

BUILDING HEIGHT

In accordance with Council's recommendation we have reduced the height of the pop up elements. The elements around the entry and stair tower have been reduced to the parapet level of 14.560. The skylight roof ventilation element has been reduced to RL14.8 which is a 10% variation to the standard.

LAND USE

The Owners Lounge area is not an area largely for entertainment purposes. The whole purpose of this building type is for Collectors of significant cars to house them in a secure, single use building. Unlike standard self storage units the contents of the storage units are of interest to the Owners and they will spend time in the building. The Owners Lounge is a facility that allows them to have refreshment and connection with other Owners who obviously share common interest. The use of the Lounge is controlled by the OMP and is not in any way a public facility, the security required for this type of use clearly is not compatible with a broader use of the facility.

The allowance of such a facility is entirely consistent with similar operations on Bassett Street. For example G Brothers Mercedes Benz Showroom has a far more elaborate (and publicly accessible) lounge as part of its use. Many of the buildings in Bassett Street, for example Johnson Brothers have lunch rooms and facilities for people operating within the building. The proposed Owners Lounge is no different and is clearly an ancillary use.

The use of this building is unique and will provide a much sort after facility that offers security and appreciation of vehicle collections. This building type while rare in Australia is now relatively common and well established in the USA and Europe. There is clearly a demand for this type of building and it is an entirely appropriate use for this Zone. We note the Objectives of Zone E4 General Industrial of the Pittwater LEP 2014 states:

- To accommodate uses that, because of demonstrated special building or site requirements or operational characteristics, cannot be, or are inappropriate to be, located in other Zones

The use of this building would not be appropriate in other Zones but is entirely compatible with the buildings in this Zone particularly along Bassett Street which accommodates a number of car showrooms (with lounges) and car maintenance facilities.

PARKING/FSR

In accordance with Council's direction we have deleted the Owners car spaces from within the storage units. The commensurate area has been added to the total FSR. The total FSR is now 758 sq.m. with a site area of 720.5 sq.m. this results in an FSR of 1.05:1. This is a non-compliance to the FSR 1:1 Control. The non-compliance is 5% of FSR.

In order to provide Owners carparking of 1 car per unit the interior void has been reduced and the top floor configuration varied slightly to accommodate parking within the common circulation space.

While this design change reduces the light and natural ventilation shaft the critical sustainable use is natural ventilation and that is maintained with this amendment while still providing good natural light amenity in the centre of the building. We note we have designed this with swept path analysis and can provide this if required.

PARKING GENERATION

The parking generation used by our Consultant, URAP, is based on Roads and Maritime Services Guide to Traffic Generating Developments. This document has no guidance regarding self storage units so they used the Motor Showrooms Clause. Clearly a Motor Showroom has customers, staff and deliveries. The proposed use as a classic car storage facility, has no customers, no staff and no deliveries therefore use of the Motor Showroom Clause far exceeds the actual use requirements. The Motor Showroom requirement is for 0.75 spaces per 100 sq.m. of Site Area. The Site Area is 720.5 sq.m. therefore this generates 5.5 i.e. 6 cars. If GFA is used the area is 689 sq.m. this generates 5 cars.

The proposal provides four Owners car spaces, a wash parking bay and one public space and a Disabled space. Council's Traffic Engineers have requested a delivery/wash bay which we have shown on the documents. The reality is the only deliveries will be to a small Coffee Kiosk which will clearly be done at low turnover times. There is no requirement for deliveries to storage units as they are only storing cars. The cars stored are valuable classics and will not be serviced or detailed and cleaned on site. One of the reasons for siting the building in Bassett Street is that the service and detail of high end cars are well catered for by local businesses.

We have reviewed Clause B6.3 from the Pittwater 21 DCP and it has no guide to Parking Generation for Self Storage units or building types similar to that proposed. For developments not included in the Parking Table it refers to "Roads and Maritime Services Guide or analysis drawn from survey data for similar development uses". Following Council's request that we obtain analysis from survey data for similar development uses we reviewed a significant number of development applications for Self Storage Facilities in many Sydney Council areas and around Australia. From this exercise we sourced a Self Storage Facility Traffic and Parking Study prepared by the Self Storage Association of Australia. From our research this document has been used to generate parking numbers for a large number of storage developments. The recommended number of parking spaces for a unit between 0-3,000 sq.m. is 1 space for office parking, two spaces for storage area parking, two spaces for staff parking and one space for trailer/ute parking – a total of six spaces. A scanned copy of the relevant page of the study is attached as well as a pdf of the detailed study. The proposed development provides six spaces but it should be noted that there is no office and no staff therefore the proposal exceeds this parking requirement.

FRONT SETBACK

We acknowledge that the front setback is non-compliant but note that it is highly articulated particularly with an increased setback on the corner and on the top floor, both of which have good urban design outcomes in terms of perceived bulk and scale from the street and from the residential neighbours opposite the property.

The setback is less than the existing building and while there is a Control it has not been consistently applied on Bassett Street and the existing built form particularly to the East of the subject site has less setback than the proposed building including recently constructed buildings. Further, the proposal is committed to providing substantial canopy type native trees to the streetscape and the articulation and setback allow for this. As it is just the middle floor that is non-compliant, making it compliant will not alter the perception of the bulk and scale of this building when viewed from the Public Domain.

If the building is made compliant Unit 3 depth is reduced by 1.5m and this means that two cars cannot be parked in the depth of the unit. This will significantly reduce the storage capacity and therefore the commercial viability of this unit. The efficiency of the internal circulation space means there is no room to accommodate this reduction internally. For this and the above reasons we request that Council consider supporting this minor and non impacting variation.