

Dear Chris,

I am writing this in the hope that it assists Council with their upcoming decision for application number A006898449. This email submission is in response to the applicant's further advice response.

PO8 of the Community Facilities code clearly outlines that the development should be providing sufficient on-site car parking spaces that accommodate design peak car parking demands without overflow parking onto adjacent properties or adjacent streets. The acceptable outcome also restricts any use of on-street parking.

The suggested conditions in the further advice response does not satisfy the requirements of PO8 (or AO8), and will not benefit the surrounding community.

The below subsections outline my response to the suggested conditions.

1. Purchase of minibus

If a 12-seater minibus was purchased to provide pick-up / drop-off services, additional bus parking would also have to be provided for times when the bus is not in-use (during services, outside of services, etc.). No further information has been provided in regards to the location of bus parking. If internal bus parking cannot be achieved, this would then likely comprise an indented on-street parking bay, which as stated, works such as these would be cost prohibitive for the development.

Furthermore, considering the existing approval cap of 32 people, the minibus would have to complete a minimum of four trips before and after services. Lifting the cap of patrons will only result in more trips, and it is likely patrons will make their own way to the service, instead of waiting for minibus.

2. Time restricted parking

Time restricted parking is not consistent with the surrounding environment. The parking issues raised in submissions by the community were reported because of the church use on Sunday. Whilst some on-street parking spaces are occupied by surrounding residents, the additional vehicles associated with church patrons create safety and efficiency issues on Mcilwraith Street and at the Mcilwraith Street / Buller Street intersection.

If time restricted parking was to be considered, this should be imposed for Sunday's (i.e., church service hours), however this is not recommended, as it is likely patrons will simply park their vehicles in the nearest unrestricted street, shifting the problem from one location to another.

3. Action statement

An 'action statement' merely only encourages congregation members to carpool; it does not enforce them to carpool. This should be completed by the church regardless and is not a suitable response/condition.

It is understood that the applicant operates as a non-for-profit organisation, however some capital is required to satisfy PO8 of the Community Facilities code. An internal car parking facility that satisfies Council's requirements should be proposed here, otherwise the application should be refused.

I hope this is of assistance.

Cheers