City of Greater Geelong, Statutory Planning - Date Received 28/09/2026

Appendix 1

PP-835-2026 | Warehouse 19/282 Thompson Road, North Geelong

The following supplementary Car Parking Demand Assessment responds to item 1 of Council's request dated 21 September 2026 and should be read with Section 7 and Appendix A of the submitted town planning report.

The proposed maximum attendance is 25 patrons. As set out in the submitted report, seven car spaces are required under Clause 52.06, four are allocated to Unit 19, and a reduction of three spaces is sought.

Car Parking Demand Assessment

Matter raised	Response
a. Multi-purpose trips	Some patrons may combine attendance with other trips, but the assessment does not rely on this to reduce parking demand.
b. Variation over time	Demand will be concentrated during Sunday operations from 10:00 am to 3:00 pm and the shorter Friday session from 7:00 pm to 8:00 pm. The proposed hours and 25-patron limit can be secured by permit conditions.
c. Duration of stay	Parking demand will principally arise while patrons attend worship and associated fellowship. The four spaces allocated to Unit 19 will be available throughout the operating hours.
d. Public transport	The assessment does not assume a particular level of public transport use. The requested reduction is supported principally by observed parking availability.
e. Walking and cycling	The premises are accessible through the business park's existing circulation areas. Hume Reserve Court is approximately 350 metres from the premises; patrons parking there would need to use a safe pedestrian route, including when crossing Thompson Road. Cyclists can access the proposed bicycle parking beside Unit 19.
f. Bicycle facilities	Three bicycle spaces are proposed, exceeding the two visitor spaces identified as required in the submitted report. No new end-of-trip facilities are proposed.
g. Car ownership	No congregation-specific car ownership survey has been undertaken, and the assessment does not assume low car ownership. Some family or household members may travel together, but the reduction is supported principally by the parking survey.
h.Empirical assessment	A parking occupancy survey was undertaken on Sunday, 9 August 2026 at 10:00 am, noon and 2:00 pm. Of the 30 surveyed shared and on-street spaces, 24–25 were vacant at each count. A separate Friday evening inspection observed vacant parking, although it was not a sequential occupancy survey. The results and location plan are included in the submitted report.

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Clause 52.06-7 decision guidelines

The Car Parking Demand Assessment demonstrates that the three-space reduction can be accommodated during the proposed operating hours. The Sunday survey found substantial vacancy in the seven shared spaces within the business park and the 23 on-street spaces in Hume Reserve Court. These spaces are shared or public parking and are not claimed as spaces reserved for the place of worship. The three spaces allocated to Unit 3 were excluded from the surveyed supply and are not relied upon to justify the reduction.

The proposal is a change of use within an existing warehouse. It involves no building extension or alteration to Unit 19's four allocated parking spaces. Providing further spaces within the unit's existing allocation is not practical. The proposal does not rely on parking in residential streets, a public car park, a cash-in-lieu payment or a credit for spaces allocated to another unit. No existing parking deficiency at Unit 19 has been identified in the submitted material.

The site is within an established industrial business park, rather than an activity centre. Given the limited three-space reduction, proposed operating hours and observed parking vacancy, the proposal is unlikely to adversely affect a nearby activity centre, local traffic management or the operation of neighbouring businesses. Patrons must park lawfully and must not obstruct internal accessways, loading areas or spaces allocated to other units. The existing parking layout will be retained, and three bicycle spaces will provide an alternative means of access.

No historic parking contribution by another business is relied upon. As no external building works are proposed, the reduction will have no material effect on the character or urban design of the surrounding area. Subject to consideration of any applicable local policy, incorporated plan or Parking Overlay provisions, the requested reduction is appropriate. Conditions limiting attendance to 25 patrons and restricting the operating hours to those assessed would ensure that parking demand does not intensify beyond the scope of this application.