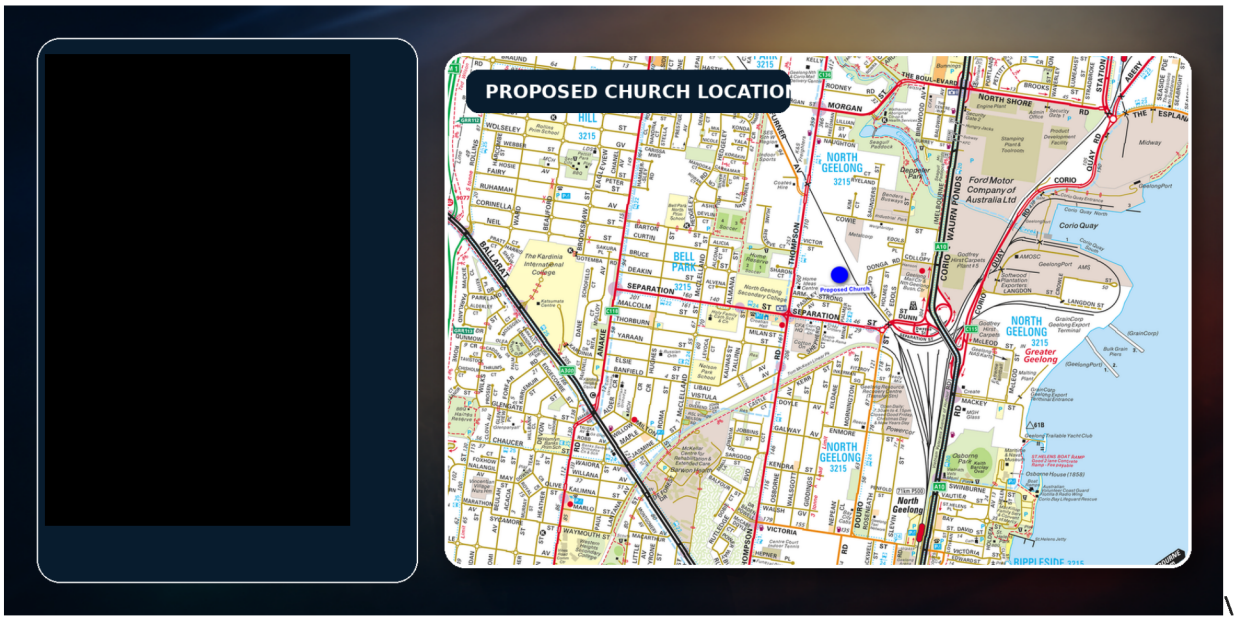
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TOWN PLANNING SUBMISSION

Use of an Existing Warehouse as a Place of Worship

19/282 Thompson Road, North Geelong VIC 3215



[redacted]

Proposal	Use of Unit 19 as a place of worship
Maximum attendance	25 patrons, including attendees and persons involved in the service
Operating hours	Sunday 10:00 am–3:00 pm; Friday 7:00 pm–8:00 pm
Prepared by	Stat Planner Town Planning
Document status	Final – 14 August 2026

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1. Introduction

This town planning submission has been prepared in support of an application to use the existing warehouse at Unit 19, 282 Thompson Road, North Geelong as a place of worship for [redacted] Geelong. The application is principally for a change of use. It does not involve expansion of the existing building envelope.

[redacted] is an established Christian congregation. Its publicly available information describes the church as a faith community focused on worship, biblical teaching, fellowship and positive community contribution. The proposed premises will provide a modest and appropriately managed base for a congregation limited to 25 patrons.

The use will operate on Sundays between 10:00 am and 3:00 pm and Fridays between 7:00 pm and 8:00 pm. These periods are outside, or at the edge of, the ordinary operating hours of most surrounding industrial and commercial occupancies. This substantially reduces the potential for parking and operational conflict within the estate.

Minor internal fit-out will include a pulpit for sermons and use of microphones and speakers. No additional toilets are proposed as part of this application. The operator intends to provide a second toilet later, subject to any separate planning, building, plumbing and owners corporation approvals that may be required.

2. Site and Surrounding Context

The subject premises is Unit 19 (also identified as warehouse 30 on endorsed plans) within the multi-unit Thompson Business Park at 282 Thompson Road, North Geelong. The development comprises modern warehouse units served by a shared internal driveway and common circulation and parking areas. Unit 19 is positioned toward the eastern part of the complex. Published property information describes the unit as an approximately 241 square metre warehouse, including an approximately 67 square metre first-floor office component.

Figure 2: Location of the Site in the Broder Site Context

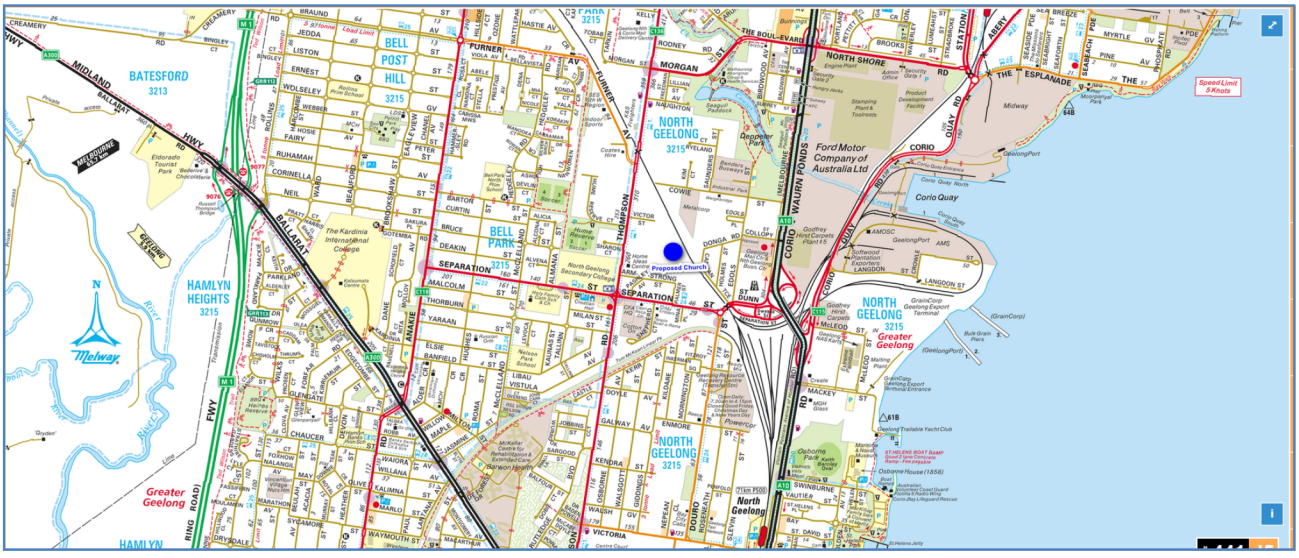
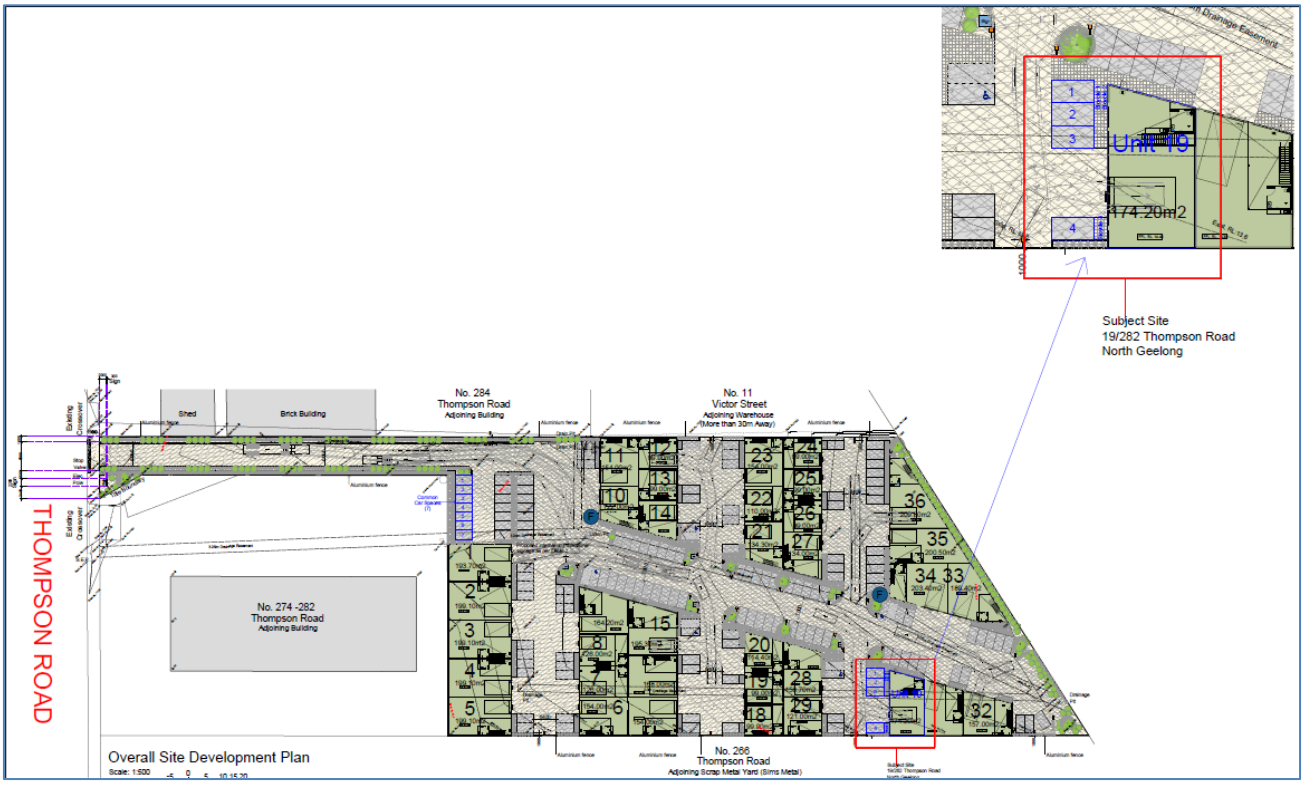


Figure 1: Warehouse Master Plan



The broader locality has an established industrial and employment character, including warehouses, trade premises, service businesses and other commercial-industrial activities. Thompson Road provides access to the wider arterial and freight network. Residential areas and community open space are located further west of Thompson Road.

Four car spaces on the western side of Unit 19 are allocated to the unit under its title. The common parking area north of Unit 1 contains seven spaces. Hume Reserve Court, about 350 metres west of the subject premises, also contains unrestricted on-street parking.

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3. Proposal

The application seeks approval to use the existing warehouse as a place of worship. No external extension or increase in floor area is proposed. The key operational parameters are:

- Maximum of 25 patrons on the premises at any one time.
- Sunday operation from 10:00 am to 3:00 pm.
- Friday operation from 7:00 pm to 8:00 pm.
- Religious worship, prayer, sermons, biblical teaching and associated fellowship.
- Use of microphones and internal speakers at a level managed to avoid unreasonable noise beyond the premises.
- Installation of a pulpit and minor internal fit-out.
- Three bicycle parking spaces between the allocated car spaces and the western wall of Unit 19, as shown on the plans.
- Minimal general waste, stored in the available bin and collected by a private contractor to be nominated.
- No independent function-centre, commercial-event or late-night entertainment use.

The proposed patron limit and operating hours should be secured by permit conditions. This provides certainty that the modest scale assessed in this report will be maintained.

Figure 3: Ground and First Floors

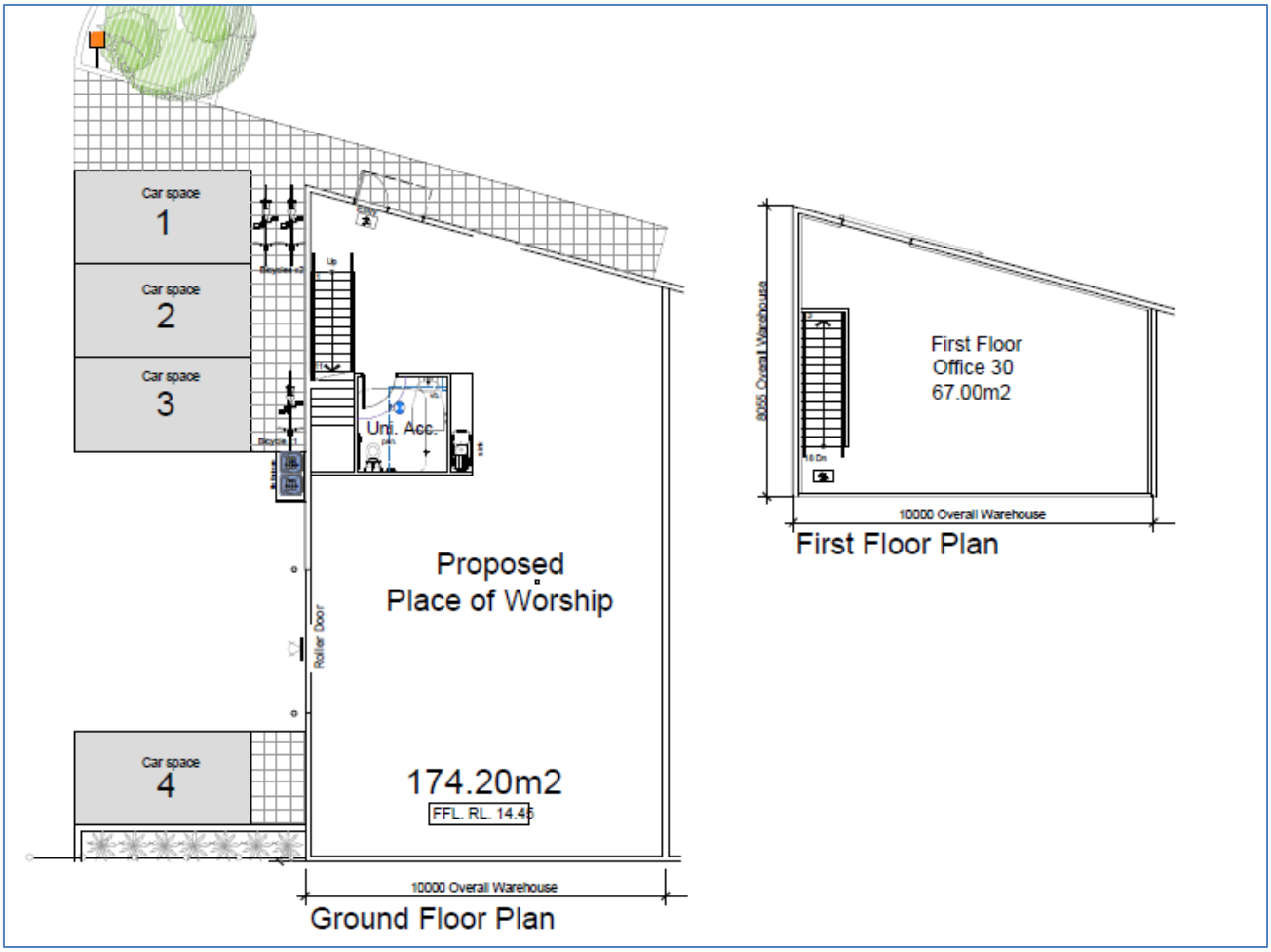
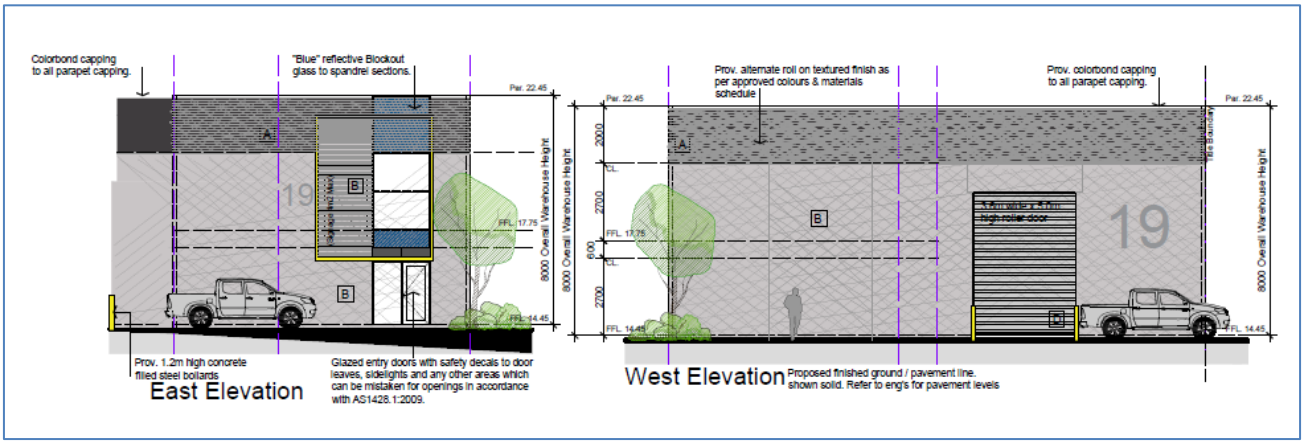


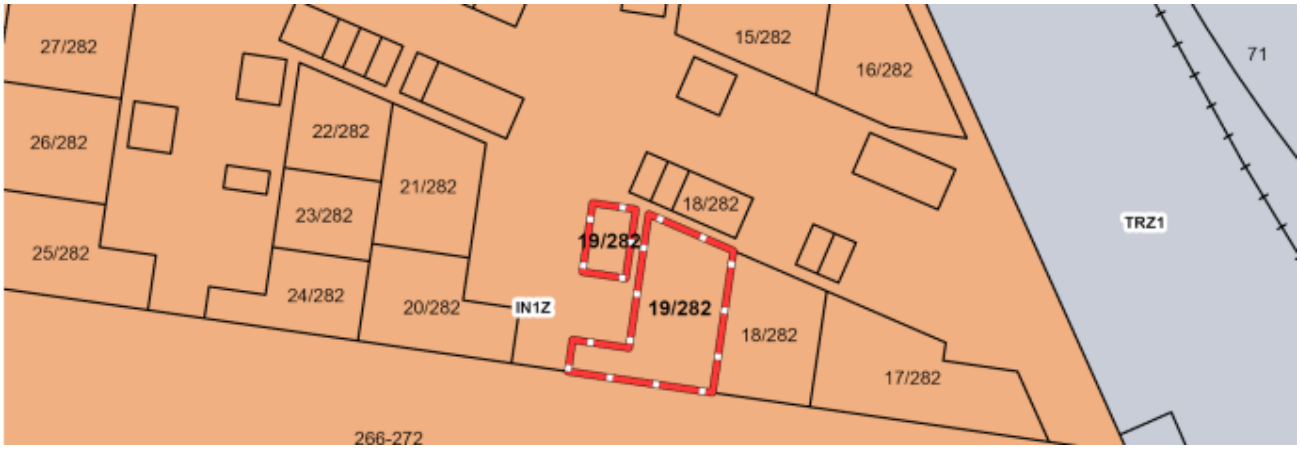
Figure 4: Elevations



4. Planning Controls and Permit Triggers

The land is understood to be within the Industrial 1 Zone under the Greater Geelong Planning Scheme. A current planning property report confirm Design and Development Overlay 20 applies to the parent land and Unit 19.

Figure 5: Zoning Map



Control	Permit trigger / relevance	Response
Clause 33.01 – Industrial 1 Zone	A place of worship is nested within "place of assembly" and is a Section 2 use. A permit is required for the use.	The proposal is a small, time-limited community use within an existing warehouse. Its suitability must be assessed against industrial-land protection, amenity and zone decision guidelines.
Clause 43.02 – Desing and Development Overlay, Schedule 20	No permit is required for change of use to place of worship.	N/A

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Control	Permit trigger / relevance	Response
Clause 52.06 – Car Parking	Seven spaces are required for 25 patrons in Parking Category 1. Four spaces are allocated to Unit 19, producing a reduction of three spaces.	A permit is sought to reduce the requirement by three spaces. The survey demonstrates substantial supplementary vacancy during Sunday hours.
Clause 52.34 – Bicycle Facilities	For a place of assembly, the table specifies employee and visitor bicycle rates. At the existing floor area, the applicable outcome is two visitor spaces and no employee shower/change facility.	Three bicycle spaces are proposed, exceeding the two-space visitor requirement, in a convenient position beside the western wall.
Clause 52.05 – Signs	Applies if business identification or other signage is proposed.	No signage is assessed unless shown on the final application plans.
Clause 65.01 – Decision guidelines	General assessment of orderly planning, amenity, traffic, land suitability and cumulative impacts.	Addressed throughout this report.

5. Planning Assessment

5.1 Industrial land and land-use compatibility

Clauses 17.03-1S and 17.03-2S seek to maintain an adequate supply of industrial land, protect established industrial areas and avoid non-industrial uses that would prejudice industry. Clause 13.07-1S also requires compatible siting and design so that community amenity and human health are protected while legitimate industrial activity can continue.

A place of worship is not an industrial use and therefore requires careful scrutiny in this location. In this instance, however, the proposal occupies one relatively small unit within a developed warehouse complex, involves no expansion of the building, and is capped at 25 patrons. Its principal Sunday operation occurs when surrounding businesses are generally inactive. The Friday activity is limited to one hour in the evening. The use therefore does not remove a strategically significant parcel from industrial supply, alter the physical capacity of the premises to return to an industrial use, or introduce a scale of attendance likely to constrain surrounding businesses.

The proposal should acknowledge the industrial context. Patrons cannot expect the amenity of a residential or dedicated community precinct, and the church must not impede loading, access, circulation or lawful operations of other units. Subject to the proposed operational limits, these matters can be satisfactorily managed.

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5.2 Settlement, community and cultural infrastructure

Clauses 11.01-1S and 19.02-3S support orderly settlement and accessible cultural and community facilities. The proposal provides a dedicated location for an established congregation, supporting worship, social connection and community participation. Its modest scale allows this social benefit to be delivered without substantial new development or infrastructure demand.

5.3 Urban and building design

Clauses 15.01-1S and 15.01-2S seek safe, functional and context-responsive development. As the application uses an existing warehouse and does not propose an external extension, the established industrial built form will be retained. The final plans should clearly show the internal worship area, pulpit, amenities, entries, emergency egress, allocated parking and bicycle spaces.

5.4 Transport integration, walking and cycling

Clauses 18.01-1S, 18.02-3S and 18.02-4S encourage integration of land use with transport and safe opportunities for walking and cycling. Most trips are expected to be by car, including shared family trips. Three bicycle parking spaces are nevertheless proposed. Hume Reserve Court is within a walkable distance, although patrons using it must cross Thompson Road using a safe and lawful crossing route. The operator should actively encourage car-pooling and safe pedestrian behaviour.

6. Amenity, Noise and Waste

6.1 Noise

Clause 13.05-1S seeks to assist the management of noise effects. Worship will include spoken sermons, singing and amplified sound through microphones and speakers. All amplified activities will occur inside the warehouse. The operator will keep doors closed during amplified services where practicable, maintain volume at a reasonable level and respond promptly to any substantiated concern. The limited patron number, restricted hours and industrial setting substantially reduce the likelihood of unreasonable amenity impact.

Sunday activity ends by 3:00 pm and Friday activity ends by 8:00 pm. No late-night event use is proposed. A condition may appropriately require that noise emissions comply with the Environment Protection Act 2017 and Environment Protection Regulations 2021 and do not cause unreasonable noise.

6.2 Waste

Waste generation will be minimal and typical of a small congregation, principally comprising paper, packaging and small quantities of general waste. Waste will be contained in the bin provided for the premises and collected by a private waste contractor to be nominated. Waste will not be stored in common accessways or parking areas, and collection will be arranged so that it does not obstruct the internal driveway or surrounding businesses.

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6.3 Toilets and internal works

The existing amenities will be used at commencement. A second toilet is intended at a later stage but does not form part of this application. Before undertaking that work, the operator will obtain any required planning, building, plumbing and owners corporation approvals and ensure compliance with applicable accessibility and building standards.

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7. Car Parking Assessment

7.1 Statutory requirement

The site is within Parking Category 1. The Clause 52.06 rate for a place of assembly is 0.3 car spaces to each patron permitted. With a maximum attendance of 25 patrons, the calculated demand is 7.5 spaces, which is treated as seven spaces under the clause's rounding convention. Four spaces are allocated to Unit 19. The application therefore seeks approval to reduce the statutory requirement by three spaces.

Measure	Calculation / supply
Maximum patrons	25
Category 1 rate	0.3 spaces per patron
Statutory requirement	7 spaces
Title-allocated spaces – Unit 19	4 spaces
Reduction sought	3 spaces

7.2 Supplementary parking context

Three (3) parking spaces are allocated to Unit 3/282 Thompson Road, which is also owned by the church's chief pastor. Unit 3 is presently occupied by a bakery operating between 9:00 am and 5:00 pm on weekdays. Those spaces are therefore ordinarily available during Sunday worship and after the bakery closes on Friday. However, to provide a conservative assessment, the three Unit 3 spaces were not counted as available supply in the parking survey or relied upon to establish the adequacy of the reduction. Any ongoing church reliance on those spaces should be documented and must not conflict with the rights of the occupier or owners corporation arrangements.

Seven (7) shared spaces are located in the common parking area north of Unit 1. In addition, 23 unrestricted on-street spaces were identified along Hume Reserve Court, approximately 350 metres west of the subject premises. Together these locations provided a surveyed supplementary supply of 30 spaces.

7.3 Parking occupancy survey

Because Unit 19 has four title-allocated spaces against a statutory requirement of seven, a parking occupancy survey was undertaken to establish whether at least three additional spaces were available within a reasonable walking distance during the proposed Sunday operating hours. The survey covered Hume Reserve Court and the common parking area north of Unit 1. Counts were undertaken on Sunday, 9 August 2026 at 10:00 am, 12:00 noon and 2:00 pm. The Unit 3 spaces were observed to be available but were deliberately excluded from the count.

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Figure 6: Parking Survey Locations



Survey location / measure	10:00 am	12:00 pm	2:00 pm	Capacity (30)
Hume Reserve Court – occupied	4	3	3	23
Common parking – occupied	2	2	2	7
Total occupied	6	5	5	
Occupancy	20%	17%	17%	—
Vacant spaces	24	25	25	—
Vacancy	80%	83%	83%	—

Source: Stat Planners parking occupancy survey, Sunday 9 August 2026. Spaces were unrestricted at the time of survey.

The survey recorded 24 vacant spaces at 10:00 am and 25 vacant spaces at both noon and 2:00 pm. At every survey time, the available supply substantially exceeded the three-space (3) reduction sought. The highest observed occupancy was only 20 per cent.

A separate site inspection on Friday, 7 August 2026 found no surrounding businesses operating at the time of inspection and parking spaces were vacant. This observation is consistent with the limited potential for parking conflict during the proposed Friday service between 7:00 pm and 8:00 pm. It is an observational check rather than a formal sequential occupancy survey.

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7.4 Assessment against Clause 52.06

The proposed three-space (3) reduction is considered supportable because:

- the use is limited to 25 patrons and four spaces are permanently allocated to Unit 19;
- only three additional spaces are required to satisfy the statutory rate;
- the Sunday survey consistently identified 24–25 vacant supplementary spaces;
- the three Unit 3 spaces provide further practical capacity but were excluded from the survey, making the assessment conservative;
- the principal Sunday operating period does not generally coincide with surrounding weekday business activity;
- the Friday use is limited to one hour after ordinary business hours;
- family and household members are likely to travel together, reducing the number of vehicles relative to individual patrons; and
- the permit can cap patron numbers and hours, preventing unassessed intensification.

The common parking spaces remain shared facilities and should not be represented as exclusive church parking. Similarly, Hume Reserve Court is public on-street parking and cannot be reserved. The survey does not depend upon exclusivity; rather, it demonstrates that the combined surrounding supply has substantial spare capacity during the relevant Sunday period. Patrons must park lawfully, avoid blocking industrial access and use a safe route when crossing Thompson Road.

On balance, the reduction of three car spaces will not unreasonably affect parking availability, traffic circulation or the continued operation of businesses in the estate. The application satisfies the relevant purpose and decision guidelines of Clause 52.06.

8. Bicycle Parking

Clause 52.34 specifies bicycle-parking rates for a place of assembly of one employee space to each 1,500 square metres of net floor area and two visitor spaces plus one additional visitor space to each 1,500 square metres. Based on the existing premises of approximately 241 square metres, the applicable outcome is two (2) visitor bicycle spaces. No employee shower or change-room facility is triggered at this scale.

Three (3) bicycle parking spaces are proposed between the four allocated car parking spaces and the western wall of Unit 19, as shown on the application plans. The proposal therefore exceeds the applicable two-space visitor requirement. The location is close to the building entrance and allows cyclists convenient access to the premises, providing a practical sustainable-transport option despite the small scale of the congregation.

The detailed plan should dimension the bicycle-parking area and demonstrate that the spaces can be accessed and used without encroaching into the adjoining car spaces, vehicle circulation path, accessible route or required building egress. The bicycle devices should enable the bicycle frame and at least one wheel to be secured and should be installed consistently with the siting and design requirements of Clause

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52.34 and relevant Australian Standards. Subject to these details, the proposed three spaces are an appropriate response.

9. Industrial 1 Zone

The Industrial 1 Zone seeks to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner that does not affect the safety and amenity of local communities. Its decision guidelines require consideration of the effect of a non-industrial use on the availability of land for industry, the effect on nearby industries, traffic and parking, interface and amenity matters.

Although the proposal is a non-industrial use, the following site-specific features support approval:

- Unit 19 is a small existing warehouse within a completed multi-unit estate rather than a large strategic industrial parcel.
- The existing building is retained and can readily return to an industrial or warehouse use in the future.
- No external expansion or permanent site restructuring is proposed.
- Attendance is limited to 25 patrons and occurs principally on Sunday, with only a one-hour Friday evening service.
- Parking evidence demonstrates ample vacancy during the proposed Sunday hours.
- The use will not occupy loading areas or impede access to other units.
- Internal amplified sound and waste can be controlled through ordinary operational management and permit conditions.

Accordingly, the proposal will not materially prejudice the supply or operation of industrial land, provided the modest scale and hours described in this report are maintained.

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10. Clause 65

The proposal represents an orderly planning outcome when assessed against Clause 65.01. The use provides a community and cultural benefit while reusing an existing building, without external expansion or significant infrastructure demand. Its limited scale and complementary operating pattern minimise conflict with the industrial estate.

Amenity impacts can be managed through the patron cap, hours, internalised amplified sound, private waste collection and prohibition of unrelated functions. Parking demand has been transparently assessed. Although the proposal requires a three-space reduction, the Sunday survey shows a large and consistent surplus in the supplementary parking supply. The proposed three bicycle spaces further support alternative travel.

The use does not compromise the building's future industrial capability and is not expected to constrain lawful surrounding businesses. Subject to appropriate conditions, the proposal satisfies the relevant zone, policy and particular-provision considerations.

11. Recommended Operational Commitments

To maintain the planning outcome assessed in this report, the operator accepts the following commitments:

- No more than 25 patrons may be present at any time.
- The use may operate only between 10:00 am and 3:00 pm Sunday and 7:00 pm and 8:00 pm Friday, unless further approval is obtained.
- The premises must not operate as an independent function centre or be hired for unrelated events.
- Amplified sound must remain internal and must not cause unreasonable noise.
- The four Unit 19 car spaces must remain available to the church during operating hours.
- Patrons must not obstruct common accessways, loading areas, crossovers or parking allocated to other units.
- Three bicycle spaces must be provided and maintained as shown on the endorsed plans.
- Waste must be stored within the designated bin area and collected privately without obstructing circulation.

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12. Conclusion

This application seeks approval to use the existing warehouse at 19/282 Thompson Road, North Geelong as a place of worship for RCCG New Life Assembly Parish, Geelong. The congregation will be limited to 25 patrons and will operate on Sundays from 10:00 am to 3:00 pm and Fridays from 7:00 pm to 8:00 pm.

The proposal is modest in scale, retains the existing building and does not permanently diminish its capacity for future industrial use. Its operating pattern largely avoids overlap with surrounding businesses. Potential noise, waste and circulation impacts can be effectively managed through the operating commitments and permit conditions described in this report.

Four car spaces are allocated to Unit 19, resulting in a statutory shortfall of three spaces. The parking survey undertaken on Sunday, 9 August 2026 recorded 24–25 vacant supplementary spaces throughout the proposed operating period. The separate Friday inspection also found surrounding parking vacant. Three additional Unit 3 spaces were available but conservatively excluded from the survey. The evidence therefore supports the requested three-space reduction under Clause 52.06.

Three bicycle parking spaces will be provided beside the western wall, between the building and allocated car spaces, subject to detailed dimensional and access compliance. On balance, the proposal is consistent with the relevant objectives and decision guidelines of the Greater Geelong Planning Scheme and warrants Council support, subject to appropriate conditions controlling patron numbers, hours, noise, parking and waste management.

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Appendix A – Parking Survey Data

The original parking occupancy table prepared from the Sunday survey is reproduced below. Unit 3's three allocated spaces were available but were excluded from the survey totals.

Parking Occupancy Surveys Re:19/282 Thompson Road, North Geelong					
	Date: Sunday, 9 August 2026				
	Restriction Ref.	10:00:00 AM	12:00 AM	2:00 PM	Capacity at Location
Hume Reserve Court	1	4	3	3	23
Common Paking	1	2	2	2	7
Public Occupation at time (spaces)		6	5	5	
Total public Capacity at time (spaces)		30	30	30	
Occupancy at time %		20	17	17	
Vacancy at time (spaces)		24	25	25	
Vacancy at time %		80	83	83	
1 - No restriction					

Appendix Figure A1. Parking occupancy survey – Sunday, 9 August 2026



Appendix Figure A2. Parking survey location plan