

DEVELOPMENT APPLICATION

STATEMENT OF ENVIRONMENTAL EFFECTS

TO

NORTHERN BEACHES COUNCIL

for

PROPOSED CARPARK SUBDIVISION
OF EXISTING COMMON SPACES FOR EXCLUSIVE USAGE BY
TENNANTS

Located at

41 KANGAROO STREET
MANLY, NSW 2095
Known as
SP 7782

Introduction

This application seeks approval to subdivide five (5) existing car spaces on the upper level carpark on Lot SP 7782 at 41 Kangaroo Street Manly NSW 2095.

Description of Proposed Development

The Proposed car space subdivision is to subdivide five (5) existing car spaces on the western side of the upper level carpark (currently common space) into 5 exclusive use car spaces.

The Scheme has already prepared a draft by-Law permitting the grant of the exclusive use right, subject to the outcomes of a future auction process. The proposal does not change the current building nor the carparking numbers.

Property Description

The subject property is described as Lot SP Lot SP 7782 at 41 Kangaroo Street Manly NSW 2095. Strata Plan 7782 was registered on 25 December 1973.

The stratum of the car parking spaces is identified on the strata plan as being " 8"6" above the concrete slab on which they stand". There are five common property car parking spaces located on the upper level carpark and on common property of the scheme.

Heritage provisions and statement of Significant Elements

The property is not an item of local heritage significance and it is not listed as an individual heritage item.

Building works

The proposed subdivision of the five car spaces on the upper level carpark involves no structural building works. The only changes to the spaces are that the existing aluminium safety barriers at the end of each

Present and Previous uses

The existing and proposed development is intended to be used as residential use only. The adjoining properties are also zoned Residential.

To the best of the applicant's knowledge the subject site is not contaminated land. The applicant has arranged no testing or assessment of the site for land contamination.

Compliance with Development Standards

Considerable attention has been given to the suitability of the proposal to the site. In particular the applicant recognises that the five car spaces are currently in common usage and within the building. The granting of these spaces to exclusive usage does not change the current parking allocation in terms of increase or decrease in available spaces.

No impacts (such as view loss, increased overshadowing and increasing built structure heights) are perceived to the adjoining properties from this proposal.

Traffic Impact Report

This application includes a traffic Impact assessment report by Transport and Traffic Planning Associates. The report, dated Rev A December 2019, outlines the impacts of the proposed car space subdivision on the existing traffic parking arrangements both, on site and in the nearby streets.

The report has concluded that there is ample spare on-street parking capacity in Kangaroo Street and Crescent Avenue to accommodate the unlikely additional resident/visitor parking demand from the existing unit block. As such, the report concludes that there will be no traffic impact on surrounding streets and that the existing servicing arrangement will remain suitable and adequate.

Statement of Effect

We submit that Kangaroo Street Manly is an area of substantial and sensitively renovated houses and units. The land values are such that applicant wishes to develop their existing upper level common car spaces by application for subdivision of these spaces for exclusive usage for the tenants who successfully bid to purchase these spaces by a democratic auction process.

This proposal is reasonable and not excessive in its requirements and the subdivision application involves car spaces that are currently within and under the existing building footprint.

The existing car spaces are within the minimum requirements for the car parking for residential unit developments. As such, the subdivision application is reasonable and worthy of approval as there are no terms of development consent or zoning status that would preclude the strata scheme from granting a permanent exclusive usage on the common property of the scheme.

Based on the detailed analysis of the implications of subdividing five car spaces the proposal (as demonstrated and supported by a favourable traffic report) this proposal is reasonable and although not meeting some numerical car parking requirements does not impact on the surrounding streets and community.

We look forward to your consideration of this development application and would welcome any queries or further discussion on any aspect of this proposal.

End of Statement