

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Administration’s response to each comment.

Comments Received in Objection:	Officer Technical Comment:
<p><u>Height</u></p> <ul style="list-style-type: none"> The scale of the development is considered excessive and unacceptable for this location. The subject site’s street frontage is too narrow to accommodate a structure at the proposed height. The development is significantly taller than the nearby residential and commercial properties. The development does not meet the Local Housing Objectives for Building Height outlined in the City’s Built Form Policy. 	<p>The development has been assessed against the Design Principles for Building Height under Clause 4.2 of the City’s Built Form Policy. The development is not considered to meet the Design Principles of the Built Form policy as the proposed development:</p> <ul style="list-style-type: none"> Has not been designed to minimise amenity impacts on neighbouring properties; and Does not incorporate sufficient design features to reduce the impact of height, bulk and scale. <p>In light of the above, the proposed departures from the deemed-to-comply requirement for building height are not supported.</p>
<p><u>Setbacks</u></p> <ul style="list-style-type: none"> The proposed setbacks are inadequate to address the ‘<i>incongruity</i>’ of the development and the development’s impact on the nearby residential properties. The development does not meet the Local Housing Objectives for lot boundary setbacks outlined in the City’s Built Form Policy. 	<p>The development has been assessed against the Design Principles for Lot Boundary Setbacks under Clause 4.3 of the City’s Built Form Policy. The development is not considered to meet the Design Principles of the Built Form policy as the proposed development:</p> <ul style="list-style-type: none"> Has not been designed to incorporate elements that reduce the impact of building bulk; and Does not incorporate a sufficient setback to facilitate the provision of landscaping. <p>In light of the above, the proposed lot boundary setbacks are not supported.</p>
<p><u>Amenity</u></p> <ul style="list-style-type: none"> The development is significantly higher than its immediate surrounds. The development would be clearly visible and pose an ‘<i>eye sore</i>’ that extends beyond its immediate neighbours. The screen is considered insufficient to mitigate the visual impact on the nearby residential properties. The development is visible from the nearby residential balconies and barbeque/pool area. The development will reduce the amenity of these areas and restrict the ability for residents to enjoy these spaces. The development will impact on both nearby commercial properties and residential properties. ‘<i>Car stackers are ugly pieces of equipment that do not belong near residential homes and in an area of future development.</i>’ 	<p>As above.</p>

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<p><u>Character</u></p> <ul style="list-style-type: none"> The proposed car stackers are not consistent with the character of the area. The development will have a negative impact on the streetscape. <i>'The subject site is surrounded by buildings that are, in contrast, of a residential or light commercial nature, the mechanical and industrial nature of the development is not congruent to the neighbourhood in terms of visual character.'</i> 	<p>As above.</p>
<p><u>Overshadowing</u></p> <ul style="list-style-type: none"> The development will block the nearby properties access to natural light from the balconies and within the dwellings. The development will overshadow the nearby residential properties' common outdoor area and reduce the quality and useability of these spaces. 	<p>The only residential development located adjoining the subject site is the existing multiple dwellings located to the east at No. 138 Summers Street. As the multiple dwellings are located to the east, the dwellings will not be impacted by overshadowing. It is noted that the adjoining properties to the north and south are commercial and therefore not subject to the deemed-to-comply requirements for overshadowing.</p>
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The proposed landscaping is inadequate to reduce the impact of the development on the nearby residential properties. The proposal does not indicate any significant landscaping to reduce impact on nearby residential properties. The proposal does not increase or improve tree and vegetation coverage or provide a sense of open space between buildings. The proposal does not provide for landscape design which increases the amenity for the nearby properties and street. 	<p>The development has been assessed against the Design Principles for Landscaping under Clause 4.10 of the City's Built Form Policy. The development is not considered to meet the Design Principles of the Built Form policy as the proposed development:</p> <ul style="list-style-type: none"> Has not been designed with sufficient landscaping to reduce the impact on the adjoining residential properties. <p>In light of the above, the proposed development is not supported.</p>
<p><u>Traffic</u></p> <ul style="list-style-type: none"> The proposal will increase traffic on Lord Street and put more pressure on the Bulwer Street and Lord Street intersection, which is already busy at peak hour. The subject site is not appropriate for a large car yard. The existing car yard has already created issues with parking within the surrounding streets. The capacity of the subject site's car parking should have been considered by the landowner at the time of purchase. The development is not suited to the subject site. 	<p>The proposed car stacking structure will primarily be for the storage and rotation of vehicle sales stock. The storage of vehicles is not considered to increase the number of vehicles trips to the subject site.</p> <p>The development will require the removal of three approved car bays at the rear of the subject site. The three car bays being removed will be accommodated for within the car stacking structure. Meaning the site will still be compliant with the number of car bays required as part of the previous approval.</p> <p>The site has approval for the Motor Vehicle Sales. This application does not impact on the approved use of the site.</p>

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<p><u>Noise</u></p> <ul style="list-style-type: none"> • The noise generated by the development and the impact on the nearby residential properties. • The impact of noise is unknown in a car stacker of this scale. • The cumulative impact of the noise by the car stackers and the car wash will significantly impact the nearby residential properties. 	<p>The City's Administration requested the applicant provide an acoustic. However the applicant has not provided an acoustic report or any technical information confirming the noise levels that will be generated by the car stackers. Given the noise impact of the development is unknown, the City cannot confirm if the development is capable of complying with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>The nearby car wash is located on a separate lot and is not subject to this development application.</p>
<p><u>Other</u></p> <ul style="list-style-type: none"> • The development would block access to City views from the balconies of the nearby residential properties. • The development will increase the number of cars and pollution, which may have health impacts this may have on the nearby residential properties. • The development will impact on the property values of the nearby residential properties. • The development should be moved back further into the mixed use zone, where there is minimum impact of residential properties. <i>'The development should be located around the industrial zone or near the Claisebrook train station.'</i> 	<ul style="list-style-type: none"> • There are no policies adopted or endorsed by the City in regards to access to views of significance. Any perceived disruptions to views cannot be considered through the development application process. • The site has approval for the Motor Vehicle Sales. This application does not impact on the approved use of the site. The perceived impacts of car pollution cannot be considered as part of the development application process. • The potential or perceived impact on property values is not a planning consideration and cannot be considered through the development application process. • The site has approval for the Motor Vehicle Sales. This application does not impact on the approved use of the site.