.00%	47
Increased customer capacity for my business	96.00%	46
Increased revenue for my business	92.00%	44
Freedom to design and fit out the space myself	73.00%	35
Outdoor dining is safer than indoor dining (COVID-19)	83.00%	40
Creates a positive vibe/atmosphere for the area	92.00%	44
Council supporting local businesses	81.00%	39
Better use of public space	92.00%	44
No permit fees	73.00%	35
Other	13.00%	6

## "Other" responses

Customers continually ask if we can make it a permanent feature.
Helps activate our shopfront so people now know we are there
Hoping it may continue past March 31?
Reduces traffic in the area
enables instant flexibility to lockdowns as we have seen this week
it gives the area character and it's own vibe that has the potential to put us on the dining map far and wide

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

If you don't have a parklet, what do you like about the temporary parklets in Yarra?

Tick all that apply or write your own

Value	Percent	Count
Creates a positive vibe/atmosphere for the street/neighbourhood	70.00%	50
Better use of public space	56.00%	40
Council supporting local businesses	55.00%	39
Outdoor dining is safer than indoor dining (COVID-19)	48.00%	34
My customers love them	25.00%	18
Increased foot traffic to my business	21.00%	15
Increased revenue for my business	10.00%	7
Other	21.00%	15

"Other" responses

Other	Count
Nothing	3
Absolutely unfair that several businesses were denied the use of parklets. No compensation either.	
I find it unfair for those who can't use them, some businesses are doubling what they could hold before covid due to this system which is insane to me. Why should they get to hold more then they usually can without restrictions because they have access to parking spaces or other shop fronts when a lot of us can't and still have to survive under capacity?	
I think they were necessary while hospitality venues had greatly reduced capacity's inside their businesses	
Increased capacity for venue	
It is a disaster as it takes away from valuable parking spaces for my customers	
More vibrant streets and community atmosphere	
My Customers have complained and don't like them.	
My customers do not like them	
None of these	
Personally, we don't particularly like them and feel there is a lot of wasted space on footpaths which has not been efficiently used which would have removed the requirement for introducing as many parklet spaces.	
Restricts vehicular traffic	
Worst city in Australia	

If you have a parklet, what economic impacts has your parklet had on your business?

Value	Percent	Count
Enabled me to continue trading	83.00%	39
Enabled me to keep my staff employed	96.00%	45
I didn't need to reduce trading hours/days	43.00%	20
I didn't need to increase trading hours/days	21.00%	10
Other	11.00%	5

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

### "Other" responses

Assisted in a reliable income post lockdown to approx. 90% of pre-covid meaning I could maintain staffing levels and continue with a similar product as before.
Creates a point of difference in our area.
Employ more staff
It has been hugely beneficial for our business (to be honest it probably saved us) and customers love it
enabled me to trade at a similar and even improved capacity as before. With restrictions we can't have so many people inside

Thinking about your temporary parklet specifically, has your parklet increased your businesses revenue? If so, by how much \$ per month?

Response	Count
\$500	2
\$1,000	2
\$2,500	2
\$3,000	2
\$4,000	11
\$5,000	11
\$6,000	2
\$7,000	2
\$7,500	2
\$8,000	2
\$10,000	11
\$15,000	7
\$17,000	2
\$20,000	9
Total	46

Question to business owners with parklets:

By creating parklets we've had to temporarily remove some car parking spaces.

What impact do you think this has had on your business and/or the surrounding area?

Value	Percent	Count
Very positive impact	64.00%	30
Some positive impact	15.00%	7
No impact	19.00%	9
Some negative impact	2.00%	1
Very negative impact	0%	0
	Totals	47



## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

### Comments

#### Very positive impact

Its created more opportunity for customers to experience our venue where previously we would often be at our capacity limit and not have enough seating.
Locals reaction has been overwhelmingly positive and being in Rathdowne Village
Customer feedback has consistently indicated the additional outdoor space is something they'd like to see us retain, as it positively improves the ambience at the pub and the streetscape. The loss of the single car park has not been missed.
Closed street is now safer for the area. Residents are finding the street much quieter and more enjoyable
We are utilising 2 car spaces. Now about 20 people get to use that space at any one time during the day and into the night to socialise and enjoy in a safe and sunny outside environment
Customer and neighbour feedback. It is an asset to the street scape.
It has created a fantastic environment for the venue. People and staff have loved the indoor outdoor feel. We feel we have had more contact with our neighbors which has made them become friends!
We are using 15mins car park spaces which are usually for people stops by anyway. Without the cars parking in front of our cafe, it surely gives us the exposure to the passing trades a lot more. It helps business a lot.
More people are coming to the area on foot and bicycle. With more people in the area, the shops are busier and the energy is great. The car parks we are occupying were mostly used by Uber drivers taking a nap anyway.
As we are opposite Coles, there is less cars parking illegally & dangerously on the corner as they run across to the supermarket. Also the parklet is deterring motorcycles parking in front of our business due to the parklet, previously we have had delays in putting our footpath trading furniture out because of motorbikes blocking the space.
There are so many unused spaces and loading zones on too many corners. These park let's have given life to the area and helped people get used to life with other people again. This has been such a useful tool for people to live again.
Most customers walk to our venue from all the apartments in the area
There are still plenty of empty spaces at all times of the day. I don't believe the parking has suffered
It's good to have outdoor seating which help social distancing
Less car on gertrude st !! Less pollution
So much construction going on it's nice to have a green well designed space to balance it out
Visually very appealing, customers love the extra space and safety they feel when dining outdoors. Mkes us look open for business and just makes the area more lively in general. Zero complaints regarding lack of parking.
There is no need for parking on Smith St. There is a tram stop right outside and ample parking on the surrounding streets. The outdoor dining makes a much nicer atmosphere to the area.
Smith St and the surrounding side-streets that have been allowed to use parklets seem to be absolutely humming with activity and spaces being used creatively by bars and restaurants.
More people are coming to the area on foot and bicycle. With more people in the area, the shops are busier and the energy is great. The car parks we are occupying were mostly used by Uber drivers taking a nap anyway.
Our customers are loving it and there is still a lot of parking available in the area as we're on a side street
Wellington street is quite a thoroughfare and the parklet has really helped emphasize the hospitality offer of our little strip of venues around Hotham street. It softens the area and encourages visitors

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

### Some positive impact

Because locals are now even more willing to walk and the area has become an absolute amazing place to be out, enjoy food and drinks. I really believe the parklets have transformed Collingwood/Fitzroy into an even better place to be.
Because there is no shortage of parking around our business. So many side streets. The locals love it. It feels like a European city and it's really progressive.

### No impact

There were no parking areas outside my business to replace it is all no stopping zone
A lot of our customers utilise car share like Uber coming to Brunswick Street, so they do not use a car park.
Our parklet is a laneway which was never used.
There is plenty of other parking for people to park at.
Our parklets in the Side Street (Stanley St) have taken up car spaces that were rarely used due to ample parking in the area. The Stanley St parklets are also well protected/guarded by the kerb that sticks out on the corner.

### Question to business owners without parklets:

By creating parklets we've had to temporarily remove some car parking spaces.

What impact do you think this has had in this location?

Value	Percent	Count
Very positive impact	30.00%	21
Some positive impact	11.00%	8
No impact	18.00%	13
Some negative impact	18.00%	13
Very negative impact	18.00%	13
Unsure	4.90%	3
Totals		71

### Comments

#### Very positive impact

People can get to our precinct without cars, and parking was already difficult on busy days, but more people on the street eating and drinking has led to a better vibe and more foot traffic, which is better than more parked cars.
Brunswick St benefits as a whole by using these spaces for multiple groups of outdoor diners rather than one empty car.
Basically, we want more people to stay on the street/ in our businesses for as long as possible. More customers = more revenue. Though having less parking has possibly been a negative the pros have far outweighed the cons. It's a great atmosphere. I think it makes the area safer at night for women to walk around as there is a bigger outdoor presence. It's also inclusive for people with dogs as you can sit outside a restaurant or bar with your dog. This is a huge plus for me. Dog friendly is a huge plus. We have great weather in Melbourne we should be making the most of it. Having people sitting outside my shop while they eat has been good advertising. The COVIDSafe aspect is also brilliant.
It has given Smith Street such a great vibe especially of a night, it looks great, what a great makeover and what a way to activate public space, we love it.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

As much as this has taken away parking for my customers to my business, the positive impact outweighs the negative. I think that my clients enjoy the atmosphere more than needing a parking space. They either ride their bikes, take public transport etc..
Less parking and more use of public space by the public is a great thing. Really brings a great vibe to the street
Street siting brings more customers then inside, due to during this summer time , I See many people prefer siting outside and I Believe this project will bring a huge street life into Melbourne
Encourages less cars in Yarra. Yarra should introduce local mini buses to transport people through Yarra so they dont need to use their cars to the door of a restaurant or a business.
Much better use of public space. Vastly improved the enjoyment and dynamic of smith st.
Happy people
These spaces offer better usage for a greater amount of people (rather than what one car space offers for one car)

### Some positive impact

The many different colours & designs each venue has created brings a real festive vibe
More seats at venues with them; creates slower moving traffic, so pedestrians are happier.
More people, better atmosphere with people outside enjoying themselves
Less cars
Fantastic idea, should be adopted every year during warmer months. Cooler months return the parking spots to use.

### No impact

The main space being used is a large triangle of footpath that was not being used for anything
No impact at all, parking was situational to begin with and the businesses need the extra space to maintain an income, who greatly outweighs the need for a 15 minute car spot!

### Some negative impact

As the 2 neighbours installed a parklet it is nice to have but it took all 5 car spaces and hence my drive by drop in for a quick coffee was lost. The parking bays out the front are easy to get most of the time and meant if people could find a park they will stop. If they can't park they don't stop. So lost my drive by trade and walking was not increased.
Limits parking options on the street
The street is very cluttered now. It's difficult parking and trying to get on the tram between the parklets. I believe the parklets are a good temporary option for some but shouldn't be considered as a permanent arrangement on an already v busy street
Many of my clients are elderly and have said they can't park close by. This block between, say George to Smith along Gertrude has lost a higher percentage of parking than other strips forcing clients into side streets or not stopping here at all as there is limited parking
Parking is difficult in City Of Yarra but probably not at the moment with only 50% of the workforce allowed back in the office. Not sure what will happen when it's 100%
As I own a retail store as opposed to hospitality so the reduced parking in the area, has made it harder for my customers to access the area by car for shopping. I believe the park let program should have been offset with temporary changes to permit only parking zones in local back streets to counteract the reduced accessibility created by the parklets.
Less parking for customers and deliveries
Not a big issue however parking is already restricted in Napier St plus reduced loading zone space.
Customers voicing some little frustration at loss of parking in the vicinity of our business

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

### Very negative impact

My customers find it harder to find a park, and when I go to see other businesses I find it hard to park also.
I agree they're great for the hospitality sector. But for the retail sector, and retail providing provisions, where customers typically want to quickly park, get their goods and leave, the parklets have meant our customers cannot do this.
Our customer base is largely an older demographic, say 55 - 75 years old, mainly due to the higher price point of our fashion apparel. This customer will not use trams or ride their bicycle to visit our store as will a younger cohort who are the main users of the on street parklet dining spaces. Our customer looks to park within 200m of our store and will not walk say 400-600m from where they eventually find a car park especially in hot weather. Parklet dining works in the CBD because there are many multi storey off road car parks available to offset the reduction of on street parking spaces. Clearly Fitzroy does not have multi storey off street car parking as back up to offset the car parking spaces that have been removed to create the Gertrude Street parklet dining spaces. It also appears that a lower number of parklet dining spaces could have been introduced if the existing largely unused space available on the footpath was more efficiently used.
Mish mash.sewers traffic.unsafe.unhealthy.food with flies.many unprofessional.
Loss of loading zones; loss of parking amenity for businesses in a clearway as available parking on the other side of the street, not a clearway, is taken by unused parklet spaces, parklets are mostly unused during the day which compromises access to retail stores - which trade in daylight hours. There are numerous complaints about this, some shoppers no longer visit the street.
These spaces, if used at all , are used for approx 4 hours on some nice nights. The rest of the time they impact negatively on daytime goods carrying non hospo businesses , like ours .
We have very limited parking as it is
Stupid idea
My customers have nowhere to park To quickly buy their provisions.
The businesses with parklets around us never have any customers using them so they are using up valuable Parking spaces
With all the construction in the area parking has dried up restricting customers
Lack of parking spaces means less people are likely to come to the area

### Thinking about vehicle traffic, how safe do you feel your parklet is?

Value	Percent	Count
Very safe	91.00%	43
Somewhat safe	9.00%	4
Totals		47

### Comments

#### Very safe

It's been constructed by a professional building company, with the use of the council concrete bollards inside the wall structure, nothing could penetrate the perimeter.
Road closure means less traffic. We can serve our customers in this (closed) side street which is completely removed from any passing traffic.
It is on low traffic corner street, protected by trees. we use bollard lighting at night to keep it highly visible. Customers love it
It is a one way street and has the bollards on each corner
Both ends of our extended outdoor area are the 1hr parkings. Cars are always there to stop any issues.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

We are located off Brunswick St on Victoria St (a quiet side street). Our car parks are large and protected by a kerb area where people sit on the public mosaic couch
It actually feels safer than having regular footpath trading with temp barriers. Having the bollards and a permanently erected solid barrier around the parklet creates a much safer divide between people and cars.
Professionally built. Built in benches and flooring.
It's completely enclosed and on a corner not near a tram stop.
It is never used as it is off a back street in Cremorne.
It's on a residential side street with not a lot of traffic
Concrete bollards, high visibility with umbrellas trees etc. Unless there was an intentional terrorist attack would be hard for a car to cause damage or injury.
It's off the road completely
Large planter boxes create a strong barrier between traffic and customers
Concrete bollards, raised decking, fencing.
We are in a little-used side street that is a single lane and one way. Cars that do come down go very slowly and the size and positioning of the bollards stop any potential hazards.
Studies in Europe have long shown the passive safety impact of pedestrianised areas on traffic - drivers automatically slow and adjust to pedestrian presence. Additionally, our corner, long seen as a traffic danger by locals and council alike, has become safer with cars slowing moreso.
We have planter boxes on every side of our parklet and are on a side street so there isn't too much traffic
We have high visibility reflectors to ensure vehicles and bikes can see the parklet. The barriers that we have used are strong and we have provided safe places to cross the road with good visibility for cars, bikes and pedestrians.

### Somewhat safe

The concrete bollards have been hit twice (not serious - very low speed impacts by people doing U-turns in the street) all on occasions when we are not trading, so no risk to patrons and staff, but i think that even though they are huge covered in bright pink material they are in the blind spot when people u turn in the street - you can't help poor decisions by hasty/lazy people.
I think the council could provide some stronger barriers like the city of Melbourne has done. But blocks work pretty well though.

### To business owners without parklets: Have you experienced any challenges with our temporary parklets? If so, what were these challenges?

Yes, the challenge of being treated unfairly due to the objection to install a parklet, reducing significantly the business revenue.
Parking!!!!
Graffiti
None!
Retail is open during the daytime when the parklets are mostly empty. Our business has dropped off by 40% since the parklets were introduced. It's unlikely this is totally due to customers not being able to park easily, but it's no doubt contributing. Customers often tell us they have to be quick in the store because they're parked illegally, because there are no car parks available.
Our sales plateaued in November and December 2020 when compared to the corresponding months in 2019. We were anticipating stronger than usual sales months in November and



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December 2020 due to the end of S4 restrictions and the pent up consumer demand which seems to have largely flowed into hospitality businesses. The feedback we have received from customers is that it is noticeably harder to park in Gertrude Street and this has been reflected with our January 2021 sales being around 30% less than our long term January average over the past 10 years we have been trading at this location. Some customers just give up and head to shopping precinct locations where they find it easier to park and shop. It appears there may have been an increase in foot traffic at some periods of the day, noticeably mid morning to lunch time, where a younger demographic like to do brunch and/or lunch which involves an investment of say \$20-\$30 at a local Gertrude Street cafe. This demographic is unlikely to visit our store and expend say \$350-\$500 which is an average spend per customer. This younger demographic may walk into our store, 'do a lap' and then head straight out because our apparel is beyond their means to afford. We also note the parklet dining on the southern side of Gertrude Street are largely empty, especially during the morning and early afternoon, due to the heat and lack of shade and amenity. While we bear no ill will to the hospitality businesses who have been the biggest winners from the parklet dining experiment, we believe the focus of Council support - including the dubious 'People of Gertrude Street' group which has clearly targeted support of businesses who are known to the group founder - has been clearly weighted to hospitality businesses which has come at the expense of other non-hospitality businesses. We look forward to the removal of the temporary parklet dining in Gertrude Street by 31 March 2021 and do not support the re-introduction during the summer months of 2022.
Our part of Gertrude street is ineligible because it is a clear away. Poodle and Ends and Means are the only two businesses on Gertrude street that miss out.
We also have a Barbershop within our premises, and they have definitely made parking an issue for our mid week clients who come for 30 haircuts on their work breaks. The cafes don't necessarily need the extra space on a quiet Tuesday, but our customers with cars and short windows do...
Wellington st. they are set up and unused. it's for a minority not most ratepayers. access should rule. On Smith St Colloid no footpath should be used pedestrians get blocked. virus can spread
Leaving some car parks would have been better for us. Having cars backing into the blocks. Ugly pink and purple covers. Construction time it took for some business owners to get them finished.
Many businesses that have been allocated these parklets have not used them yet the bollards have remained in place and car spaces cannot be utilised
Seeing some blocked off for businesses that were then clearly not in use - feel that if you apply/ have it you should use it as intended or let it be a carpark space again.
We have been unable to create a parklet due to our adjacent car park space being designated as a clearway despite being right next to bollards on neighbouring restaurants parklet
None as yet.
The parklets are a physical menace as they monopolise more physical space than a vehicle taking up the same parking spot, the bollards are a grotesque colour that accentuates the dreadful shanty style backyard fit-out that has been permitted - they are an eyesore, a visual challenge
We share a building with a nightclub . They installed a parklet covering 3 spaces immediately adjacent to our ground floor business. We are a goods carrying business . Close parking is vital . We were never consulted . Worse though is they have been used about 5 times in 3 months with no patronage . Always empty and now that they are a proven commercial failure and mistake they just sit there a waste of space clogging the road . They are NEVER used . But no one will remove them .
Yes they are a terrible idea as they take away from customer parking
Negotiating the footpath needs improvement. Some hospitality premises have the road and the footpath covered in furniture so it's regularly difficult to Social Distance when passing pedestrians. The pedestrian width could be increased to solve this.
No, it works very well.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

Seating and umbrellas used for dining by the adjacent bar and restaurant have greatly diminished the visibility of my storefront to passing traffic or passing foot traffic on the opposite side of Smith St.
Lack of short term parking for businesses that are not hospitality.
Several of our service units have been in incidents with pedestrians and bikes around some parklets
Makes parking locally a little more challenging but the benefit far outweighs the inconvenience.
None
Not really..
Customers are finding it hard to park with the parklets there if they are being used that would be fine but the three businesses with parklets around us never have any customers using them so they are very redundant
no
Many if not most are using them for drinking only and for smoking, which was not the intention. I support the ones that are used for dining but not drinking and smoking additions to businesses.
I applied for one and was rejected despite having over 120 clients/day attend for food and essential services
I find it frustrating when I am in the car on business trying to find convenient car parking
no
None

### To business owners with parklets, have you experienced any challenges with your temporary parklet? If so, what were these challenges?

Some logistical issues with access to our business for deliveries & collections but nothing that can't be managed with a bit of pre planning.
The rain, would have been nice to have an extended awning or sails to stop the rain.
Graffiti
Sun shade
1. Graffiti - multiple occasions, spending time and money cleaning and painting over graffiti was very upsetting. 2. Moving furniture in and out of the shop to the parklet twice a day was an issue for OH&S. Particularly umbrellas. Otherwise a great experience!
Inability to provide heating in the area, and it hasn't been a particularly warm summer. It will also render the space basically unusable over winter. And your (City of Yarra) position/argument that it's unsafe to have heating in the area is absolutely ridiculous - if the area is appropriately fenced, it's no less safe than any other outdoor space adjacent to a road.
Cost - we had to take out a loan and spent over \$30,000.
No
The design was hard but the council has been great as well as the government
It took way too long to get approved (Two months) and I'm now just hoping I get to use our parklet properly.
None
No
closing the parklet at 11pm is difficult when we trade till 1am with significant reduction of inside allowed patrons
We have not experienced any challenges. Our customers are enjoying it. The locals love it. We have had no complaints. Great for the area!
Only challenges has been the weather. Not being allowed to install proper roofing has had us close with bad weather. It's been the worst and rainiest summer.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

No so far.
Heating and cover - we would like to invest more money in heating and permanent cover. However, have not been unable to do so due to the permit ending at the end of March. if the permit becomes permanent we will definitely invest in this area at our cost.
Not really
Getting neighbouring landlord to allow us to use space
Receiving deliveries has become slightly more problematic, however the benefits far outweigh the issues.
None. It has been one of the best things that has happened to our business and is a great dining area for our patrons. Under the tree, elevated off the ground it looks sensational for passers by and a great dining experience.
Lugging out the furniture in the morning, then lugging it back in at night! 😊
Graffiti
Trash collecting in gutter isn't being cleared, some (minimal) graffiti.
No major challenges, just graffiti as usual in the area, which we keep on top of.
As we haven't been sure that the space will be extended past march we have been hesitant to spend extra money on furniture, shade and lighting to create a more comfortable space. This has led to less use of the area in my opinion than if we had the security of having a more permanent set-up to invest in. I also feel that if we had the option of changing our outdoor to a non-food service area and allowing for smoking outside that we would be able to have guests stay on for longer and have an area to smoke and drink.
Council placing a time limit reducing our willingness to spend money on it, and to plan for the future. The most recent lockdown clearly demonstrates how outdoor space must remain going forward.
The approval process for our parklet took well over a month As we are on a hill and needed to install a deck to be able to utilise the parklet, we missed out on crucial income during that time and the chance to make the most of the cost of our parklet, it is very important to the survival of our business that we are able to keep our parklet
No challenges that cannot be tackled
Some issues with the bollards but Darren Borg kept up contact and kept trying to get the issue fixed asap. It was excellent service in a tough situation.

To businesses with parklets, what days of the week is your business open?

	Open		Closed	
	Count		Count	
Monday	21	51.2%	20	48.8%
Tuesday	34	82.9%	7	17.1%
Wednesday	42	97.7%	1	2.3%
Thursday	43	100.0%	0	0%
Friday	43	100.0%	0	0%
Saturday	43	100.0%	0	0%
Sunday	38	88.4%	5	11.6%



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Of the days your business is open, how often is your parklet used by customers?

Value	Percent	Count
More than 80% of the time we're open	62.00%	29
Between 60% and 80% of the time we're open	26.00%	12
Between 40% and 60% of the time we're open	9.00%	4
Between 20% and 40% of the time we're open	4.00%	2
Less than 20% of the time we're open	0%	0
Totals		47

To businesses without parklets, if the option was made available to your business type, would you consider applying for a parklet in the future?

Value	Percent	Count
Yes, on a temporary basis (during spring/summer months only)	14.00%	10
Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)	7.00%	5
Yes, on a permanent basis (year-round)	29.00%	20
No	50.00%	35
Totals		70

### Comments

Yes, on a temporary basis (during spring/summer months only)

Would you let me install it?
My business does not really apply here, but I think they are a good long term idea, particularly for Spring/Summer/Autumn. However, businesses should be charged accordingly for the extra space once the COVID-19 restrictions are no longer impacting their usual capacity.
To create a different atmosphere that doesn't come uniquely from the hospitality industry. To have fair access to benefits that are otherwise only for hospitality.
It increases the amenity of the neighborhood.

Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)

Footpath is wide enough anyway. Make them smaller so at least 2 parking bays are left free.
can't see my clients

Yes, on a permanent basis (year-round)

I have ticked that we do not have a parklet as such, but extended footpath trading - Lot's of positive comments from customers
Permanent or during spring/summer would be amazing
The additional seating area would add significantly to the vibe of our bar and also allow us to make up some of the capacity we have lost under covid restrictions
Customers vs cars? It's a no brainer. We want customers! Parklets would also be great for pop-up performances, fashion shows etc.
Because enriching the area and thereby assisting small business after such a difficult & challenging time is far more important than car parking.

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They are a great idea and help expand outdoor areas, activate public spaces
I have limited indoor dining space and the opportunity to allow customers to be seated safely and enjoy the atmosphere of the area would be most welcome.
Cars are coffins

### No

It would be good for council to find a balance between hospitality and retail. Especially in areas where hospitality is in abundance around retail. Maybe consider a density, and once that density has been allocated, late-applying businesses miss out?
Less appropriate for our business, but strongly feel increased outdoor dining adds value to the community and a permanent option should be considered.
We are not a hospitality business and have no use for a parklet dining space.
Impedes traffic movement.supports virus spread .waiters have little regard for pedestrians
Not all businesses have access to these parklets
We currently have the use of our own private land ( carpark) which is a bigger area
Why would anyone want to sit in full sun on the bitumen with trams, ambos, police vehicles thundering by, not three metres away
My business does not require one. However, I absolutely love seeing them! I hope they stay permanently! It brings so many people into the area!!
They take away parking spots
My business gains nothing from having the adjacent businesses trading in-front of my store. I was willing to help my neighbours when restrictions ment they Had greatly reduced patron capacity inside their venues but think it would negatively impact my business for it to become a permanent arrangement.
Covid is mostly contained. Hospo have had their help. Now Balanace it out and Help the other businesses return to normal trade.
They do nothing to improve our business
I don't think it really applies to me in some ways... see below for further response However I'm not against having one if were applicable
Don't need one
Not applicable
We are a take away kebab shop so our customers prefer take aways , we have few tables outside so they are enough for us for now.
I dont need one but I would like to see car speeds restrictd in the mll streets of CREMORNE
it would clash with our smoking area
Totally inappropriate for our business.
Not relevant for my business however I am happy for others to have them
My business is professional services, not requiring a parklet

### Did not answer

NA but would support staying for hospo venues
---

To businesses with parklets, if we ran a similar initiative in the future, would you apply for a parklet again?

Value	Percent	Count
Yes, on a temporary basis (during spring/summer months only)	11.00%	5

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Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)	2.30%	1
Yes, on a permanent basis (year-round)	87.00%	41
No	0%	0
Totals		47

### Comments

#### Yes, on a temporary basis (during spring/summer months only)

We'd love to offer the space year round, however your current position of not allowing heating in the area (which does not make any sense) renders the space effectively useless over the winter months. COVID isn't going away, this is something we have to live with now, and we need to adapt the way we live. The parklet's have been a wonderful initiative for businesses and for the neighbourhood. It should also be a year round initiative – what do you expect businesses to do with all the infrastructure/furniture they've invested in if you remove the parklets? Many businesses invested their own money to make these spaces operational. Many would not have the space to store this additional furniture/infrastructure over winter without being able to place them out. Taking this away from businesses is penalising them when it's still an incredibly tough environment out there, and so fragile. We know it's safer to be outside, why not promote this?

We have limited need for outdoor space in the cooler months; if we can keep the expanded footpath area (in front of neighbours buildings) we can do without the parklet April - October. This will depend on capacity limits, and if we are locked down again!

#### Yes, on a temporary basis (only if COVID-19 restrictions limit capacity in my business)

Money is still very tight from no income for most of 2020 so we couldn't afford it all year round yet.

#### Yes, on a permanent basis (year-round)

Customer feedback alone is enough

Increased sales, the pandemic is not over and won't be over instantly on 31st March, so I would feel safer having customers outdoors rather than crammed inside. There has been a huge increase of sales revenue for us because previously we didn't have enough capacity to cater for everyone.

Street trading adds atmosphere to the area

We spent significant amount of money to set up decking that was safe and enjoyable for our customers and also safe for our staff to serve. To gain a return on this investment, we would like to use it all year. Our design was modelled on some of the restaurants in Lygon St, Carlton, that have dining year round.

People love sitting outside and socialising in their community. Its a great space to be able to offer our customers in addition to our indoor space. It is in use all the time we are open and on any day that isn't raining is often in much higher higher demand than our in door space

It has really helped my small bar. In revenue, street frontage and is just a great community drive. At Bad Frankie we pride ourselves on being a positive part of the community and having street present help create that environment.

Because it's the only way I can keep the business alive and pay all employees.

The vibes are very positive!! Customers love it, we love it!!! Why not?!!?

I think all the above information answers this well. There are no negative effects in our case. No surrounding businesses are impacted and it adds to the quality and feel of the street.

It is making such great use of the space. The area feels much more vibrant with all of the outdoor dining. Like a European city. People come on bikes or with their dogs to enjoy a meal in the fresh

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air. We really appreciate the council taking the initiative to make it happen, and hope it is here to stay....
We honestly believe this is the future of drinking and dining. Would happily pay annual fees to keep this ongoing all year round.
Because of positive impacts mentioned above
People are loving the vibe out there, some prefer outdoor dining.
Reasons above - has been a game changer.
Because is safe than have people sitting on footpath.
Nowhere to store the infrastructure
It's a great addition to our business and to the area. Makes a great sense of community as we share it with our neighbouring businesses.
beautifies and cleans up the suburb, provides a social presence in troubled drug areas, allows safe trading during COVID, allows greening of the city
We built a deck on our parklet and have been able to increase our capacity by 50% which he intern meant increasing our staff and revenue, our customers love having the outdoor space to sit as many of the apartments in the area don't have outdoor space it has also reduce the wait for a table
We have a very special space as our Parklet faces the park.. We have taken 2 car spaces which was unrestricted parking, in which has very minor impact for parking.. We would very much like to keep it as we have spent over \$30,000 on building and lighting, furnishing it...
It adds an extra element to our business and helps provide more flexibility in seating arrangements.

To businesses with parklets, how much would you be willing to pay (per month) to retain your temporary parklet?

Response	Count
\$0	42.00%
\$500	44.00%
\$1,000	7.00%
\$1,500	2.00%
\$2,000	2.00%
\$5,000	2.00%

To businesses without parklets, how much would you be willing to pay (per month) for a temporary parklet?

Response	Count
\$0	44.00%
\$500	28.00%
\$1,000	13.00%
\$1,500	9.00%
\$2,000	3.00%
\$10,000	3.00%

Any additional feedback?

Treat businesses fairly, it is just not right the way council has approached this situation.

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We currently pay \$1000-1200 for our original street dining & have doubled it, so would expect approx double the charge (The above scale does not have a small enough increment for our situation)
Please remove them all.
\$250 per month
If the business has successfully shown that they can use the space without causing interruption to others I find it hard to see the need for charging fees for the space especially in the current climate. The businesses that have this opportunity and have taken it up will need this to be a longer term solution if they are ever going to recover fully. The addition of these spaces has given many streets a much brighter look and also I feel has made people more aware of what is in their neighbourhood.
There are businesses around me who already have abundant outdoor dining areas. For example, The Fitz and Nicos are both on the Brunswick/Kerr St intersections. Both have already very large footpath dining permits. The Fitz didn't use any parklets, I imagine because they don't need them. Which is considerate of them. Whereas Nicos have the same sized permit area. And they also took 3 x 15min car parks. Which they don't actually need. They don't currently use all of their permanent allocated space. But my business, and the photo shop business above me, have nowhere for our customers to conveniently park. The Evelyn across the road, again, have the same outdoor area. They've got 3 parks for parklets but they have never used any of them. Ever. What I would encourage is that after this round is that Yarra consider there are other businesses other than hospitality who rely on the parking spaces. Now that covid is somewhat contained, I encourage Yarra Council to scrutinise the applications for parklets more. Give them to businesses who need them, because they don't have an alternative. Don't give them to businesses who already have outdoor dining areas. And help the other businesses who bring daytime activity to high street areas and who contribute in many ways to building community.
While the parklet dining has been introduced to support hospitality businesses in the City of Yarra, it appears that non-hospitality businesses, which were also forced to close and lost significant income during the various lockdown periods, have largely been ignored by Council. Very little support and/or consultation for non-hospitality businesses has been offered. This is very disappointing as precincts such as Gertrude Street need more than just cafes and restaurants to be doing well to maintain a diverse and appealing retail offer. With landlords looking for increased yields from their properties, there have been many businesses which have not been able to survive as is currently demonstrated by the high number of vacant shopfronts along Gertrude Street.
We would be happy to pay annual fees to keep the parklet given we invested \$40,000 building it, we are also wanting to recover from restricted trading in 2020 and recoup the parklet investment. 2021 entire year should be marked as an economic recovery year for businesses especially with Jobkeeper support ending and rent deferrals being due, taking down the Parklets prematurely does not make a whole lot of sense given the pandemic is still ongoing and will not just go away on March 31st we need to still be mindful of social distancing and precautionary measure to stop the spread of the virus, vaccines are not a cure just an extra barrier of protection as is outdoor dining spaces, contact tracing and QR code check ins, this should all continue until at least the virus is less lethal and less rampant in return travellers. Vaccine delays could also be a contributing factor, it would be devastating if a new mutant strain developed that resisted the vaccines and we had an outbreak again and all the Parklets were removed.
I'd say \$250 per month. Rents are high as are rates. Keep trading local
Park let pricing should be the same as outdoor seating permits, by the amount of tables chairs etc
Thank you for your support!! We would love to keep the parklet whilst social distancing is still enforced. Staying in business would be almost impossible without it which is evident when looking around the city. I consider ourselves to be very lucky and fortunate to have the opportunity to use the space. We are all very grateful.

## Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report 19 Feb 2021

I can't answer your question on how much we would pay to retain the parklet, as your sliding scale doesn't allow for enough flexibility with cost (increments of \$500 only), and you are not giving me any indication of what 'retaining' the space looks like - e.g. is it permanently/seasonally? Is it under the same conditions it was initially offered or do you propose to make changes? Allowing heaters for example? It really should just be an extension of our current footpath trading permits - you could do a lot more to support local business in the area.
From my perspective, this parklet has saved my business. It has been warmly received by the community with over 300 customers signing a petition to keep the parklet as a permanent arrangement. The decking that we put in place was only "Stage One" of our plans - in the future if we are granted a permanent permit, we would look to extend the decking, plant some trees for added greenery and a vertical herb garden for the cafe and community on the outside wall. We would even extend our opening hours to include dinner and apply for a liquor license. From the difficulties of COVID, this parklet has been the one true positive for our business.
Regarding the above payment figure. This should be charged relative to the size and location of the parklet, based on the going rate for commercial property p/sqm in the area.
The parklet has not increased our earnings but supported us during the limited capacity and given small businesses an option to keep our doors open.
As a new business the parklets have kept us alive and viable. Without them the new indoor social distancing mandates would have seen us shut our doors for good. People love the space and feel safe out there. Coming back into flu season its fantastic to be able to offer our customers a much safer dining experience
Parklets should continue indefinitely whilst current restrictions are in place. There after business should have the option to keep permanently in consultation with council and the community on a case by case basis.
Moving out of Yarra after 120 years.rate money not being used in hard times wisely.look at bridge rd.swan st.many ghettos not worth going to.cant manufacture in a city with little support
Zero payment if for COVID reasons. Some councils supplied the parklet's and created a much nicer uniform look. The massive ugly pink and purple giant blocks were awful, and hard to make part of the design and took up useful space. Some businesses (Neighbourhood wine bar) to just name one, have not even yet completed theirs and yet the parking in Reid st was taken up since November. Other councils tendered it out and got it safe, unified and installed quickly. The Yarra COVID business grants could have been spent on these, especially since the grant 'winners' have had very little impact in what I have seen. What plans do businesses have for the materials when not is use. Landfill? Storage with costs?? The bin? Upcycle ? Recycle? Can the council store? What is happening to the concrete blocks ? Seems like no one I speak to has an 'exit' plan for all this material.
It greatly disadvantages businesses that don't have access to these additional spaces . But for those fortunate to have access it's a great option
Thank you so much for the opportunity for having the park let. It has been fantastic though this time.
I placed 500 per month as that is the lowest fee it would let me choose but no hospo buisness could afford that. Maybe \$1000 per year.
I'm sure I'd be willing to pay more than \$500/month in the future. But we are still a new business and struggling.
From what I have observed the vast majority of temporary parklets are extremely underused so I would wonder why they would be considered as a more permanent addition. The funding fod these as grantsfrom council could have been better used I think. Also, the introduction of these more permanently would be an unfair and anti competitive advantage for those businesses that have them over venues that cannot because of where they are located, in addition to those that have spent large amounts of money on permanent outdoor spaces within their own premises.

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Also, there seems to be some concern from residents that the process for allowing these have been rushed and that many residents have not been properly consulted.
From what I have observed the vast majority of temporary parklets are extremely underused so I would wonder why they would be considered as a more permanent addition. Also, the introduction of these more permanently would be an unfair and anti competitive advantage for those businesses that have them over venues that cannot because of where they are located, in addition to those that have spent large amounts of money on permanent outdoor spaces within their own premises. Also, there seems to be some concern from residents that the process for allowing these have been rushed and that many residents have not been properly consulted.
Perhaps \$100 per month would be a more reasonable figure if it becomes necessary to charge for parklets. \$500 is not viable
The council should have stipulated right from the start that the parklets had to be used day and night, and required those businesses to install furniture within two weeks of the placing of the bollards, and place furniture in that area every day. A far more attractive proposition would have been to plant mature trees on the street instead of dumping those lurid obstacles on the road, and providing a graffiti removal service to traders who have been vandalised. Oh, and some more parking to compensate for the parklets ... but then, the parking issue has been festering for three decades - instead of making it easier, you have exacerbated it by favouring a select few - how ironic
This is a scheme that started with good intentions but its in the main a flop . Most spaces are underutilised or not utilised at all . Glamorama , the Evelyn Hotel being two. They negatively impact on daytime retail businesses such as ours and if the scheme is to be continued wider impacts must be considered , use it or lose it must apply and parklets should only be granted to businesses who comply with this . And finally please remove the parklets in Leicester st ASAP . Before the 31st of march . There is no rational reason to keep them as they are NEVER used .
It helps the business so much. People in the area love it as well. It provides the piece of mind for the diners and creates great vibes in the neighbourhood.. Thanks for the support
We were planning on using our large parklet space as a local produce pop up market on the weekends from beginning of March through to Winter as we were under the impression the parklets on Gertrude St were going to be permanent hence we spent a lot of funds on this already. It is a great space that the locals love!
I don't feel we should have to pay to keep these spaces permanently. We already pay so much in BAS and we are doing a service to our community and city by providing these outdoor spaces increasing the attraction for dining in and visiting Melbourne city.
Make them permanent! They're great!
Thanks for taking the time to read my thoughts. Hospitality is such a vital sector of the City of Yarra. We hope that it continues to thrive in the future :)
It is a terrible idea for Nicholson Street
Most Parklets are empty most of the time. Many of these businesses trade limited days and hours. Perhaps we need to look at shared parklets rather than one each for cafes and bars? A balance needs to be struck somehow so all residents and all traders have amenity. (Ps: I wouldn't pay 500 dollars but the question above only gave 500 as the minimum)
\$400
I'm more than happy having my neighbouring businesses trade in front of my store while they are only allowed reduced patrons inside their businesses. But don't think it's reasonable for them to continue trading on the street in front of other businesses or in other businesses' footpath trading zones when they can trade at full capacity inside their own business premises again.
I understand why the Parklets were implemented. Hospos had a terrible time during covid. But they've had that help/assistance and now it's time to help other businesses return to normal trade. Customers are all shopping online. We need to get customers back into the streets and shopping with their feet. We're hurting too. Thanks.



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As I said above, we'd love to keep this and add a more permanent roof option.
I would be willing to cover the cost of the revenue usually generated from the parking fees. Also if you're worried about losing some car parking spaces why not build another level on top of the current parking area above Woolworths?
We won't be able to afford it till 2022
As mentioned above if it became a permanent permit we would love to invest in making this space a permanent extension of the restaurant.
It helps to make our side road trading inviting to customers to use.
We are Sonsa markets on smith street not south of Johnson but there was no Sonsa markets available when choosing our business
If I could pay less than \$500 that would be great.
Should be a free service due to capacity restrictions during covid
Many of the businesses given parklets only operate at night taking away parking from many businesses operating during the day
this is not applicable to me as I am an adjoining business but if it assisted my neighbours I would be willing to pay a small levy to help this happen.
Important for community to see people enjoying life, creates an uplifting and friendly energy
I don't think a parklet really applies to my business as my business is not at street level and it's a shared office building so it would have to work in with all the other tenants/businesses.
I think less cars and more outdoor space is important going forward. The park let's should be made more permanent or at least given an opportunity to stay installed for another 12 months.
Nothing until we have indoor restrictions. After that it's fair we'll be charge as footpath trading.
I would be willing to pay a fee in line with the current licensing fees, but not more than a few hundred dollars a year
Council should evaluate the capacity of the businesses that have applied for a parklet. If they are not being used they should be removed
I would be willing to pay up to \$500 per month for a parklet.
We think they are great. Less cars, more people. Much better
Time to get back to an even playing field based on the rent you pay.
It would need to have sufficient value in set up to pay any more.
sorry we attempt for profit charity
I think it is great having these parklets available to businesses, even if I do find parking places hard to find. It is good to see people out and about relaxed and enjoying themselves after the COVID restrictions were lifted.
If you are looking to attract amazing businesses and ensure CoY is one of the greatest LGAs to live in, why would want to charge for this? Stop moving "traffic management" instruments around endlessly and use the money saved to fund this program.
Go Yarra
I think they are a great initiative and a great way to help business and generate good community vibes
This should be free - if you are not providing assistance in the construction and maintenance, then no fee should apply. Think about it realistically - traders are adding value to the municipality, and by extension, the rates and house prices in the area. the nicer the suburb, the more all members of the community benefit.
It would mean so much to our business if we could keep our parklet, we've been a business in Yarra council for 10 years and have seen Collingwood transform, this year has been a very difficult one for our business and we appreciate everything Yarra council has done to assist and hope you will strongly consider allowing us to retain our parklet long term



**Attachment 4 - Attachment 4 - Verbatim comments Business owner parklet feedback report  
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Although my business doesn't have the need for a parklet (and probably hinders parking availability for my customers), I prefer having permanent parklets for the positives they create in our community.

I'm not sure how much we could afford to pay for the parklet during winter especially due to restrictions on heaters and covers as I'm not sure how much use we will get from them. I would however like to continue to use it and have it as a part of our business. In summer \$500 would be a fair price for our parklets per month.

## 8.4 Rating Hardship Report

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<b>Reference</b>	D21/16076
<b>Author</b>	Wei Chen - Acting Chief Financial Officer
<b>Authoriser</b>	Director Corporate, Business and Finance

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### Purpose

1. To report on the creation and implementation of Council's COVID-19 Financial Hardship Policy and its impact on the community.

### Critical analysis

#### History and background

2. Council has always had a Rates Financial Hardship policy to provide support for ratepayers when they experience financial hardship. When the impact of COVID-19 was becoming apparent, Council promptly developed a COVID-19 specific financial hardship policy in March 2020 as part of Yarra's Economic and Community Support Package. Both policies are attached to this report.
3. The Revenue team worked closely with Access Yarra and Communications to create a portal on Council's website, specifically for the intake of COVID-19 financial hardship applications.
4. The portal has streamlined the application process as much as possible by collecting relevant information from the initial submission.
5. Ratepayers who enquire by phone are guided to Council's website for electronic applications or may apply in writing if they do not have access to the internet. A form was further developed by the Coordinator Revenue Services for such instances that reflects the same process as the portal application.
6. The policy, portal, form and agreed process for managing applications were goals that required staff to work together from different departments with great urgency and were completed and functioning within a few weeks of the COVID-19 outbreak occurring in Victoria.
7. Additionally, new methods of tracking and managing hardship applications and arrangement were swiftly developed in Council's corporate systems. This allowed the continual analysis of data such as whether the number of new applications correlated to the COVID-19 wave outbreaks (which was the most common requested relief type) and whether ratepayers were making payment when agreed.

### Discussion

#### Relief Options

8. The COVID-19 Hardship policy provides multiple relief mechanisms for ratepayers including arrangements, deferrals and waivers:
  - (a) **Arrangements** allow for the payment of the rates instalments in smaller amounts, on a basis that best suits the ratepayer such as monthly, weekly or fortnightly. By breaking the instalment payment into smaller parts, the payment schedule is more manageable for the ratepayer and assists in keeping the account up to date. The payment schedule is adaptable to suit the availability of funds for the ratepayer and can be paid early or have other flexibility built in as needed. An arrangement can also be a short-term extension of time to pay instalments;

- (b) **Deferrals** move the due date of the instalment or instalments to an agreed date between Council and the ratepayer. Applications for deferral often requested that payment for the 2020/21 year be extended to 31 March 2021 or 30 June 2021. Deferrals give relief in that instalment notices reminding the ratepayer of the amount due are not constantly being received and creating stress for the ratepayer. The ratepayer can be confident that Council does not expect payment until the agreed date and can plan accordingly;
- (c) **Waiver** of rates results in the removal of the amount waived from the rate account. These funds are no longer payable to Council at all; and
- (d) **Interest** is being held for the period of 16 March 2020 to 30 June 2021 in accordance with the policy. Therefore, no interest has been applied for late or non-payment for this period.

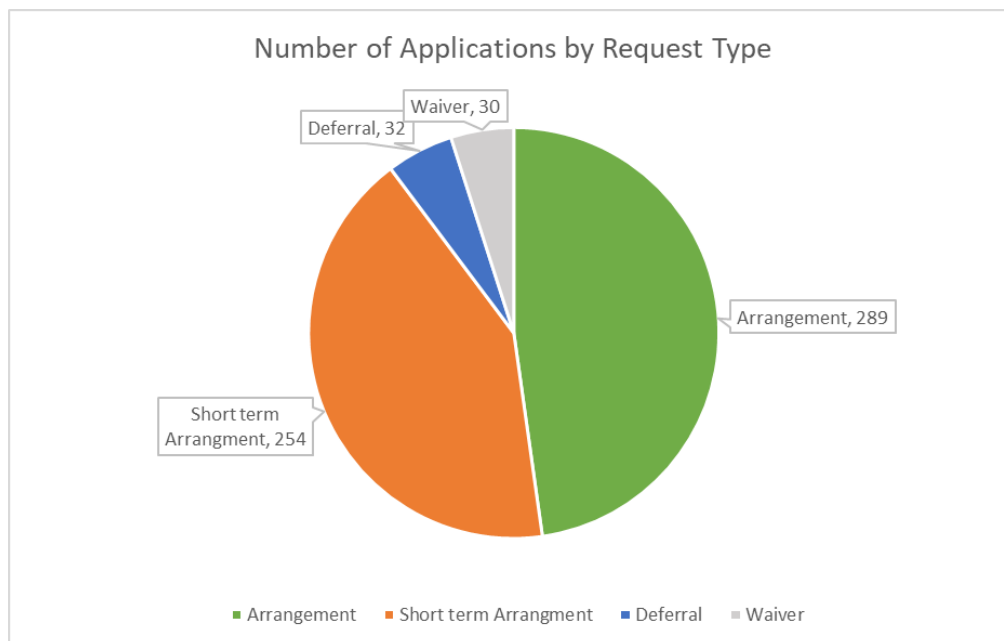
#### Criteria

- 9. Council cannot define strict criteria of eligibility as each applicants' circumstances are unique. Ratepayers who are applying for hardship consideration are varied and include self-funded retirees, real estate agents, business owners, families or first homeowners and more.
- 10. However, the stipulation for providing rates waivers to applicants is they must be experiencing extreme financial hardship as a result of COVID19. Each application is assessed on its own merit. Council requests information such as whether Job Keeper or Job Seeker has been applied for and/or granted, or whether the State Revenue Office has provided a reduction in Land Tax due to hardship.
- 11. Where this information is not available, further detail is requested with sensitivity to the applicants' situation.
- 12. The initial assessment and discussion with applicants allowed the Revenue Team to be effective in delivering tailored and flexible relief to ratepayers. Over 95% of requests were approved based on the initial application.
- 13. Most arrangements, deferrals and interest waiver applications are handled by the Revenue team. These are dealt with in a set manner of escalation based on the application. The policy allows the Revenue team to approve arrangements for within the current financial year.

#### Current status

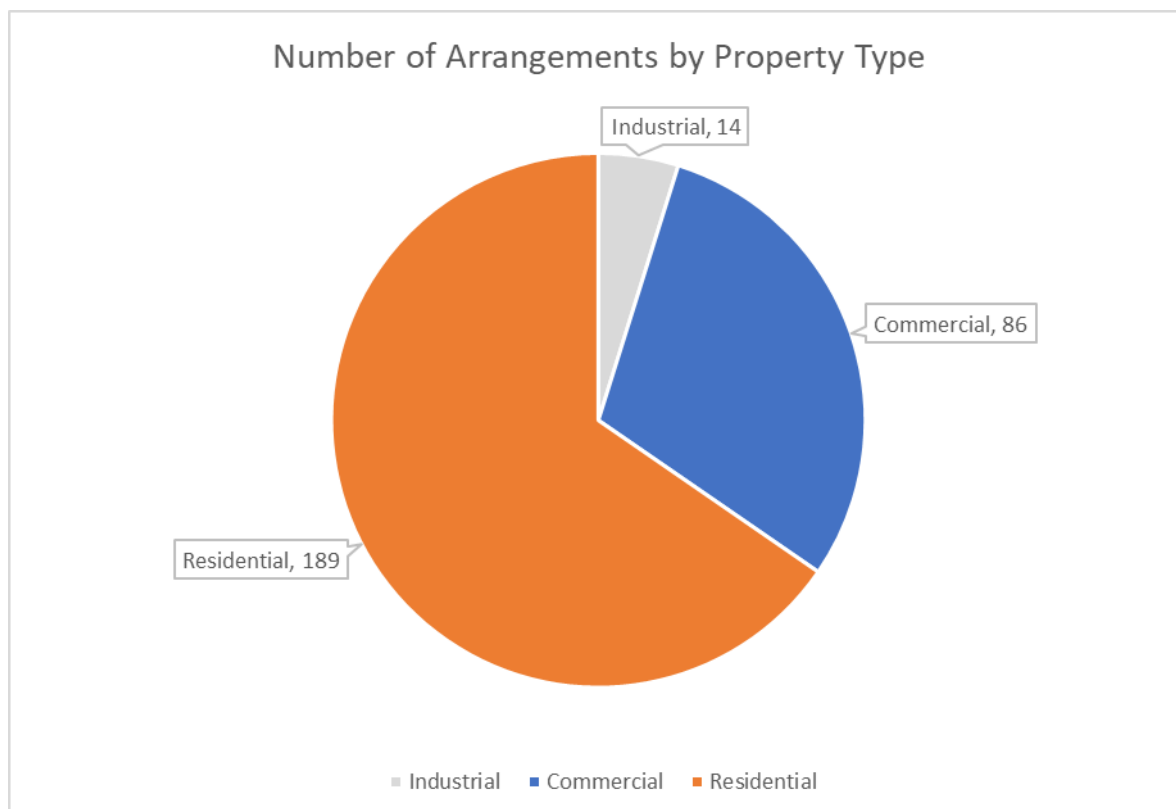
- 14. The Revenue Team have fielded over 600 enquiries for relief. This includes over 60 applications for deferral or waiver, approximately 300 extended arrangements and 250 short term arrangements. Chart 1 indicates the number of applications by request type.

Chart 1



15. The majority of applications for extended arrangements have been received from ratepayers for residential and commercial properties. Chart 2 indicates the number of extended arrangements by property type.

Chart 2



16. Feedback from Yarra ratepayers have been overwhelmingly positive when communicating with Revenue staff. For example, ratepayers have emailed in response to Council's support of their applications stating:

*"We appreciate all your efforts and help during the current climate - it is something that will not be forgotten or understated"*

*"I can't thank you enough- this has made a major impact in helping us to cope! Our appreciation goes beyond words!"*

*"Thank you for working through this request. It has and continues to be of great assistance."*

17. All applications for arrangements, deferral and waiver requests processed to date have been approved within the COVID-19 period.

#### Assistance to Renters

18. Council does not hold and is not advised of tenant/renter information. We cannot support tenants directly as rental agreements are private matters between tenant, landlord and managing agent. Council has no legal ability to be involved in private lease agreements and does not have the resources to maintain a tenant database.
19. However, to assist tenants as much as possible, Council is providing deferral or waiver relief for landlords who are providing rent relief to their tenants, on approval of application.
20. Additionally, the State Government has provided temporary legislation supporting tenants by giving them the following rights:
- (a) tenants can negotiate temporary rent reductions with their landlords without being required to repay any difference between the agreed amount and pre-COVID19 amount;
  - (b) tenants can apply for a DHHS rent relief grant of up to \$3000 if they are experiencing financial hardship during COVID-19; and
  - (c) tenants cannot have rent increased, be blacklisted, or be evicted between 29 March 2020 and (currently extended to) 28 March 2021.
21. The State Government has also provided land tax reductions through the State Revenue Office. Assisting landlords in keeping their costs down minimises the impact of rental income decrease and consequently alleviate pressure on tenants.

#### Next steps

22. The hardship policy will continue being promoted on the rates instalment notices and Council's website.
23. In addition, the Revenue team is planning on launching a project next month to contact ratepayers who have not made any payment nor contacted council in 2020/21. Revenue staff receive enquiries regularly from ratepayers in distress during non-COVID years and understand that being in financial hardship is often a difficult topic for ratepayers to approach and discuss.
24. Therefore, the team will undertake this project to reach out to ratepayers who can potentially take advantage of the COVID-19 Financial Hardship Policy but may have been reluctant to approach Council in the first instance. It is the goal of the Revenue team to ensure that support is provided to all community members who need it.
25. The COVID-19 Financial Hardship Policy places Council in a position to be able to provide continual and further support to ratepayers as the pandemic continues.
26. The Ombudsman's office is conducting an investigation into how local councils are responding to ratepayers in financial hardship. The investigation is expected to be completed in the first half of 2021. Council anticipates a positive outcome of the investigation and any recommendations put forth by the Ombudsman's office will be welcomed.

#### Options

27. N/A

## Community and stakeholder engagement

28. Council will continue to consult with the community and other stakeholders with regards to this policy.

## Policy analysis

### Alignment to Council Plan

29. N/A

### Climate emergency and sustainability implications

30. N/A

### Community and social implications

31. This policy provides direct support to the community through rates relief and has a positive impact on community welfare.

### Economic development implications

32. N/A

### Human rights and gender equity implications

33. N/A

## Operational analysis

### Financial and resource impacts

34. Council has resolved to forgo up to \$2.0m across a 16 month period by way of waived interest charges, payment deferrals and waivers; as a component of its Covid-19 Relief Package.

### Legal Implications

35. N/A

## Conclusion

36. Yarra has implemented a COVID-19 hardship policy to provide focussed relief for ratepayers in hardship. The feedback from the community has been positive and Yarra will continue to reach out to ratepayers in need to discuss their situation.

## RECOMMENDATION

1. That Council notes this report on Rating Hardship.

## Attachments

- 1[1](#) COVID19 Financial Hardship Policy  
2[2](#) Yarra Rates Hardship Policy

## Attachment 1 - COVID19 Financial Hardship Policy



## COVID-19 Financial Hardship Policy

<b>Title</b>	<b>COVID-19 Financial Hardship Policy</b>
<b>Description</b>	Provide financial relief to individuals and business who need assistance from the impacts of the Coronavirus Pandemic. The policy aims to provide ratepayers and service users with a clear and transparent understanding of options and assistance available if currently experiencing financial hardship due to the pandemic.
<b>Category</b>	Finance
<b>Type</b>	Policy
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Diarmuid McAlary
<b>Approval date</b>	2 April 2020
<b>Review cycle</b>	
<b>Review date</b>	30 June 2021 or earlier
<b>Document Reference (Trim)</b>	
<b>Human Rights compatibility</b>	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

### 1. Purpose

The purpose of this COVID-19 Financial Hardship Policy is to provide Council with a policy framework to provide financial relief to individuals and business who need assistance from the impacts of the Coronavirus Pandemic. The policy aims to provide ratepayers and service users with a clear and transparent understanding of options and assistance available if currently experiencing financial hardship due to the pandemic.

### 2. Context

The Coronavirus disease (COVID-19) is a new virus that can cause an infection in people, including a severe respiratory illness. COVID-19 spreads through close contact with an infected person, mostly via face to face contact.

COVID-19 was declared a global pandemic on the 11th March 2020 and a State of Emergency was declared in Victoria on the 16th March 2020.

Rates income is a secure and reliable source of revenue that Council uses to deliver services to the community. In times of crises it is important to remember that Council still requires cashflow to deliver critical services to the community, however, it is also recognised that the COVID-19 pandemic will cause significant financial hardship for members of the community and Council can in certain circumstances provide assistance.

#### 2.1. Alignment

The policy aligns with Yarra City Council's Debtor Management Policy

## Attachment 1 - COVID19 Financial Hardship Policy



## COVID-19 Financial Hardship Policy

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### 2.2. Organisational Context

- *Local Government Act 1989*
- Yarra City Council Plan 2017-21
- *Victorian Charter of Human Rights and Responsibilities Act 2006*

### 3. Objectives

To provide direction to Council's Officers when collecting and providing for debts owed to Council and to ensure Council takes into consideration the financial hardship of debtors caused by COVID-19. Council will provide assistance to those in financial hardship in accordance with the *Local Government Act 1989*, while ensuring it does not jeopardise the funding of its operations.

The policy will be guided by the principles of transparency, efficiency, capacity to pay and equity by treating all debtors consistently and in a fair manner.

### 4. Policy details

#### 4.1. Financial Hardship

Financial hardship is a circumstance of experiencing a lack of financial means, which may be either ongoing or temporary. This policy is to address temporary financial hardship due to impacts of COVID-19.

#### 4.2. Payment plan and interest hold

The total deferral of all financial responsibilities due to an event can cause a secondary bout of financial stress when the event has concluded, and bills are owed. Councils aim is to provide assistance to ratepayers through the COVID-19 event without creating additional financial stress when the pandemic has been resolved.

Council will encourage those ratepayers and service users experiencing hardship to set up a payment plan with Council tailored specifically to the ratepayers needs to reduce the amount of debt owing after the pandemic. Council will hold interest on debt accumulated during the COVID-19 pandemic. The interest hold will begin from the declaration of the State of Emergency, 16 March 2020, until the 30 June 2021 to allow ample time for the debt to be paid without interest. If any debt is still outstanding at 1 July 2021, Councils Rates Financial Hardship Policy will apply.

#### 4.3. Rates deferral and interest hold

If the ratepayer or service user is unable to enter in to a payment plan, Council will defer the debt accumulated during the COVID-19 pandemic and will hold interest on this debt from the declaration of the State of Emergency, 16 March 2020, until the 30 June 2021 to allow ample time for the debt to be paid without interest. If any debt is still outstanding at 1 July 2021, Councils Debtor Management (including Financial Hardship) Policy will apply.



## Attachment 1 - COVID19 Financial Hardship Policy



## COVID-19 Financial Hardship Policy

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### 4.4. Debt recovery

Council will make a reasonable attempt to contact a customer about their overdue account. This may include a reminder letter, account statement, email or phone call.

During the COVID-19 pandemic, Council will hold off on all legal action for the collection of rates and charges. This does not include legal action to recover the payment of fines.

The debtor will be liable for all legal costs incurred by Council in the debt collection process.

### 5. Monitoring, evaluation and review

Council officers will monitor Councils cashflow position and will include this report in the monthly finance paper to Council.

This Policy will be reviewed when the State of Emergency is lifted or if Councils cashflow position is threatening to be compromised.

### 6. Definitions

Term	Definition
Council	Yarra City Council, being a body corporate constituted as a municipal Council under the <i>Local Government Act 1989</i>
Debt	Debt is the amount (of money) owed by a debtor as a result of a transaction with Council.
Debtor	Debtor refers to the individual, organisation or other party that owes a debt as a result of a transaction with Council.
Ratepayer	Is the occupier of any rateable property who is liable to pay rates. This maybe the property owner or a tenant who under the lease agreement is liable to pay rates.

### 7. Related Documents

Yarra City Council Debtor Management Policy

## Attachment 2 - Yarra Rates Hardship Policy

# POLICY

Name:	<b>Rates Financial Hardship Policy</b>
Functional Area:	Corporate Services / Rates
Policy No:	
File No:	01/03/02
Topic:	Refund, deferment or waiver of rates, charges and/or interest
Approved by:	Council
Date Approved:	22 <sup>nd</sup> November 2000
Version:	One

### 1. PURPOSE

The purpose of this Policy is to provide ratepayers with the opportunity to apply for deferment of rates, charges and interest on the grounds of financial hardship, in accordance with Section 170 of the Local Government Act 1989.

### 2. LOCAL GOVERNMENT ACT

Council has the power to defer rates, charges and interest imposed for late payment under Section 170 of the Local Government Act 1989.

#### S170 Deferred Payment

- (1) A Council may defer in whole or in part the payment by a person of any rate or charge which is due and payable for a specified period and subject to any conditions determined by the Council if it considers that an application by that person shows that the payment would cause hardship to the person.

## Attachment 2 - Yarra Rates Hardship Policy

### Rates Financial Hardship Policy

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### 3. DEFINITIONS

"Financial Hardship"	means that the ratepayer is unable to pay the outstanding rate or charge due to any adverse financial situation.
"Compassionate Grounds"	means short term circumstances of a compassionate nature that if deferment of payment was not granted would lead to a situation of financial hardship.
"Necessitous Circumstances"	means circumstances beyond the control of the ratepayer that makes the payment of rates or charges impractical on a short-term basis only.

### 4. RESPONSIBILITY

The Officers responsible for administration of this Policy are the Co-ordinator of Revenue Management and Financial and Crisis Counselling Officers.

### 5. APPLICATION ON THE GROUNDS OF FINANCIAL HARDSHIP, COMPASSION OR NECESSITOUS CIRCUMSTANCES

- 5.1 Ratepayers seeking refund or deferment or waiver from payment of rates, charges or interest on the grounds of financial hardship, compassion or necessitous circumstances must apply in writing and provide relevant information to substantiate their request. Applications must be in writing, however, an application form will be available for this purpose, if required by the Ratepayer.
- 5.2 Ratepayers may be required to provide further information.
- 5.3 Ratepayers may be required to verify the information provided.
- 5.4 Applications for deferment or waivers shall be considered on the basis of, but not limited to:-
  - Financial Hardship
  - Compassionate grounds
  - Necessitous circumstances.

### 6. PROCESS FOR DEALING WITH APPLICATIONS

## Attachment 2 - Yarra Rates Hardship Policy

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### Rates Financial Hardship Policy

- 6.1 When an application is received, the Manager, Community Services will make arrangements for the Applicant to visit an independent Financial Counsellor. This appointment will be co-ordinated by the Manager, Community Services at a time and venue most appropriate for the Applicant.
- 6.3 The Financial Counsellor will assess the application to determine the level of financial hardship the Applicant is experiencing or is likely to experience if the application to defer rates, charges and interest was not granted.
- 6.4 The Financial Counsellor will provide a written recommendation to Council's Co-ordinator of Revenue Management. The written report will only include information that the Applicant has approved for inclusion and will not include details of personal financial information. The Applicant will be provided with a full copy of the written report.
- 6.5 The recommendation to the Chief Executive Officer should be based upon the Financial Counsellor's assessment and may include any of the following (or any combination of) options:-
  - personalised payment plan for full payment, without an interest charge (within a specified timeframe but not exceeding two years);
  - defer rates with or without interest charge (within a specified timeframe but not exceeding two years);
  - defer rates with or without interest charge and make them a charge against the property;
  - waive interest only charge (for a specified timeframe but not exceeding two years);
  - waive rates, charges and interest charge (for a specified timeframe but not exceeding two years).

## Attachment 2 - Yarra Rates Hardship Policy

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### **Rates Financial Hardship Policy**

- 6.6 The recommendation and subsequent decision must refer to the time period for which the decision will apply. At the expiration of the time period, the decision is to be reviewed and the Chief Executive Officer may require the Applicant to submit a new application to be considered in accordance with this Policy.

## **7. APPEALS**

Any Applicant who is aggrieved by the decision of the Financial and Crisis Counsellor and/or the Co-ordinator Revenue Management may appeal that decision in writing to the Chief Executive Officer.

## **8. IMPLEMENTATION**

This Policy is effective from its date of adoption

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## 8.5 Request to Remove Significant Tree

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<b>Reference</b>	D20/173024
<b>Author</b>	Ivan Gilbert - Group Manager Chief Executive's Office
<b>Authoriser</b>	Group Manager Chief Executive's Office

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### Purpose

1. To in accordance with the “Guidelines for the consideration of applications under Council’s Local Law No 3”, consider a formal review of a determination by delegated Officers to refuse the application for a permit to remove a significant tree from property 12 Park Avenue, Richmond.

### Critical analysis

#### History and background

2. The owner of property 12 Park Avenue Richmond has now applied for formal review by Council of the refusal by the delegated Officers to approve the issue of a permit to allow the removal of a significant tree on their property, 12 Park Avenue, Richmond.
3. In accordance with the Council’s adopted Guidelines (**Attachment One**), delegated Officers have:
  - (a) processed and subsequently refused an initial application for a permit to remove the subject tree, a Canary Island Date Palm, which is located within the front east-facing yard of the subject property; and
  - (b) processed a formal request from the property owner for review of the initial delegated Officers investigation and reiterated the initial refusal to issue a permit to remove the tree.

#### Options

4. That Council, having in accordance with the “Guidelines for the consideration of applications under Council’s Local Law No 3, considered the application for review of the delegated Officers decisions to refuse a permit, now determine to:
  - (a) approve the issue of a permit to remove the Canary Island Date Palm tree located on property 12 Park Avenue, Richmond; OR
  - (b) uphold the delegated Officer determinations to not approve a permit for removal of the Canary Island Date Palm tree located at property 12 Park Avenue, Richmond and advise the applicant accordingly including a requirement that the applicant to undertake periodic maintenance of the tree in accordance with the recommendations of the qualified arborist.

### Community and stakeholder engagement

5. Not relevant to this report.

### Policy analysis

#### Alignment to Council Plan

6. Not relevant to this report.

#### Climate emergency and sustainability implications

7. Council’s policies regarding the retention of significant trees is directly related to the issues of climate emergency and associated sustainability implications.

#### Community and social implications

8. There is notable community support for the retention of tree and vegetation cover across the municipality as a climate control measure, hence the adoption by Council of its policy related to the retention of significant trees as defined.

#### Economic development implications

9. Not relevant to this report.

#### Human rights and gender equity implications

10. Not relevant to this report.

### Operational analysis

#### Financial and resource impacts

11. Not relevant to this report.

#### Legal Implications

12. There are potential legal implications related to the Council requiring the retention of trees on private property. It is therefore appropriate for the Council to undertake its evaluation in accordance with Clauses 3.3.1 and 3.3.2 of the referenced “Guidelines” (*as attached*).

### Conclusion

13. That Council determine on the matter.

## RECOMMENDATION

That Council having considered the application for review of the delegated Officers decisions to refuse a permit for the removal of a significant tree (*Canary Island Date Palm*) located on property 12 Park Avenue, Richmond, note the report and determine to:

- (a) now approve the issue of a permit to remove the subject tree; **OR**  
(b) uphold the delegated Officer decisions to not approve a permit for removal of the said tree; and advise the applicant accordingly.

## Attachments

- 1  Guidelines for consideration of applications under Council's Local Law No 3.

**Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.**

Guidelines for the consideration of applications under Local Law No. 3  
*City of Yarra*

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**Guidelines for the consideration of  
applications under Council's Local Law No. 3**

(Assessing applications for the removal/lopping/trimming of significant trees)



**Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.**

Guidelines for the consideration of applications under Local Law No. 3  
*City of Yarra*

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## Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

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### 1. Introduction

Trees in urban landscapes provide many environmental, health and economic benefits. In many cases, the value of urban trees in private and public landscapes can outweigh the financial inputs required in their establishment and maintenance if issues of urban sustainability are considered. Their benefits include opportunities to ameliorate the urban heat island effect, reduce stormwater runoff, provide shade and reduce energy use.

Landscape values are another benefit of trees. They provide a sense of human scale and soften the built landscape. Trees can also reinforce the character of a streetscape and visually link areas.

Council's implementation of Environment Local Law, No. 3 of 2012 (**Environment Local Law**), Part B-Tree Protection specifically provides for the protection of trees within the municipality and refers to the Council's development of a significant tree register. It is the aim of the Environment Local Law to maximise the benefits from trees and maintain a tree canopy that provides for the wider community.

These Guidelines have been prepared in order to clearly set out the way in which applications for permits will be assessed for trees listed on the Council's 'Significant Tree Register' as defined in subclause 7.47 of the Environment Local Law. Under this subclause the following is defined:

7.47 **'significant tree register'** means a register of trees of cultural significance to the Council, which register:

7.47.1 will be created and maintained by the Council, and be made available for public inspection at Council's principal office during the hours on which such office is generally open to members of the public; and

7.47.2 may include trees individually or as a group (e.g. an avenue of trees).

The Guidelines also apply to any other tree which meets the criteria set out in subclause 7.46 of the Environment Local Law, as follows:

7.46.1 the tree is single trunked with a trunk diameter 400mm or greater measured at 1500mm (1.5m) above the ground; or

7.46.2 the tree is multi-trunked with a combined trunk diameter 400mm or greater at 1500mm (1.5m) above the ground.

### 2. Preliminary Matters

An application for a permit to remove, damage, destroy or lop a tree protected under the Local Law must be made to the Council. It will then be determined in accordance with clause 53 of the Environment Local Law either by an authorised officer or by resolution of the Council. For ease of expression, these Guidelines refer throughout to "the Council", however, they apply to the assessment and determination of an application by Council resolution and by an authorised officer.

### 3. Guidelines

These Guidelines require that, in the assessment of an application for a permit to remove, damage, destroy or lop a significant tree; the Council consider three key elements. These are:

- (i) the health, condition and identified & potential hazard status of the tree
- (ii) the type of tree and its value to both people and the surrounding environment; and
- (iii) the reasons for the request to remove, damage, destroy or lop the tree.

## Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

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Assessments are to be guided by the overarching principle of the Environment Local Law, which is to retain significant trees where practicable and safe to do so, while also seeking to safeguard the right of the landowner to the reasonable use of their property.

### 3.1 Hierarchy of Need

The Council, when assessing applications for permits to remove, damage, destroy or lop a tree, will have regard to a hierarchy of need which has been established in relation to the most common improvements undertaken on home sites. The purpose of this hierarchy is to allocate decreasing levels of significance to the different kinds of improvements undertaken, from the construction of new dwellings to the addition of recreational facilities to existing dwellings. The hierarchy of need is:

- (i) New dwellings;
- (ii) Building Repairs
- (iii) Alterations and additions to existing dwellings (including extensions to the dwelling, and structures such as garages and carports);
- (iv) Swimming pools;
- (v) Patios and decks;
- (vi) Landscaping and paving; and
- (vii) Recreational facilities (eg tennis courts)

Where an improvement other than those listed above is proposed as part of an application, the Council will allocate it to a suitable level in the hierarchy of need based on its similarity to one of the improvements listed above.

### 3.2 Applications

When the Council receives an application for a permit to remove, damage, destroy or lop a tree on private land, it will be assessed as follows:

- (i) The application will be referred to the Council's Manager Compliance for assessment.
- (ii) If required, the Council's Manager Compliance will allocate the application to an Arborist, for the purpose of preparing a report on the health and significance of the tree the subject of the application. The Arborist's report will make recommendations as to whether the tree can and/or should be removed, or other appropriate action should be undertaken.
- (iii) Council's Manager Compliance will consider all supporting documentation from a suitably qualified professionals (eg structural engineers, arborists, other relevant specialist professions etc)
- (iv) The Council's Manager Compliance will consult with other Council officers as appropriate
- (v) The Council's Manager Compliance will then assess and determine the application, taking into account:
  - (a) the recommendations of the independent Arborist and any comments of the Council's Arborist;
  - (b) any other reports provided or comments from other relevant Council professionals;
  - (c) the hierarchy of need;
  - (d) any other reasons for the proposal to remove, damage, destroy or lop the tree;
  - (e) the effect of the proposed removal, damage, destruction or lopping on the aesthetics of the surrounding area;
  - (f) whether the tree the subject of the proposal has caused, is causing, or is likely to cause, substantial property damage or a threat to the health or safety of any person
  - (g) whether the tree the subject of the proposal has caused, is causing, or is likely to cause a significant public nuisance or a nuisance to adjoining landowners that cannot be alleviated with pruning or other forms of tree management;

## Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

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- (h) whether the tree is a recognised weed as defined by the Declared Noxious Weeds under the Catchment and Land Protection Act;
- (i) any legislative requirements imposed by any Act, regulation or other legislative instrument; and
- (j) any other matter relevant to the circumstances of the application.

If deemed necessary by the Council's Manager Compliance, the Council's Manager Compliance and other relevant persons may conduct a site inspection to assist in the determination of the application.

### 3.3 Tree Removal

The Council values trees located throughout parks, streets and private land holdings within the municipality. It is for this reason that the Council will retain all trees where it is appropriate and possible to do so.

The preservation of significant trees is of prime importance to the Council and it will encourage the use of practical techniques to maintain the health and safety of trees.

In some circumstances, however, the removal of trees may be necessary and by recognising those circumstances, and permitting removal where appropriate, Council can protect property and public safety within the municipality to an acceptable level.

#### 3.3.1 Reasons for approving an application for removal of a significant tree include:

- (i) The tree is damaged, diseased, and dead or in decline and further remedial action is unlikely to be effective in saving the tree.  
**Note:** In the event that vandalism to, or poisoning of, a tree is suspected, by persons known or unknown, provided that the tree does not present a threat to property or to the health or safety of any person, the application will not be determined until an investigation into the cause of damage to, or death of, the tree has been completed, or the Council is otherwise satisfied that the application should be determined sooner.
- (ii) The tree has a significant structural fault, identified by a qualified arborist, that cannot be remedied by appropriate techniques
- (iii) The tree is an immediate threat to the health or safety of any person, or poses a serious, documented health risk that cannot be rectified by pruning or other methods.  
**Note:** Where it is claimed that a tree poses a serious, documented health risk, the Council may require the provision of evidence in support of that claim.
- (iv) The tree has caused, is causing, or is likely to cause, substantial damage to property (including that of public utilities) and the estimated cost of ongoing repairs outweighs the value of the tree, and there is no reasonable alternative to solve the problem.
- (v) The works must be carried out in order to comply with any obligation imposed at law (e.g. an Act, Court order, etc.).
- (vi) The tree has been identified in a property development plan approved by the Council as requiring removal in order to implement that plan.
- (vii) Construction of one or more new buildings on a site where the applicant can demonstrate to the Council's satisfaction that:
  - (a) the proposed works cannot be redesigned, or the use of particular building techniques are not feasible in order to protect the buildings; and
  - (b) that appropriate arboricultural techniques as detailed in the submission of an Arborist report cannot be employed, in order to retain the tree.

## Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

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### 3.3.2 Reasons for refusing an application for removal of a significant tree might include:

- (i) The tree is in good condition, suitable to the site, and has not caused, is not causing, and is unlikely to cause substantial damage to property or a threat to the health or safety of any person.
- (ii) The tree is to be removed from private property only to facilitate the construction of tennis courts, patios, decks, garages, carports, swimming pools, or similar facilities, unless a planning permit has been approved which requires removal in order to implement the permit.
- (iii) The tree is to be removed only to address issues with tree litter and/or leaf fall.  
**Note:** this is considered part of general maintenance and not a nuisance issue.
- (iv) The tree is to be removed to address an unsubstantiated and perceived danger that a tree might fall or drop branches in a storm.  
**Note:** If such a claim is made, the Council may require provision of evidence that the stability of the tree is compromised. The Council might also engage an Arborist to conduct its own enquiries into the stability of the tree.
- (v) The tree is to be removed only to facilitate a desire to re-landscape.
- (vi) The tree is to be removed only to facilitate access for solar panels.
- (vii) The tree has caused, is causing, or is likely to cause problems for swimming pool installation and/or maintenance because of interference by roots and/or falling
- (viii) The tree must be removed to facilitate the repair of underground services (e.g. water, gas etc.) when all other options have not yet been considered (e.g. sleeving sewerage pipes, realignment of services etc.). In these instances, tree owners must consider Hydro-excavation and other non-destructive excavation methods.

### 3.4 Tree Pruning

The trigger for an application to prune the tree includes the removal of branches that will affect the overall shape and appearance of the tree. A permit to lop or prune a tree listed in the Council's Significant Tree Register will not be issued unless the Council is reasonably satisfied that:

- (i) the branch/es to be removed are dead or dying;
- (ii) the branch/es to be removed pose an immediate hazard of falling
- (iii) the branch/es to be removed are causing damage to property (including public assets) which cannot be alleviated through means other than removal;
- (iv) the works are to be carried out in order to comply with any obligation imposed by law (e.g. an Act, Court order, etc);
- (v) the works are to be carried out to provide access for vehicles or pedestrians; or
- (vi) the works are to be carried out to reduce overhang from dwelling roofs.

All pruning should be carried out by a qualified arborist according to AS 4373-2007, Pruning of Amenity Trees.

## Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

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### 4. Grievance procedure

If a person applying for a permit to remove, damage, destroy or lop a significant tree on private property is dissatisfied with the determination of that application by the Council's Manager Compliance, they may apply to the Council's Executive Manager CEO Office, for review of that determination.

Any application must be in writing, addressed to the Council's Executive Manager CEO Office, and accompanied by:

- (i) a document explaining why the person is applying to remove, damage, destroy or lop the tree the subject of the application;
- (ii) any supporting documentation which justifies the proposal to remove, damage, destroy or lop the tree they may have (e.g. soil engineer's report evidencing property damage);
- (iii) a report prepared by an arborist who is suitably qualified (AQF Level 5 Arboriculture or equivalent) in accordance with Council Arboriculture Victoria guidelines (**CAV**).

The Council's Executive Manager CEO Office will then review the application, in consultation with the Council's Manager Compliance and any relevant persons.

The Council's Executive Manager CEO Office will then assess the application, following the procedure set out in paragraph 3.2 of these Guidelines. The Council's Executive Manager CEO Office may obtain and consider such further information and evidence as considered necessary for determination of the application. A determination will then be issued by the Council's Executive Manager CEO Office.

If the person applying for the permit is still dissatisfied with that determination, they may request that the matter is referred to the Council for assessment and determination.

Any request must be in writing, addressed to the Council's Executive Manager CEO Office. The Council's Executive Manager CEO Office will then prepare a report to the Council, to be considered at the earliest ordinary meeting following receipt of the request.

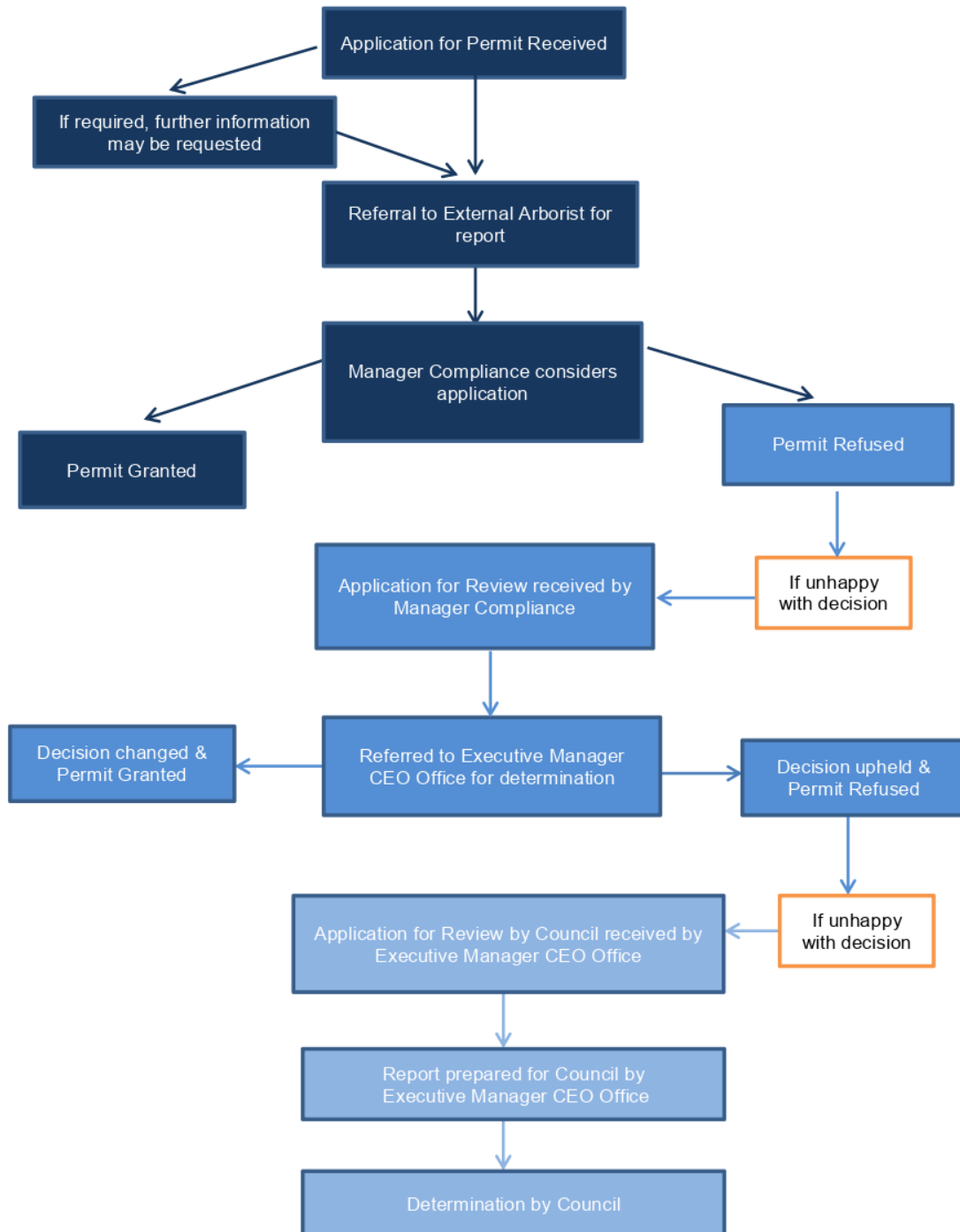
The report will address the matters set out in paragraph 3.2 of these Guidelines, together with such further information and evidence as was considered by the Council's Executive Manager CEO Office in the initial review of the application. The Council will then determine the application by resolution.

The permit assessment and grievance procedure is outlined in a flowchart on the following page.

# Attachment 1 - Guidelines for consideration of applications under Council's Local Law No 3.

Guidelines for the consideration of applications under Local Law No. 3  
City of Yarra

## Permit Assessment and Grievance Procedure





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## 9.1 Notice of Motion No. 3 of 2021 - Resumption of Weekly Kerbside Recycling Collections

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<b>Reference</b>	D21/15500
<b>Author</b>	Ivan Gilbert - Group Manager Chief Executive's Office
<b>Authoriser</b>	Group Manager Chief Executive's Office

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I, Stephen Jolly, Councillor, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 2 March 2021:

*“That Council:*

*(a) note its formal motion of 26 June 2020:*

*“That:*

- (a) Council endorse the roll out of glass bin only in October 2020;*
  - (b) Council endorse a fortnightly collection for recycling and a fortnight collection of glass; and*
  - (c) appropriate communication commence with the community and relevant stakeholders to prepare for an October 2020 glass bin roll out.”;*
- (b) note the very significant level of community opposition to the arrangement and also complaints concerning overflowing bins, etc. as a result of the fortnightly collection; and*
- (c) now determine to reinstate the kerbside recycling service to a weekly collection.”*

## RECOMMENDATION

1. That Council:

(a) note its formal motion of 26 June 2020:

*“That:*

- (a) Council endorse the roll out of glass bin only in October 2020;*
  - (b) Council endorse a fortnightly collection for recycling and a fortnight collection of glass; and*
  - (c) appropriate communication commence with the community and relevant stakeholders to prepare for an October 2020 glass bin roll out.”;*
- (b) note the very significant level of community opposition to the arrangement and also complaints concerning overflowing bins, etc. as a result of the fortnightly collection; and*
- (c) now determine to reinstate the kerbside recycling service to a weekly collection.*

## Attachments

There are no attachments for this report.