Tabled papers

Includes tabled papers for all agenda items listed in ‘open council’.

Attachments issued separately.
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Note:

**Item 12.1 - Document A: Petition on Church Street parking restrictions**

This document is a part of the open agenda and is available for public inspection. However, as it contains personal information, it has not been issued with the electronic copy of the tabled papers.
Guidelines for Local Laws:
AN OVERVIEW FOR COUNCILLORS AND SENIOR EXECUTIVES

Message from the Minister for Local Government

The Better Practice Local Laws Strategy, which I released in December 2008, identified a strong need for Councils to apply a more robust and consistent process for Local Law making.

Over the past 12 months, Local Government Victoria (LGV) has worked closely with Council representatives and peak bodies to address this need and develop comprehensive support for the sector.

I am now pleased to provide a range of resources to help Councils to implement better practice Local Laws and to meet the accountability, consultation, and transparency standards that the community expects from its regulators. The resources aim to assist Councils from the preparation phase right through to the revision and amendment of Local Laws.

Recent amendments to the Local Government Act 1989 will further strengthen the sector’s capacity for Local Law making. As Minister for Local Government, I will be able to make guidelines and directions to improve the consultation process and accessibility of Local Law materials.

Better practice Local Laws are a core stream of the Councils Reforming Business (CRB) initiative being delivered by LGV and the sector.

I encourage you, as leaders, to champion better practice Local Laws in your Councils.

Richard Wynne
Minister for Local Government

Resources suite for Councils

Councils use Local Laws to respond to issues and community needs within a local context and to achieve key strategic policy objectives. They are also intrinsically linked to State Government legislation and policy implementation.

The Guidelines for Local Laws resources recognise local government as a distinct and essential tier of government best placed to make Local Laws in the interests of Victorian communities. The resources seek to equip Councils to undertake best practice Local Law making and achieve a consistent level of performance, rather than impose rigid uniformity.

An Overview for Councillors and Senior Executives is part of a suite of resources designed to guide Councils through the processes of preparing for, creating, implementing, enforcing and reviewing Local Laws.

The purpose of the overview is to outline why and how better practice should be adopted and to demonstrate the need for a whole of Council approach to Local Laws. It is designed to highlight issues Councillors should consider in their role as regulators and policy makers, and to explain other important matters to Councillors, CEOs and senior staff.
Local Law Community Impact Statement

The resources introduce the concept of the Local Law Community Impact Statement (LLCIS) to foster better practice.

The LLCIS is both a checklist tool for Council to work through the Local Law processes and an explanatory document to give to the community about a proposed Local Law.

Councillors and senior executives should be involved in most aspects of the LLCIS:

- Identifying the problem sought to be addressed
- Relating the problem to Council objectives
- Measuring the success of a Local Law
- Considering alternatives to a Local Law
- Adopting a risk management approach
- Deciding the regulatory approach
- Ensuring least burden/greatest advantage
- Considering restrictions on competition
- Setting penalty levels
- Dealing with permits and permit conditions
- Setting fees
- Adopting a performance-based approach
- Comparing with neighbouring and like Councils
- Ensuring compatibility with the Charter of Human Rights and Responsibilities Act 2006
- Consulting with the community
- Considering submissions - either by the Council or a committee established for the purpose and preferably prior to the meeting at which Council proposes to adopt the Local Law.

The other Guidelines for Local Laws resources target Council officers who coordinate or participate in the Local Law process:

- Resource Book: supplement to the manual with case studies and examples
- Training: workshops and online resources being developed with LGPro.

These resources educate Councils about what they must do to comply with legislative provisions; what should be undertaken to achieve better practice; how matters can be best explained to the community; and how the accessibility and understanding of Local Laws can be enhanced.

The full suite of Local Laws resources is available at www.localgovernment.vic.gov.au

The process

Better practice regulation requires an understanding of multiple processes and contexts, a significant time investment and a commitment to the principles of engagement and consultation. It also needs a "whole of Council" approach. Taking anything less than the full journey will dilute better practice and compromise the quality and efficacy of the Local Law.

The following diagram details the general sequence and major stages of the Local Law process.

The trigger for Councillors and senior executives to become actively involved is the "Completing the Cycle: Review, Amendment & Sunsetting" part of the sequence. This stage feeds into what should be a continuous and ongoing process.

The diagram on the final page provides a more detailed view of the process and how the stages are interrelated.
The role of Councillors and senior executives in relation to Local Laws

Council as a whole is responsible for its Local Laws in their entirety; they are not the province of any individual department(s) within Council. Accordingly, Local Laws require a “whole of Council” approach.

Councillors and senior executives need to be actively involved in a number of areas (even though a considerable body of work will be done by Council officers). This includes broad issues, such as determining the needs of the community in relation to Local Laws, down to specifics, such as formulating permit conditions and setting fees and penalties. These need to be consistent within Council and should be consistent with like or neighbouring Councils unless reasons for difference can be articulated.

Councillors and senior executives need to support the Local Law making process to ensure it is thorough and effective.

Checklist for Councillors and senior executives

- Conduct an overview of the process including legislative requirements
- Understand the timeline required for developing and implementing a Local Law
- Devote sufficient and appropriate resources to ensure the work can achieve the characteristics of better practice Local Laws
- Provide resources and support to officers carrying out the mechanics of the process (including use of the Guidelines for Local Laws Manual, Resource Book and associated training)
- Provide timely input, particularly in specific areas which need direction i.e. consultation, leadership, policy
- Understand the components of the Local Law Community Impact Statement (LLCIS).

Council must make sure information about its Local Laws is accessible to the community. CEOs must ensure that Local Laws and all associated materials are available on the website (and in hard copy) in accordance with legislation and the guidelines.

The timeline for Local Laws

Developing a project plan is the first step in planning to review or introduce new Local Laws, taking into account Council’s particular situation. The timeframe for the project, along with assigned responsibilities, needs to be agreed to by relevant parties and monitored.

Better practice is for the Council review process to commence not less than 12 months before the sunset date to allow adequate time to undertake proper regulatory processes. This applies particularly where Council has an “omnibus” Local Law.

The actual time required to develop and implement a Local Law will, however, depend on a number of factors including the:
- Complexity of the Local Law (e.g. covering all areas or topic specific)
  - This will impact on reviews against the Charter of Human Rights and Responsibilities Act 2006 and National Competition Principles
  - Stakeholders, which will impact on:
    - the degree of consultation required
    - the assessment of burden on business and the community
  - Need for incorporated documents to be available with the Local Law, which might include:
    - Policies
    - Codes of Practice
    - Conditions of permits
    - Need for Council to set fees and charges and penalties
    - Resources available to Council.

Council will need to be conscious that some of the most crucial stages, including consultation and possible amendment, occur later on in the cycle and factor this into timelines.

Council itself must undertake many processes even if the drafting or checking of a Local Law is outsourced to lawyers.

Council’s approach will also have an impact on project management and timings. Council may be prepared to leave the bulk of the work to officers but Councillors will still need to make decisions along the way, such as approving a draft Local Law. Council may decide to set up a committee, and Council itself will need to make relevant decisions and give approvals.

Input

Councillors and senior executives will need to provide input to the project plan model and make key decisions along the way. If the project plan is to stay on track, these inputs and decisions need to be made in a timely fashion. Who makes the decisions will be determined by Council’s own arrangements. Required input and decisions will cover:

- The range of problems to be addressed to determine what the Local Law will cover
- The measures of success of the Local Law
- Risk management assessment allocating priorities to Local Law provisions
- The type of regulatory approach
- Fees and penalties
- Conditions for permits required under the Local Law
- Consultation: determining with whom, when, how extensive and how it will be conducted
- Policies and guidelines to be incorporated into Local Laws
- Authorisations and delegations to be made under Local Laws.
Key steps in Local Laws

Manual Part 1: Preparing for Local Laws
- Background
- The learned Desktop: “Preparing for approval consent of Local Laws”
- Establishing Council’s consent: e.g. identify priority, scope, plan, objectives, consider attached Local Law, jurisdictional issues, etc., key: funding; section, advantages, restrictions, compliance
- New Local Law or subdivide assessments to existing
- New Local Law or existing Local Law
- Establishing Consent’s consent (perm)
- e.g. Consider and enable/enforce, consider and develop as parameters, restrictions, enforcement, etc.
- Consideration as part of Local Law
- e.g. Consider and enable/enforce, consider and develop as parameters, restrictions, enforcement, etc.
- Some mechanisms used in Local Laws:
- e.g. Consider and enable/enforce, consider and develop as parameters, restrictions, enforcement, etc.

Manual Part 2: Writing Local Laws
- Drafting and reviewing the draft
- e.g. Reviewing Council’s Charter of Human Rights, Notice of Proposed Local Law
- Communicating and consulting on the draft
- Planning and communicating with all stakeholders, consultation meetings
- Communicating and consulting on the draft
- Section 473: Public Notice, considering submissions
- No

Manual Part 3: Implementing and enforcing Local Laws
- Accessibility and communications:
- e.g. Accessibility of Local Law, availability of online, information, availability on Council website, website protocols
- Enforcing – personnel
- e.g. Authorised officers, responsibilities, authorised personnel
- Implementing Local Laws:
- Authorised officers and delegations
- Access to Local Laws
Ordinary meeting – February 18, 2019

8 - Officers reports for determination

Item 8.4 - Document A
Item 8.4 - Document A
Ordinary meeting – February 18, 2019

8 - Officers reports for determination

Item 8.4 - Document A

NOTE - BIN COLLECTION IS FOR 1 DAY PER WEEK.
Ordinary meeting – February 18, 2019

8 - Officers reports for determination

Item 8.4 - Document A
Ordinary meeting – February 18, 2019

8 - Officers reports for determination
8 - Officers reports for determination

Item 8.4 - Document A
Ordinary meeting – February 18, 2019

8 - Officers reports for determination

Item 8.4 - Document A

PERSPECTIVE BASED ON UNIT 11/12
VIEW FROM REAR DRIVEWAYS

PERSPECTIVE BASED ON UNIT 11/12
VIEW FROM SOUTHERN BOUNDARY

PERSPECTIVE BASED ON UNIT 11
VIEW FROM HAVELOCK STREET

PERSPECTIVE BASED ON UNIT 11/12
VIEW FROM CENTRE COMMON ZONE
Item 8.4 - Document A
Car Parking Demand Assessment

Residential Dwellings and Subdivision

14-18 Havelock Street
Wodonga, VIC

November 2018
Prepared by:

**Spotto CONSULTING**

For:

**Alatalo Bros**

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<th>Date</th>
<th>Revision Details</th>
<th>Author</th>
</tr>
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<td>A</td>
<td>1 November 2018</td>
<td>Draft</td>
<td>SWS</td>
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<tr>
<td></td>
<td>B</td>
<td>5 November 2018</td>
<td>Final</td>
<td>SWS</td>
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1 INTRODUCTION

Spotto Consulting have been engaged by Alatalo Bros to complete a Car Parking Demand Assessment. The assessment is in response to a proposed development at 14-18 Havelock Street, Wodonga. The site is currently used as a place for worship and associated activities, containing several existing buildings and on-site parking areas, with access provided from both Havelock Street and Ethel Lane.

The proposed development consists of demolition of all existing buildings and structures on site, and construction of 20 dwellings (comprising 16 with three bedrooms and four with two bedrooms), each with off-street parking for two vehicles (40 spaces in total). The site will be subdivided into 21 lots, with internal movement and circulation areas for vehicles and pedestrians/cyclists, and construction of common facilities including landscaping, garden and barbecues. Access will continue to be via Havelock Street and Ethel Lane.

The proposed development will not include any dedicated off-street parking areas for visitors, and under the requirements of the Wodonga Planning Scheme, a Car Parking Demand Assessment is required to evaluate the parking requirements for the proposed development, and any impacts on the surrounding road network.

The assessment concluded that:

- Existing on-street parking demand in the area in general is relatively low throughout the day, with the peak usage being 58% on Havelock Street, and all other surveyed streets having a peak usage below 25%;
- Existing off-street parking demand in the area is higher than on-street parking demand, however publicly accessible off-street parking in the area showed a peak usage of only 80%;
- Across the day, there were always at least four on-street parking spaces available immediately adjacent to the site (i.e., on the eastern side of Havelock Street from Lawrence Street to Ethel Street), and there is capacity within other nearby on-street parking, as well as within the publicly accessible off-street parking, to cater for additional demand;
- The proposed development includes 40 off-street parking spaces, and therefore has sufficient parking spaces to comply with the numerical requirements of the Wodonga Planning Scheme. However, the development does not propose to provide any dedicated visitor parking off-street;
- The four visitor parking spaces required under the Wodonga Planning Scheme are able to be provided using the space available for four vehicles to parallel park on-street on the eastern side of Havelock Street across the site frontage (noting that one of these four spaces will be unavailable one day per week as it is the designated waste/recycling bin area). Visitors would also be able to access other nearby on-street and off-street car parking without having a significant adverse effect on parking in the area; and
- All matters listed under Clause 52.05-7 of the Wodonga Planning Scheme for consideration of a reduction in the number of car parking spaces are able to be satisfactorily addressed.

It is recommended that:

- An application to reduce the number of car parking spaces required under Clause 52.06-5 of the Wodonga Planning Scheme be supported, to allow the development to proceed without dedicated off-street visitor parking.
2 EXISTING CONDITIONS

2.1 Site

The site is located at 14-18 Havelock Street, on the eastern fringe of the Wodonga Central Business Area (CBA). It is described as Crown Allotments 20-22, Section Z, Township of Wodonga, Parish of Wodonga. Figure 1 shows the location of the site.

![Figure 1: Locality Plan](image)

The site has a total area of approximately 6,100m², and has frontage to both Havelock Street and Ethel Lane. The site is further bounded by private land to the north and south. The site is currently used as a place for worship and associated activities, containing several existing buildings and on-site parking areas.

Vehicular access to the site is provided via driveways on Havelock Street and Ethel Lane. Pedestrian and cyclist access is also available from both roads.

2.2 Surrounding Land Use

The site and areas immediately east, north and south are zoned GRZ1 General Residential Zone 1 under the Wodonga Planning Scheme. Land to the west (on the opposite side of Havelock Street) is zoned ACZ1 Activity Centre Zone 1. In addition, Havelock Street in front of the premises is located on land zoned RD2Z Road Zone Category 2.

Surrounding land uses are a mix of residential, office/commercial and public/civic use (including a library and entertainment centre). This mix of land uses in turn generates a mix of traffic and parking demands, which vary throughout the day.

P0039
14-18 Havelock Street, Wodonga
2.3 Road Network

2.3.1 Havelock Street

In the vicinity of the site, Havelock Street is a four-lane, two-way sealed urban road that runs north/south from Lawrence Street to Osburn Street. Street lighting is provided, with 1.5m wide concrete footpaths on both sides. The speed limit near the site is the default urban speed limit of 50km/h.

Havelock Street provides a mix of through movement and property access, with access to the site limited to left in/left out due to the presence of a central median. Havelock Street has a 4.0m wide landscaped central median, with two 3.5m wide travel lanes in each direction, a 1.5m wide clearway and 3.0m wide parallel on-street parking bays. It provides access to the site, as well as residential, commercial and civic properties (including off-street car parking).

![Image of Havelock Street](image)

Figure 2: Looking south on Havelock Street towards Lawrence Street, showing the parallel on-street parking in front of the site (left) and central landscaped median (right)

2.3.2 Ethel Lane

In the vicinity of the site, Ethel Lane is a two-lane, two-way sealed urban road that runs north/south from Lawrence Street to Ethel Street. Street lighting is provided, and the speed limit near the site is the default urban speed limit of 50km/h.

Ethel Lane’s primary function is to provide direct property access, with through movement limited due to the short length and narrow carriageway. Defined by upright kerb and gutter, Ethel Lane has a carriageway width of 5.0m, and provides access to the site as well as residential properties.
2.4 Parking Supply and Demand

The existing road network and off-street car parking was surveyed to determine the amount of available on-street and off-street parking spaces in the vicinity of the site. This takes into account the location of driveways, intersections and designated “no stopping” zones, as well as numbers of lined spaces.

A parking survey was completed on Tuesday 30 October 2018. This involved manually counting the number of vehicles parked off-street and on-street at two hour intervals across the day (from 8AM to 8PM).

These investigations allow both the supply and demand of parking in the vicinity of the site to be determined, as well as the usage across the day.

Table 1, below, presents a summary of data for those parking areas immediately adjacent or opposite the site. This includes on-street parking in Havelock Street (from Lawrence Street to Ethel Street) and Ethel Lane (from Lawrence Street to Ethel Street), as well as off-street parking located between the Cube and the Council/NECMA Offices (covering those areas available to the public, but excluding those parks available only to permit holders or Council/NECMA vehicles).

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Havelock St (Lawrence-Ethel)</th>
<th>Ethel Lane (Lawrence-Ethel)</th>
<th>Cube/Council/NECMA Offices (Off-Street Public)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Usage (All Day)</td>
<td>37%</td>
<td>3%</td>
<td>50%</td>
</tr>
<tr>
<td>Average Usage (10AM-4PM)</td>
<td>53%</td>
<td>3%</td>
<td>76%</td>
</tr>
<tr>
<td>Peak Usage</td>
<td>58%</td>
<td>3%</td>
<td>80%</td>
</tr>
</tbody>
</table>

Full details of the parking surveys are included in Appendix A.
The key findings of the parking survey include:

- On-street parking demand in the area in general is very low. A peak usage of 85% is generally considered high (Austroads Guide to Traffic Management Part 11: Parking), and all areas investigated were below this (Havelock Street being the highest at 58%, with other streets surveyed including Ethel Street, Ethel Lane and Lawrence Street all being 25% or less);
- Off-street parking demand in the area is higher than on-street parking demand: some nearby permit parking areas showed peak usage as high as 95%, which is effectively full (Austroads Guide to Traffic Management Part 11: Parking). However publicly accessible off-street parking in the area showed a lower peak usage of 60%;
- Across the day, there were always at least four on-street parking spaces available immediately adjacent to the site (i.e. on the eastern side of Havelock Street from Lawrence Street to Ethel Street); and
- There is capacity within the existing on-street parking, and also within the publicly accessible off-street parking, to cater for additional demand.

2.5 Public Transport

The nearest public transport to the site is the town bus service provided by Dysons. Ten different routes are accessible from the Hovell Street interchange, located approximately 250m west of the site. These routes provide access to all parts of Wodonga, as well as to Albury, and most run once per hour Monday to Friday, with some services also available on Saturday.

Inter-city rail services are available from the Wodonga Train Station, which is located approximately 2.5km north west of the site.

2.6 Pedestrians and Cyclists

Pedestrians and cyclists can utilise footpaths on both sides of Havelock Street to travel north and south from the site. Cyclists are also able to ride on-road.

These footpaths provide access to a network of walking and cycling trails throughout Wodonga, the nearest being the High Country Rail Trail and Bandiana Link paths each located less than 300m from the site.
3 PROPOSED DEVELOPMENT

The proposed development consists of the following:

- Demolition of all existing buildings and structures on site;
- Construction of 20 dwellings (comprising 16 with three bedrooms and four with two bedrooms), each with off-street parking for two vehicles (40 spaces in total);
- Subdivision of the site into 21 lots;
- Internal movement and circulation areas for vehicles and pedestrians/cyclists; and
- Construction of common facilities including landscaping, garden and barbecues.

Vehicular access to the property will continue to be via Havelock Street and Ethel Lane, with separate gated entry and exit driveways and a one way internal circulation pattern. The reconfiguration of the driveways, along with modifications to landscaping on Havelock Street, result in there being space for four vehicles to parallel park across the site frontage on Havelock Street (while noting that one of these spaces is used to place waste/recycling bins one day per week).

Pedestrian and cyclist access will also continue to be via Havelock Street and Ethel Lane, with internal walkways providing access throughout the site.

Plans of the proposed development are included in Appendix B.
4 IMPACT OF PROPOSED DEVELOPMENT

4.1 Parking Requirements and Impact

The Wodonga Planning Scheme specifies the minimum number of parking spaces required for a development, depending on the land use type. Under Clause 52.06-5 of the Scheme, the proposed development requires the following car parking:

- Dwelling (one or two bedroom) – 1 space per dwelling;
- Dwelling (three or more bedrooms) – 2 spaces per dwelling; and
- Dwelling (visitors) – 1 space per 5 dwellings for developments of 5 dwellings or more.

The proposed development therefore has a total parking requirement of 40 parking spaces under the Scheme, based on:

- 4 x two bedroom dwellings at 1 space per dwelling = 4 x 1 = 4 spaces
- 16 x three bedroom dwellings at 2 spaces per dwelling = 16 x 2 = 32 spaces
- 20 x dwellings at 1 visitor space per 5 dwellings = 20 / 5 = 4 spaces

The proposed development includes 40 off-street parking spaces, and therefore has sufficient parking spaces to comply with the numerical requirements of the Wodonga Planning Scheme. However, the development does not propose to provide any dedicated visitor parking off-street. Visitors, in the case of this development, could include:

- Family and friends visiting residents;
- Deliveries of goods; or
- Provision of services such as tradespeople, landscaping, maintenance or personal/business services.

As there are a variety of visitor types, so too are there a variety of parking requirements (length of stay, frequency of visit and size of space required).

As noted in Section 3, there will be space for four vehicles to parallel park across the site frontage in Havelock Street. These spaces could be used by visitors, although it is noted that one of these spaces will be unavailable one day per week due to it being the designated location for waste/recycling bins.

There is also scope for visitors to park in Ethel Lane, however due to the property having a Havelock Street address, visitor parking demand is most likely to be focussed on Havelock Street (and in any event, visitor parking on Ethel Lane would not be preferable, due to Ethel Lane’s width). Visitors could also choose to park in other surrounding streets, or off-street in the public car park opposite the site. It was noted in Section 2.4 that there is capacity within publicly available on-street and off-street car parking to cater for additional demand.

In order to reduce the number of car parking spaces required under the Wodonga Planning Scheme, several matters are required to be considered, as detailed in Clause 52.06-7 of the Scheme. These matters, and responses to them from this Car Parking Demand Assessment, are summarised in Table 2.
Table 2: Factors for consideration to reduce the car parking requirement

<table>
<thead>
<tr>
<th>Item</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car parking demand likely to be generated by the proposed new use.</td>
<td>Parking for residents is catered for by the provision of two off-street parking spaces per unit. Both the Wodonga Planning Scheme and Industry guides such as the RMS Guide to Traffic Generating Developments indicate visitor parking requirements can be catered for through the provision of one space per five dwellings (including for townhouses). As such the peak visitor parking requirement for the proposed 20 dwellings is expected to be 4 spaces.</td>
</tr>
<tr>
<td>The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.</td>
<td>There is some likelihood of multi-purpose trips within the locality, as the City of Wodonga is creating a better physical environment in Wodonga to encourage people to stay longer in the Wodonga CBD as part of the City Heart Revitalisation project. This is more likely to be the case for friends and family visiting residents, as the site is located near shopping, dining and civic venues including the library and the Cube.</td>
</tr>
<tr>
<td>The variation of car parking demand likely to be generated by the proposed use over time.</td>
<td>Peak time for resident parking is generally outside of business hours (as a proportion of residents will be employed, and drive to/from their place of employment). Visitor parking by friends and family is likely to also be outside business hours (ie when residents are home), and parking demand in Havelock Street and surrounds is lower, allowing a longer stay without impacting on parking availability. Parking by delivery and service providers is more likely to be during business hours, however will generally be shorter term in nature, allowing use of either available on-street parking or short term off-street parking located nearby.</td>
</tr>
<tr>
<td>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</td>
<td>Refer previous response.</td>
</tr>
<tr>
<td>The availability of public transport in the locality of the land.</td>
<td>Public transport is available using buses which are able to be accessed approximately 250m west of the site.</td>
</tr>
<tr>
<td>The convenience of pedestrian and cyclist access to the land.</td>
<td>Footpaths are available on both sides of Havelock Street road immediately in front of the site. These give access to the broader Wodonga path network.</td>
</tr>
<tr>
<td>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</td>
<td>Bicycles are able to be parked inside each of the dwellings. In addition, there are publicly available bicycle parking facilities less than 150m west of the site, near the Wodonga Library.</td>
</tr>
<tr>
<td>The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</td>
<td>Sufficient off-street parking is provided to cater for resident demand (two spaces per dwelling). There is sufficient capacity in existing on-street and off-street public parking nearby to cater for visitor demands.</td>
</tr>
<tr>
<td>Any empirical assessment or case study.</td>
<td>Parking surveys demonstrate that there are always at least four spare parallel on-street parking spaces on the eastern side of Havelock Street between Lawrence Street and Ethel Street (ie in front of or adjacent to the site). The surveys also demonstrate that there is spare capacity in other nearby on-street and off-street parking areas to cater for visitor parking.</td>
</tr>
</tbody>
</table>
5 CONCLUSIONS AND RECOMMENDATIONS

It is concluded that:

- Existing on-street parking demand in the area in general is relatively low throughout the day, with the peak usage being 58% on Havelock Street, and all other surveyed streets having a peak usage below 25%;
- Existing off-street parking demand in the area is higher than on-street parking demand, however publicly accessible off-street parking in the area showed a peak usage of only 80%;
- Across the day, there were always at least four on-street parking spaces available immediately adjacent to the site (i.e. on the eastern side of Havelock Street from Lawrence Street to Ethel Street), and there is capacity within other nearby on-street parking, as well as within the publicly accessible off-street parking, to cater for additional demand;
- The proposed development includes 40 off-street parking spaces, and therefore has sufficient parking spaces to comply with the numerical requirements of the Wodonga Planning Scheme. However the development does not propose to provide any dedicated visitor parking off-street;
- The four visitor parking spaces required under the Wodonga Planning Scheme are able to be provided using the space available for four vehicles to parallel park on-street on the eastern side of Havelock Street across the site frontage (noting that one of these four spaces will be unavailable one day per week as it is the designated waste/recycling bin area). Visitors would also be able to access other nearby on-street and off-street car parking without having a significant adverse effect on parking in the area; and
- All matters listed under Clause 52.06-7 of the Wodonga Planning Scheme for consideration of a reduction in the number of car parking spaces are able to be satisfactorily addressed.

It is recommended that:

- An application to reduce the number of car parking spaces required under Clause 52.06-5 of the Wodonga Planning Scheme be supported, to allow the development to proceed without dedicated off-street visitor parking.
APPENDIX A – PARKING SURVEY DATA
Parking Study
14-18 Heavilock Street, Wedderga VIC
Tuesday 30 October 2018

Summary

| Location                        | Parking | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 | Avg (24) | Avg (12-24) | Peak |
|--------------------------------|---------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|-------------|------|
| Heavilock St (Lawrence Ave)    | Avail   | 51   | 51   | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51    | 51        | 51          |
|                                | Occ     | 3    | 18   | 18    | 11    | 6     | 5     | 5     | 5     | 5     | 6     | 6     | 6     | 6     | 6     | 6     | 6         | 6           |
|                                | %       | 20%  | 31%  | 31%   | 22%   | 28%   | 28%   | 28%   | 28%   | 28%   | 27%   | 27%   | 27%   | 27%   | 27%   | 27%   | 0%        | 43%          |
|                                | Available| 5     | 5     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4         | 4%           |
|                                | %       | 10%  | 10%  | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%       | 10%          |
|                                | Avail   | 30   | 30   | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30    | 30        | 30          |
|                                | Occ     | 1    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1         | 1            |
|                                | %       | 3%   | 3%   | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%        | 3%           |
|                                | Available| 8     | 17   | 20    | 14    | 16    | 8     | 6     | 13    | 17    | 10    | 7     | 6     | 6     | 6     | 6     | 6         | 6%           |
|                                | %       | 20%  | 12%  | 25%   | 11%   | 13%   | 23%   | 16%   | 35%   | 54%   | 42%   | 24%   | 16%   | 16%   | 16%   | 16%   | 16%       | 16%          |
|                                | Avail   | 14   | 14   | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14        | 14          |
|                                | Occ     | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0         | 0            |
|                                | %       | 0%   | 0%   | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%        | 0%           |
|                                | Available| 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3         | 3%           |
|                                | %       | 6%   | 6%   | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%    | 6%        | 6%           |
|                                | Avail   | 36   | 36   | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36    | 36        | 34%          |
|                                | Occ     | 9    | 22   | 25    | 25    | 19    | 2    | 0     | 17    | 18    | 15    | 8     | 8     | 8     | 8     | 8     | 8         | 17%          |
|                                | %       | 25%  | 36%  | 33%   | 33%   | 29%   | 39%   | 0%    | 38%   | 24%   | 28%   | 42%   | 42%   | 42%   | 42%   | 42%   | 42%       | 33%          |
|                                | Available| 105   | 105   | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105    | 105        | 105%         |
|                                | %       | 41%  | 41%  | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%    | 41%       | 41%          |
|                                | Avail   | 12   | 22   | 27    | 27    | 23    | 8     | 0     | 24    | 24    | 13    | 7     | 8     | 8     | 10    | 10    | 10        | 8%           |
|                                | %       | 10%  | 10%  | 10%    | 10%    | 10%    | 8%    | 0%    | 10%   | 10%   | 9%    | 6%    | 6%    | 6%    | 10%   | 10%   | 10%       | 10%          |
|                                | Available| 14     | 14   | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 14        | 14%          |
|                                | %       | 10%  | 10%  | 10%    | 10%    | 10%    | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%       | 10%          |
|                                | Avail   | 2    | 5    | 11    | 10    | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 8         | 8%           |
|                                | %       | 2%   | 5%   | 11%   | 10%   | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%    | 8%        | 8%           |

14-18 Heavilock St Wedderga Parking Survey Data
## 8 - Officers reports for determination

### Item 8.4 - Document B

![Parking Chart]

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14-12 Havelock St Wodonga Parking Survey Data
### Parking Study
**14-18 Newlock Street, Woodonga VIC**
Tuesday 30 October 2011

**Off-Street Parking**

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**14-18 Newlock St Woodonga Parking Survey Data**

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APPENDIX B – PLANS OF PROPOSED DEVELOPMENT

P0039
14-18 Havelock Street, Wodonga