



DEVELOPMENT APPLICATION

PDPLANPMTD-2025/055807

PROPOSAL: Self-Storage Containers & Partial Change of Use to Self-Storage (Retrospective)

LOCATION: 48 Binalong Road, Mornington

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 18/06/2026 00:00:00

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 18/06/2026 00:00:00. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 18/06/2026 00:00:00.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Application for Development / Use or Subdivision

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: **Part Change of Use to Storage (Self Storage)**

Location: **48 Binalong Road, Mornington**

Personal Information Removed

Is the property on the Tasmanian Heritage Register? Yes No

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner's name:

Georgia Perry, Bree Direen

Current use of site: **Multi-business - Shops, Takeaway Food, Dog Grooming**

Does the proposal involve land administered or owned by the Crown or Council? Yes No

Declaration

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

Acknowledgement

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

Personal Information Removed

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.



Development/use or subdivision checklist

Mandatory Documents

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- Details of the location of the proposed use or development.
- A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- Full description of the proposed use or development.
- Description of the proposed operation. May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- Declaration the owner has been notified if the applicant is not the owner.
- Crown or Council consent (if publically-owned land).
- Any reports, plans or other information required by the relevant zone or code.
- Fees prescribed by the City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

Additional Documents

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- Site analysis and site plan, including where relevant:
 - Existing and proposed use(s) on site.
 - Boundaries and dimensions of the site.
 - Topography, including contours showing AHD levels and major site features.
 - Natural drainage lines, watercourses and wetlands on or adjacent to the site.
 - Soil type.
 - Vegetation types and distribution, and trees and vegetation to be removed.
-



- Location and capacity of any existing services or easements on/to the site.
 - Existing pedestrian and vehicle access to the site.
 - Location of existing and proposed buildings on the site.
 - Location of existing adjoining properties, adjacent buildings and their uses.
 - Any natural hazards that may affect use or development on the site.
 - Proposed roads, driveways, car parking areas and footpaths within the site.
 - Any proposed open space, communal space, or facilities on the site.
 - Main utility service connection points and easements.
 - Proposed subdivision lot boundaries.
- Where it is proposed to erect buildings, detailed plans with dimensions at a scale of 1:100 or 1:200 showing:
- Internal layout of each building on the site.
 - Private open space for each dwelling.
 - External storage spaces.
 - Car parking space location and layout.
 - Major elevations of every building to be erected.
 - Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.
 - Relationship of the elevations to natural ground level, showing any proposed cut or fill.
 - Materials and colours to be used on rooves and external walls.
- Where it is proposed to erect buildings, a plan of the proposed landscaping showing:
- Planting concepts.
 - Paving materials and drainage treatments and lighting for vehicle areas and footpaths.
 - Plantings proposed for screening from adjacent sites or public places.
- Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact City of Clarence Planning team on (03) 6217 9550.



SEARCH OF TORRENS TITLE

VOLUME 57840	FOLIO 1
EDITION 9	DATE OF ISSUE 05-Feb-2025

SEARCH DATE : 11-Jul-2025

SEARCH TIME : 01.45 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Strata Plan 57840 (formerly being STR1508) and a general unit entitlement operating for all purposes of the Strata Scheme being a 6 undivided 1/8 interest

Derived from Strata Plan 57840

Derivation : Part of 397A and of Lot 35582 Granted to W.

Murray and The Director of Housing respectively

Prior CT 4023/1

SCHEDULE 1

C522760 TRANSFER to TONY DOURIAS, JOHN DOURIAS, TONY GEORGE DOURIAS and ROSS DOURIAS Registered 15-Dec-2003 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement subject to any interest noted on common property
Folio of the Register volume 57840 folio 0

A376257 FENCING PROVISION in Transfer

E383910 MORTGAGE to Orde Mortgage Custodian Pty Ltd
Registered 05-Feb-2025 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 57840	FOLIO 0
EDITION 3	DATE OF ISSUE 27-Nov-2000

SEARCH DATE : 11-Jul-2025

SEARCH TIME : 01.45 PM

DESCRIPTION OF LAND

City of CLARENCE

The Common Property for Strata Scheme 57840 (formerly being STR1508)

Derivation : Part of 397A and of Lot 35582 Granted to W. Murray and The Director of Housing respectively
Prior CTs 3014/37, 3014/38, 3014/39 and 3014/40

SCHEDULE 1

STRATA CORPORATION NO. 57840, 48 BINGALONG ROAD, WARRANE

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
A376257 FENCING PROVISION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



Conveyancing and Law of Property Act 1884

STRATUM PLAN

REGISTERED NUMBER

No. 1508

Sheet 1 of 3 Sheets

City or Town WARRANE

57840

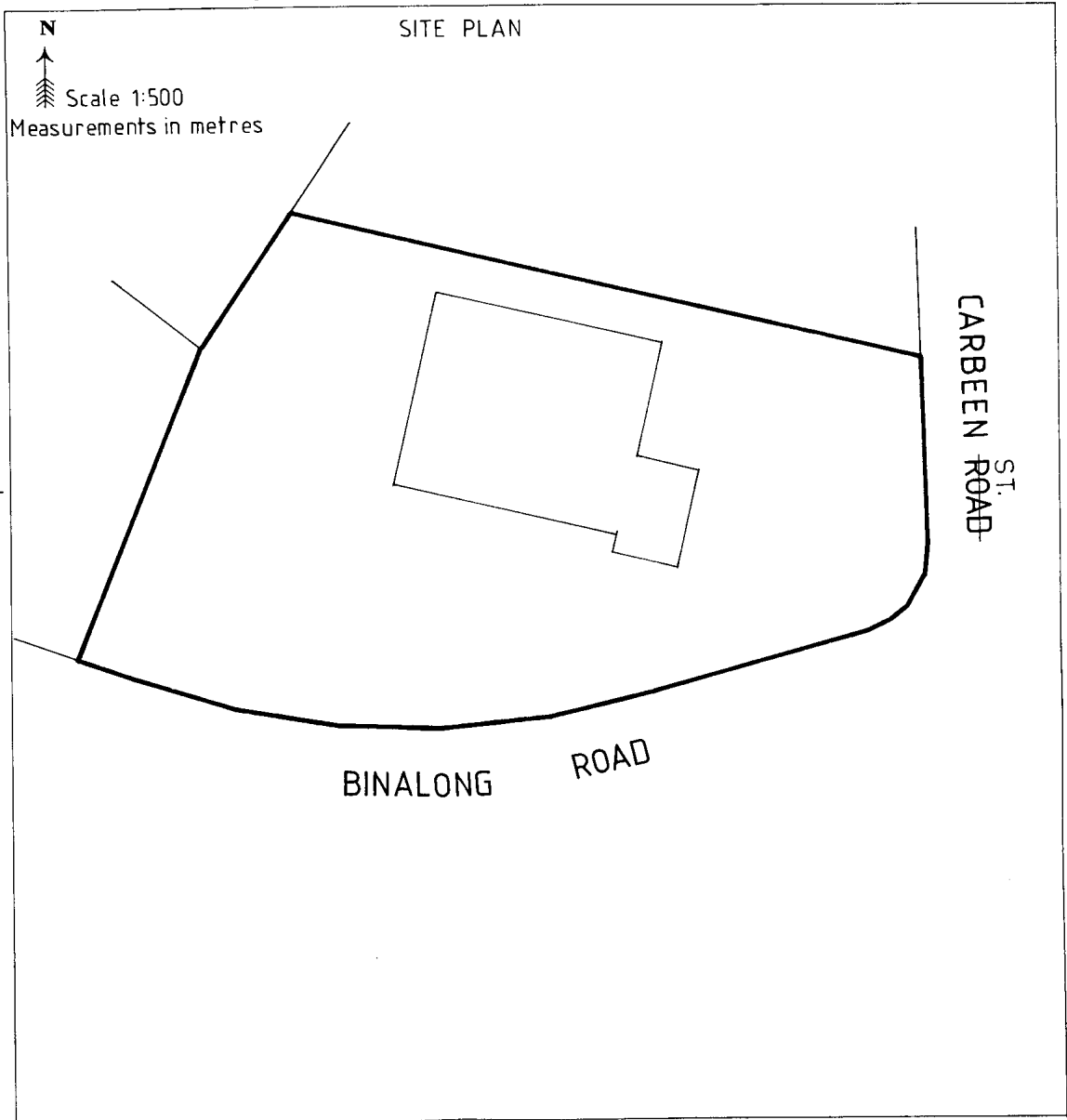
Locality MORNINGTON

Reference to Title C.T.s. 30.14 - 37, 38, 39 & 40

Site comprises the whole of Lots 192, 193, 194 & 195 on Plan No. S.P. 3386 in the Diagram

Lands Titles Office

The name of the building is No. 4.8 BINALONG ROAD WARRANE



REGISTERED this 26th day of Dec 1988, No. 1508

J. Broude
ACTING DEPUTY Recorder of Titles

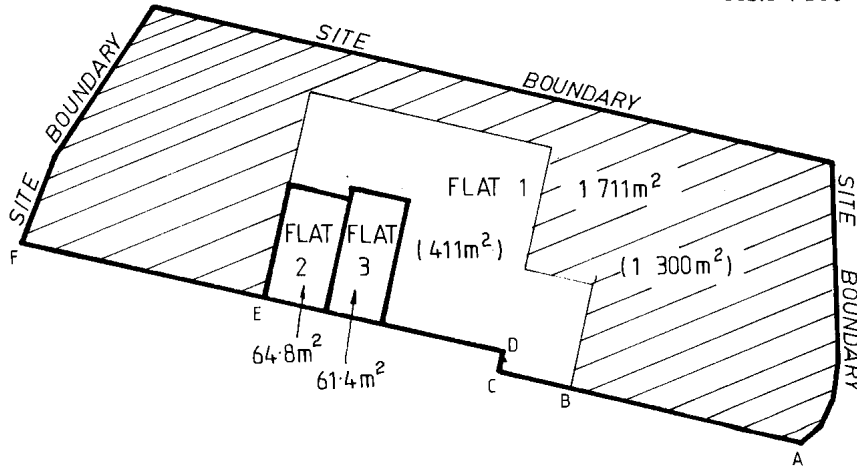
This plan is lodged for registration by
Murdoch, Clarke, Cosgrove & Drake

OS 1535

Sheet 2 of 3 Sheets

[Signature]
Town Clerk/Council Clerk

Scale 1:500



GROUND FLOOR

The horizontal boundaries of each flat are shown by heavy unbroken lines and defined as follows

AB is the prolongation of the face of the wall CB to meet the site boundary at A

EF is the prolongation of the face of the wall DE to meet the site boundary at F

The remaining horizontal boundaries are along the site boundary

The common boundary of a flat with another flat or with common property is the centre of the wall floor or ceiling as the case may be, *unless otherwise defined.*

Within the flats -

The buildings are single-storeyed

~~The areas shown hatched are open spaces and extend vertically from ground level to the horizontal projection of the ridge line of the roof of the buildings or ground level whichever is the highest.~~

The vertical boundaries of the buildings extend from the centre of the floors to the underside of the roofs.

The area shown hatched is sloping open space and extends vertically from natural ground level to a height of 10 metres



Index

- 01 - Project Information
- 02 - Existing Elevations - Images
- 03 - Existing Site Layout Plan

Project Information

Land Title Reference: Volume 57840 Folio 1, 2, 3
 PID 2207494

Lot area: 1837m2
 Total floor areas:
 Gross Existing Floor Area footprint - 575m2
 Proposed Floor Area - Storage Containers - 120m2

Planning Scheme - Tasmanian Planning Scheme - Clarence
 Zone - Local Business
 Overlays - Airport Obstacle Limitations Area

SHIPPING CONTAINER
 STORAGE UNITS No #1 - 5
 ON 800 MAX DEEP
 CONSOLIDATED FILL
 ROCK/BOULDER
 RETAINING WALL



SITE PLAN 1:500

Date 18th August 2025	Page size A3	Client Dourias Group Holdings	Proposal Storage Containers	Darryn White - Building Design and Consulting. P O Box 381 Rosny Park Tasmania 7018 P: 0409 659 358 E: dwbdac@gmail.com W: www.everythingbuilding.com.au ABN: 56130097060 ACCREDITATION NO: CC1623W		© 2025	Page No 01 03
		Address 48 Binalong Road Mornington 7018					
Scale 1:500							



STORAGE CONTAINERS #1 - 5 NORTH EAST VIEW



3500 MAX OVERALL HEIGHT ABOVE NGL


STORAGE CONTAINERS #1 - 5

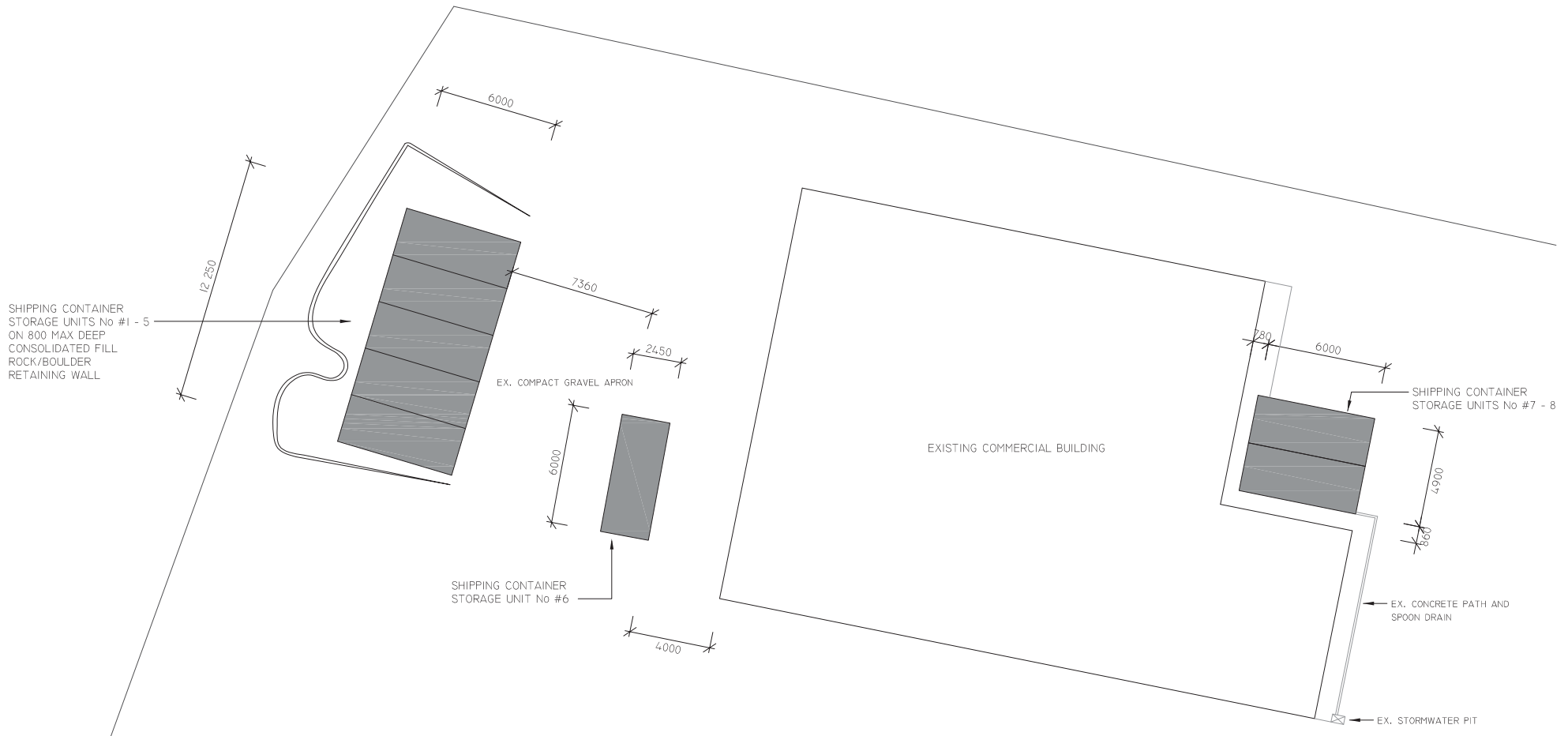


STORAGE CONTAINER #6 NORTH VIEW




STORAGE CONTAINERS # 7 - 8 NORTH EAST VIEW

Date 18th August 2025	Page size A3	Client Dourias Group Holdings	Proposal Storage Containers	Darryn White - Building Design and Consulting. P O Box 381 Rosny Park Tasmania 7018 P: 0409 659 358 E: dwbdac@gmail.com W: www.everythingbuilding.com.au ABN: 56130097060 ACCREDITATION NO: CC1623W	 MASTER BUILDERS TASMANIA MEMBER	© 2025	Page No 02 / 03
Scale 1:500		Address 48 Binalong Road Mornington 7018		<p>This drawing is the property of Darryn White. Reproduction in whole or part is strictly forbidden without the written consent of Darryn White. Failure in doing will result in legal action being taken.</p> <p>Job No 2527</p>			



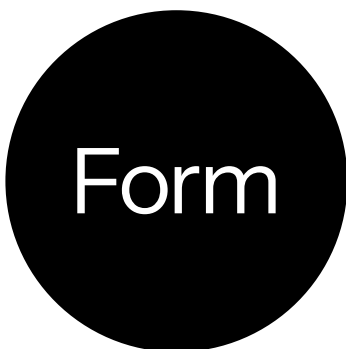
EXISTING SITE LAYOUT PLAN 1:200

18th August 2025	Page size A3	Client Dourias Group Holdings	Proposal Storage Containers	Darryn White - Building Design and Consulting. P O Box 381 Rosny Park Tasmania 7018 P: 0409 659 358 E: dwbdac@gmail.com W: www.everythingbuilding.com.au ABN: 56130097060	 MASTER BUILDERS TASMANIA MEMBER	© 2025	Page No 03 / 03
1:500		Address 48 Binalong Road Mornington 7018		ACCREDITATION NO: CC1623W	<p>This drawing is the property of Darryn White. Reproduction in whole or part is strictly forbidden without the written consent of Darryn White. Failure in doing will result in legal action being taken.</p>	Job No 2527	

48 Binalong Road, Mornington

DEVELOPMENT APPLICATION FOR SELF-STORAGE

For Asty Bros Pty Ltd



planning
+ projects

Monday 25 May 2026

Document Disclaimers

Form Planning and Projects Pty Ltd has prepared this report on the basis of information provided by the client and others who provided information to Form Planning and Projects Pty Ltd (including Government authorities), which Form Planning and Projects Pty Ltd has not independently verified or checked beyond the agreed scope of work. Form Planning and Projects Pty Ltd does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Form Planning and Projects Pty Ltd take no responsibility or obligation to update this document to account for events or changes occurring subsequent to the date that the document was prepared.

Project:	Storage – 48 Binalong Road		
Revision	Author	Review	Date
1	David Allingham	David Cundall	11 th March 2026
2 – update to operating hours	David Allingham	David Cundall	25 th May 2026

Summary

Form Planning + Projects has been engaged to provide a written planning assessment and description of a retrospective application for eight (8) self-storage units at 48 Binalong Road, Mornington. The proposed use and development is characterised by infrequent use and low traffic volumes resulting in minimal impact on residential amenity and utilisation of existing parking areas.

The proposed use and development require a permit under the *Tasmanian Planning Scheme – Clarence* (Planning Scheme). The following planning controls apply to the land:

- Local Business Zone
- Parking and Sustainable Transport Code

The development application relies on the performance criteria of the following provisions of the Planning Scheme:

- Clause 14.3.2 P1 & P2 – Discretionary uses
- Clause 14.4.2 P1 – Front setback
- Clause 14.4.2 P2 – Setback to adjoining General Residential Zone
- Clause 14.4.3 P2 – Design
- Clause C2.5.1 P1 – Car parking numbers
- Clause C2.6.1 P1 – Construction of parking areas
- Clause C2.6.2 P1- Design and layout of parking areas
- Clause C2.6.5 P1 – Pedestrian access

In addition to this planning report the following documentation has been submitted as part of this Development Application:

- Signed DA Form
- Title
- Architectural drawings

This planning report, together with the submitted plans, provides supporting material for the application for a permit and demonstrates that the proposal satisfies the relevant Performance Criteria.

1. Purpose of this report

Form Planning + Projects has been engaged to assist with the submission of an application for 8 self-storage units at 48 Binalong Road, Mornington. This report provides information about the site, proposal details and an assessment of the development against the relevant planning provision within the *Tasmanian Planning Scheme – Clarence*.

2. Site Description

The Subject Site (the Site) is located at 48 Binalong Road, Mornington (CT57840/1). The Site is approximately 3,236m² and is part of a three lot strata title. The site slopes downward from west to east.

The site contains an existing commercial building with three tenancies. A sealed car park is located between the road frontage and the building. Outdoor storage areas are located to the east and west of the building which are screened by timber paling fencing.

The site has full access to reticulated services. A TasWater main is located through the site in the vicinity of the proposal. There is no easement on the title, but it is likely to be subject to a statutory easement.

The site is within an established residential area and has residential uses on all boundaries and Warrane Primary School to the northwest.



Figure 1: Aerial image of the Site (Source: List Map)

3. Proposal

This Development Application is a retrospective application for 8 self-storage units within the existing outdoor storage areas as shown in the accompanying drawings prepared by Darryn White – Building Design and Consulting. Each unit is a standard 20ft shipping container.

Units 1-6 are located to the west of the building via an existing compact gravel apron. The Units are located on a new level area constructed with consolidated fill with a rock/boulder retaining wall. These units are screened by the existing paling fence which has been freshly painted.

Units 7 & 8 are located behind the existing building on the east and are accessed via an existing gravel apron that provides access to the rear.

The units are each individually leased out strictly for personal storage. Tenants are advised that hazardous materials cannot be stored on-site and that a business can not be operated from the Site. The majority of tenants access the units 5-10 times a year.

No individual car spaces are provided, but there is space for vehicles to pull up at the entry to each Unit and load/unload. This arrangement is considered suitable given the Units are visited infrequently and rarely at the same time.

The proposal utilises existing hardstand areas, generates negligible traffic, and does not materially alter the way the site has historically operated.

4. Planning controls

The land is subject to the *Tasmanian Planning Scheme – Clarence* (the Planning Scheme) and the applicable controls are outlined below.

4.1. Zoning

The subject site is within the Local Business Zone (LBZ) on the Planning Scheme maps (see Figure 2). The surrounding properties are zoned General Residential.

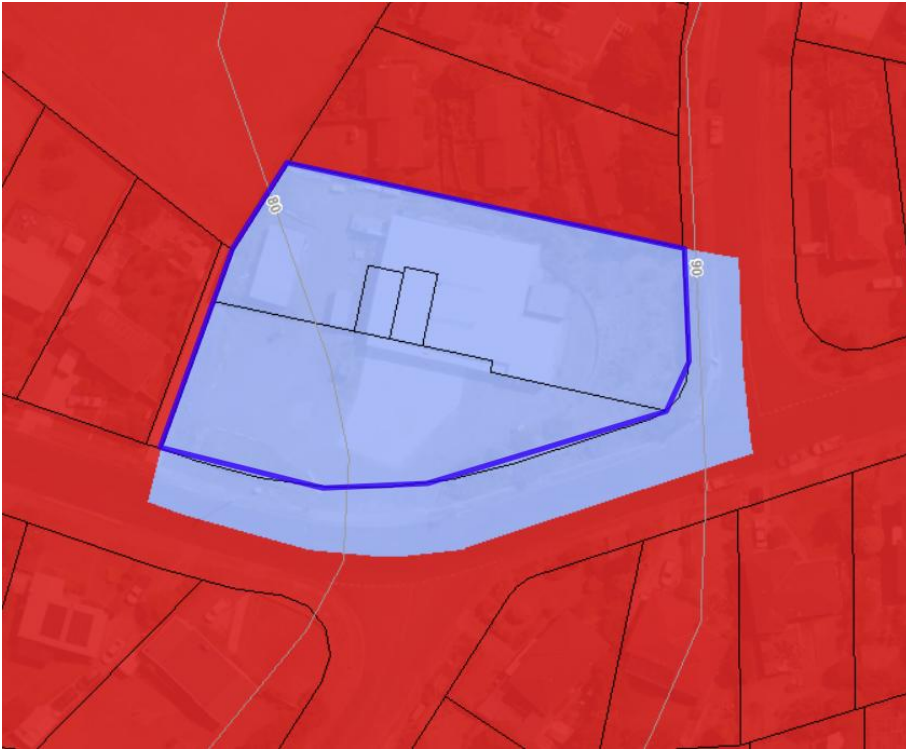


Figure 2: Zone map of the Site and surrounds (Source: ListMap)

4.2. Codes and overlays

The proposed Use and Development is subject to the Airport obstacle limitation area overlay.

4.3. Local Provisions

The proposed Use and Development is not subject to any local provisions.

5. Planning Assessment

The planning assessment below only refers to the relevant standards within the Planning Scheme. An assessment is provided below each standard. For ease of use, a standard that satisfies the Acceptable Solution (AS) is coloured green and a standard that requires assessment against a Performance Criteria (PC) is coloured orange.

5.1. Local Business Zone

5.1.1. Use

Self-storage units are categorised as a “Storage” use under the Planning Scheme as follows:

Storage Definition

use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, **self storage**, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and woodyard.

“Storage” is a Discretionary use in the LBZ Use Table (clause 14.2).

5.1.2. Use standards

14.3.1 All uses	
Objective:	
That uses do not cause an unreasonable loss of amenity to residential zones	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays. 	<p>P1</p> <p>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the timing, duration or extent of vehicle movements; and b) noise, lighting or other emissions.
Assessment:	
<p>The proposed self-storage will only be available within the Acceptable Solution hours. This will be enforced through lease arrangements.</p> <p>The proposal is compliant with A1.</p>	
<p>A2</p> <p>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must:</p> <ul style="list-style-type: none"> (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property in those zones. 	<p>P2</p> <p>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.

Assessment:
 No additional external lighting is proposed.

 The proposal complies with A2.

<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays. 	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) potential conflicts with other traffic.
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Assessment:
 The self-storage units are leased for personal uses that are not related to the movement of goods or materials for business, trade and or commercial purpose and their operational characteristics will not create non-domestic traffic impacts.

 As such, no commercial movements are envisaged for the proposal, and the application satisfies the AS A3.

14.3.2 Discretionary uses

Objective:
 That uses listed as Discretionary do not:

- (a) cause unreasonable loss of amenity to adjoining residential zones; and
- (b) compromise or distort the activity centre hierarchy.

Acceptable Solutions	Performance Criteria
A1	P1

No Acceptable Solution.	<p>A use listed as Discretionary must:</p> <ul style="list-style-type: none"> (a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and (b) be of an intensity that respects the character of the area.
<p>Assessment:</p> <p>The proposed self-storage units will be used infrequently and will not have an unreasonable impact on properties in adjoining residential zones. There is separation to the residential properties to the west by a public footway. The proposed units are screened to the residential zone to the west by landscaping.</p> <p>The proposed storage units are located on a Site with an existing commercial use and are largely screened by existing fences. The built footprint of units 1-6 is the most visible but is roughly the equivalent size of a residential outbuilding that is in keeping with the character of the area.</p> <p>The proposal satisfies PC P1.</p>	
<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the need to encourage activity at pedestrian levels; (c) the size and scale of the proposed use; (d) the functions of the activity centre and the surrounding activity centres; and (e) the extent that the proposed use impacts on other activity centres.
<p>Assessment:</p> <p>The Local Business Zone only applies to the subject site, so the “activity centre” could only be categorized as a “local centre” under the activity centre hierarchy in the Southern Tasmanian Regional Land Use Strategy. The local centre complements the nearby Rosny Principal Activity Centre.</p> <p>Existing uses on the Site include pizza shop, hydroponics, and pet grooming. The proposed self-storage use will provide an additional use that serves the urban community by providing conveniently located storage solutions for residents that do not have space or means for storage.</p> <p>The self-storage units are located behind the existing uses so the local centre will continue to be accessible to pedestrians.</p> <p>The proposed storage use will not impact on the function of the local activity centre and will have no impact on the Rosny Principal Activity Centre.</p>	

5.1.3. Development Standards

14.4.1 Building height.

Objective:

That building height:

- (a) is compatible with the streetscape; and
- (b) does not cause an unreasonable loss of amenity to adjoining residential zones.

Acceptable Solutions

A1

Building height must be not more than 9m.

Performance Criteria

P1

A Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:

- (a) the topography of the site;
- (b) the height, bulk and form of existing buildings on the site and adjacent properties;
- (c) the bulk and form of proposed buildings;
- (d) the apparent height when viewed from the adjoining road and public places; and
- (e) any overshadowing of adjoining properties and public places.

Assessment:

The proposed self-storage units are a maximum of 3.5m above natural ground level.

The proposal satisfies AS A1.

14.4.2 Setbacks

Objective:

That building setback:

- (a) is compatible with the streetscape;
- (b) does not cause an unreasonable loss of amenity to adjoining residential zones; and

(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must be:</p> <p>(a) built to the frontage at ground level; or</p> <p>(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>P1</p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades;</p> <p>(b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;</p> <p>(c) the avoidance of concealment spaces;</p> <p>(d) the ability to achieve passive surveillance; and</p> <p>(e) the availability of lighting.</p>
<p>Assessment:</p> <p>The proposed self-storage units are deliberately setback behind the existing building line to minimise the impact on the streetscape and to ensure that the customer facing businesses are the most prominent on the site.</p> <p>The forecourt space will not be impacted, and passive surveillance will still be achieved. The site continues to be open and minimizes concealment spaces. The existing external lighting will continue to be sufficient.</p> <p>The proposal satisfies the PC P1.</p>	
<p>A2</p> <p>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, of not less than:</p> <p>(a) 4m; or</p> <p>(b) half the wall height of the building,</p> <p>whichever is the greater.</p>	<p>P2</p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to:</p> <p>(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</p> <p>(b) overlooking and reduction of privacy to the adjoining properties; or</p>

	(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
<p>Assessment:</p> <p>The proposed self-storage units all satisfy the 4m setback to the adjoining residential zone, except for the north-west corner of Units 1-5 which is approximately 3.6m. Therefore, the application must be assessed under the PC.</p> <p>The land within the residential zone to the west includes a 2.5m wide public footway which provides additional separation to the units. The land to the north-west is vacant land that is part of the Warrane Primary School Site.</p> <p>The containers may cause some very minimal overshadowing in the afternoon, but nothing that could be considered unreasonable. The units have no windows so there will be no overlooking.</p> <p>The Units have a low profile in the landscape, and the visual impacts will be minimal on adjoining properties.</p> <p>The proposal satisfies the PC P2.</p>	
<p>A3</p> <p>Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	<p>P3</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any proposed mitigation measures.
<p>Assessment</p> <p>No air extraction, pumping, refrigeration systems or compressors are proposed.</p> <p>The proposal satisfies the AS A3.</p>	

14.4.3 Design

Objective:

That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>New buildings must be designed to satisfy all the following:</p> <ul style="list-style-type: none"> (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways. 	<p>P1</p> <p>New buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and (c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.
<p>Assessment:</p> <p>There is no mechanical plant and other service infrastructure or security shutters proposed. External lighting will continue to be provided over the main vehicle parking area.</p> <p>The proposal satisfies the AS.</p>	
<p>A2</p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) if for a ground floor level façade facing a frontage: <ul style="list-style-type: none"> (i) have not less than 40% of the total surface area consisting of windows or doorways; or 	<p>P2</p> <p>New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) how the main pedestrian access to the building addresses the street or other public places; (b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; (c) providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other

<p>(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;</p> <p>(c) if for a ground floor level façade facing a frontage must:</p> <p>(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or</p> <p>(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and</p> <p>(d) provide awnings over a public footpath if existing on the site or on adjoining properties.</p>	<p>public spaces so as to contribute positively to the streetscape and public spaces;</p> <p>(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and</p> <p>(e) the need for provision of awnings over a public footpath.</p>
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Assessment:

The proposal does not satisfy the AS and must be assessed against the PC.

The proposed Units have been located within existing outdoor storage areas that are screened or not visible from the street, minimizing impact on the streetscape. Pedestrian access to existing businesses will not be impacted and these existing businesses continue to provide an active frontage with visual interest.

The owner of the site has recently invested in resealing and improving the main car parking areas and painting the existing fences to improve the appearance of the Site within the streetscape.

The improved fencing breaks up expanses of blank wall, and the proposed units are not a particularly large expanse of wall which warrants architectural detail or public art.

The proposal satisfies the PC.

<p>A3</p> <p>Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	<p>P3</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</p> <p>(a) the characteristics and frequency of emissions generated;</p> <p>(b) the nature of the proposed use;</p>
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	<p>(c) the topography of the site and location of the sensitive use; and</p> <p>(d) any proposed mitigation measures.</p>
<p>Assessment</p> <p>No air extraction, pumping, refrigeration systems or compressors are proposed.</p> <p>The proposal satisfies the AS.</p>	

5.2. Parking and Sustainable Transport Code

5.2.1. Use Standards

C2.5.1 Car parking numbers	
<p>Objective:</p> <p>That an appropriate level of car parking spaces are provided to meet the needs of the use.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p>

<p>in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
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Assessment:

The car parking requirement for the Storage Use class under Table C2.1 is as follows:

Use	Car parking requirement	Bicycle requirement
Storage	1 space per 200m ² of the site area or 1 space per 2 employees, whichever is greater	No requirement

The self-storage units do not have any employees and the floor area for the storage units is 120m². The “site” area for the use, including associated access that is for the sole purpose of the use, is approximately 400m². Therefore, the parking requirement is calculated to be 2 spaces.

No formal car parking spaces are provided or required for the storage units and therefore the application should be assessed under the PC.

However, users of the storage units will simply pull up at the entrance of the Unit and load/unload. Given the Units will be subject to infrequent visits there will be variable demand over time.

The existing car park has approximately 20 car parking spaces and is rarely more than half full, providing plenty of available car parking spaces.

The parking arrangement can satisfy the needs of the use of the car park and satisfies the PC.

5.2.2. Development Standards for Buildings and Works

C2.6.1 Construction of parking areas.

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the topography of the land;</p> <p>(c) the drainage system available;</p> <p>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</p> <p>(e) the likelihood of generating dust; and</p> <p>(f) the nature of the proposed surfacing.</p>

Assessment:

An existing compact gravel apron will be used to access the Storage Units after accessing the Site over the existing sealed car park. No changes to this arrangement are proposed.

The existing car parking areas will continue to be useable in all weather conditions, although users of the storage units are unlikely to visit the Site in adverse weather conditions. Stormwater drainage from the parking areas will also remain the same.

Traffic movements to the use will be minimal, but sediment and debris are unlikely to be transported from the Site as vehicles will need to cross the sealed parking areas before travelling onto the road.

The surface is suitable for the proposed use given the low traffic volumes, and the proposal satisfies the PC P1.

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or 	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.

<p>(b) comply with <i>Australian Standard AS 2890-Parking facilities, Parts 1-6</i>.</p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.³⁵</p>	
<p>Assessment:</p> <p>The design and layout of parking areas do not satisfy A1 and therefore assessed against the PC.</p> <p>The proposed parking, access ways, manouvering and circulation spaces are existing. They provide convenient, safe and efficient parking for the nature of the proposed use and development given the low number of vehicles expected. The site is accessible in all weather conditions and parking, and access areas are level.</p> <p>The parking areas on the Site are spacious and provide sufficient room to avoid conflict between vehicles and pedestrians.</p> <p>The proposal satisfies the PC.</p>	

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p>	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the <u>site</u>;</p> <p>(b) the nature of the <u>use</u>;</p> <p>(c) the number of parking spaces;</p>

<p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for <u>use</u> by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the <u>building</u>.</p>	<p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
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Assessment:

The existing uses across the Site already have a requirement for more than 10 spaces, however no separated pedestrian access is provided. The nature of the proposed storage use will generate no pedestrian demand, and the low frequency of vehicle movements mean that there will be almost no change to the existing pedestrian environment on the site.

The proposal satisfies the PC.

C2.6.8 Siting of parking and turning areas

Objective:

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solutions	Performance Criteria
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line</p>	<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable</p>

	<p>loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
<p>Assessment:</p> <p>The parking area for the proposed use and development is behind the building line and satisfies the PC.</p>	

5.3. C3.0 – Road and Railway Assets Code.

As per Clause C3.2.1, the Road and Railway Assets Code only applies to a use or development that:

- (a) *will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;*
- (b) *will require a new vehicle crossing, junction or level crossing; or*
- (c) *involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.*

The above requirements are not applicable to the proposed use and development as it is not expected to increase number of movements of vehicles longer than 5.5m, will use an existing vehicle crossing and is not within an attenuation area.

5.4. C16.0 Safeguarding of Airports Code

The Site's contours are between 75m and 90m AHD. The proposed use and development is exempt from the Safeguarding of Airports Code under clause C16.4.1 because the development height is below the relevant "airport obstacle limitation area" of 147m AHD.

6. Conclusion

The Development Application is for eight (8) Self-storage units at 48 Binalong Road, Mornington. The Site has three existing businesses, car parking and existing outdoor storage areas.

The proposed self-storage use and development will have minimal impact on the streetscape as it will be located within the existing outdoor storage area which is behind the building line and partially screened by existing fencing. The built form of the Units appears as associated storage to the existing businesses and do not look out of character.

The proposal is characterised by infrequent use and will have minimal impacts on the amenity of surrounding properties. The existing parking areas are suitable for the low traffic volumes generated by the use and development.

The application satisfies the relevant provisions of the planning scheme.