

STATEMENT OF ENVIRONMENTAL EFFECTS

FOR No 5/69 EVANS ST, FRESHWATER

THE CHANGE OF USE FROM AN INACCESSIBLE GARAGE

TO PART OF THE DWELLING



Property Description

The subject property Lot 5, SP 5290, legally known as Lot CP DP 5290. It is known as street address No 5 / 69 Evans Street Freshwater, NSW, 2096

The site is located on the south side of Evans Street opposite the Harbord Diggers site, and is on land zoned for R2 Low Density Residential Development however is one of a number of residential units that have been built in the Street.

The Block slopes from the front at road level on Evans St approx 10m to the rear of the block which has a stair access to the beach via a public reserve at Ocean View Road behind.

The Building (Freshwater Towers) completed in 1971 consist of 2 parts, known as the “Tower Block” upper floors 6-11, and the “Beach Block” lower floors 1-5. The entry lobby (street level) is on level 5. These lower 5 levels include the buildings’ parking facilities, and the upper part which consists of Levels 6 to 11 that rise up from street level and are all apartments.

Unit 5 is a 2 Bedroom apartment and is situated on the Eastern side of Level 3 of the lower “Beach Block” currently has one usable Garage of approx 23.9m² connected to and located adjacent to the main Unit.

The Freshwater Towers complex is currently undergoing remedial works and the owner has had to vacate his tenants from the premises while these works take place.

Proposal

Approval is sought to change the use of part of the Current Layout that is labeled as a Garage for Unit 5 on the Strata Plan to become Habitable Space and to be used as a Lounge / Multipurpose Room for the owner / tenants.

The Space itself is bound by four walls with doors leading to other parts of the premises, one of these doors is the Pedestrian Entry Door (Complying Fire Door) therefore when entering Unit 5, you must pass through this large space in order to access any other part of Unit 5.

(Please See photos on following pages)

The space in question does not allow Vehicular Access and is unusable and inaccessible as a garage. In the Sales Brochure for SP5290 in 1971, it advertises that the “Beach Block” Units have a large Rumpus Room cum Utility Area of 3 squares and more. It can be seen by the placement of Internal Structural Columns and Beams in Unit 5 in this “Garage Area” that these enclosures had occurred at this time. There are a number of other apartments in this lower “Beach Block” that have a similar layout to the proposed that have already had their “Garages” use officially changed to be part of the habitable space for the same reasons and it is hoped that this proposal will enable the owner the same privilege to legally use this wasted space.

CHANGE OF USE OF GARAGE TO UNIT 5 No 69 EVANS ST , FRESHWATER



EXISTING LAYOUT PLAN OF UNIT 5
WITH THE PROPOSED CHANGE AREA SHOWN IN RED

GALLERY

SOME IMAGES OF THE PROPOSED ROOMS TO BE CHANGED



IMAGE FROM OUTSIDE THE ENTRY DOOR OF THE UNIT & GARAGE TO BE CHANGED



IMAGE FROM ENTRY LOOKING IN AT THE INACCESSIBLE GARAGE



IMAGE FROM ENTRY LOOKING IN AT LAUNDRY ENTRY & OPENING IN WALL



VIEW OF STAIRS LEADING TO MAIN LIVING AREA OF THE APARTMENT



IMAGE OF THE OPENING IN WALL BETWEEN THE “GARAGE” AND THE ACCESS TO BOTH THE BALCONIES



IMAGE OF THE GLAZED DOORS TO THE BALCONY THAT WILL ALLOW NATURAL LIGHT AND VENTILATION



IMAGE SHOWING THE RELATIONSHIP BETWEEN THE EXISTING COURTYARD AND THE “GARAGE” SPACE THAT IS PROPOSED TO BE CHANGED



IMAGE FROM THE COURTYARD-BALCONY THAT SHOWS THE EXISTING STRUCTURAL WALL THAT DENIES ACCESS TO THE EXISTING “GARAGE”

Compliance

The proposal is generally compliant with Local Council regulations, many of which are non applicable due to the nature of the proposal with no construction or physical changes proposed to the Internal location.

There will be no Impacts Socially, Economically or on the Environment, Locality, Amenity or to other Residents or Neighbors with this Proposal, as no construction or physical changes are required to be made.

This area accesses the courtyard balcony through large glass sliding doors and the main Balcony through a glass hinged door. These large openings allow the borrowed Light and Ventilation required by the BCA Part F4.4, F4.3 F4.5 Part 6 and Part 10.5 to be deemed as compliant as a Habitable Room via the Glazed Panels and operable Glazed Doors leading to both Balconies.

Unit 5 will still have an existing parking space of approx 23.9m² which equates to 1.7 standard Parking spaces.

This is deemed sufficient in accordance with
Warringah Development Control Plan –

Part C, C3 Parking Facilities Requirements

Part H, Appendix 1- Car Parking Requirements for Residential Flat Buildings.

Warringah Development Control Plan » Part H Appendices » Appendix 1 Car Parking Requirements

Appendix 1 Car Parking Requirements

| Residential | |
|---|--|
| Use | Requirement |
| Backpackers' accommodation, Boarding house, Group home | Comparisons must be drawn with developments for a similar purpose. |
| Bed and breakfast accommodation | Comparison must be drawn with developments for a similar purpose. |
| Caravan park | 1 space per caravan site. |
| Dwelling house and dual occupancy | 2 spaces per dwelling, except for land known as Belrose Corridor (see Part G4) which has a maximum of 2 car spaces. |
| Hotel or motel accommodation | 1 space per unit, plus 1 space per 2 employees, plus if a restaurant is included, add the greater of: · 15 spaces per 100 m ² GFA of restaurant or function room, or · 1 space per 3 seats |
| Multi-dwelling housing, Residential flat buildings, Serviced apartments (including holiday flats), Shop-top housing (residential component) | General: • 1 space per 1 bedroom dwelling • 1.2 spaces per 2 bedroom dwelling • 1.5 spaces per 3 bedroom dwelling • 1 visitor space per 5 units or part of dwellings Within the Dee Why Town Centre: • 0.6 spaces per 1 bedroom dwelling • 0.9 space per 2 bedroom dwelling • 1.4 spaces per 3 bedroom dwelling • 1 visitor space per 5 units or part of dwellings • 1 car share space per 25 dwellings (for properties with more than 25 dwellings) with each car share space replacing one (1) regular car parking space). |

Conclusion

Currently the proposed space is unusable as a “Garage” as there is no access for a vehicle of any type.

It is for that reason the owner would like to propose this Change of Use, so that the space can be utilized when returning to the premises on completion of the remedial works taking place on the building at the moment.

There are no adverse Impacts associated with this Proposal and is minor in nature and no works of any kind are proposed.

The proposal of seeking approval for the official conversion of the “garage space” (by Strata Title) is compliant and deemed allowable with regard to the LEP and DCP, and it is requested that approval for this change in use be granted.

**THIS DOCUMENT HAS BEEN PREPARED BY - JAMES SMITH OF
DEE WHY DRAFTING SERVICES ON BEHALF OF THE OWNER OF
No 5/69 EVANS ST FRESHWATER (MR ANDREW SMITH) AND IS TO
BE READ IN CONJUNCTION WITH ACCOMPANYING DRAWING SET
(1566 – 1-3)**