

SUMMARY OF SUBMISSIONS

The City advertised the proposal, whereby several submissions were made. The following table includes the summary of each objections and our associated comments.

Comments Received in Objection:	Applicant 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	<ul style="list-style-type: none">• The proposed DFS system proposes a variation of 1.5m in height. However, the DFS system only has a width of 5.2m which reduces the overall perceived bulk and scale of the proposal. Existing buildings along Lord Street are of similar heights which have a more significant bulk as these buildings have significant site cover and the height is pushed to all boundaries.

Comments Received in Objection:	Applicant Comment:
<p>structure at the proposed height.</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The lot width is not a consideration in relation to height. Notwithstanding, the proposed car stacker is only 5.2m wide. The proposal does meet the housing objectives for Building Height contained in the City's policy as outlined within this report.
<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 'eye sore' 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. 'Car stackers are ugly pieces of equipment that do not belong near residential homes and in an area of future development.' 	<ul style="list-style-type: none"> The only potential property the proposal would impact is the rear dwellings. However, the elevations which face the subject site comprise of non-habitable rooms and service access as demonstrated in the below photographs. The proposal also proposes a 4m high steel framed structure which is intended to grow a suitable 'creeper' to facilitate a green wall which would elevate the amenity to the adjoining property which currently have views of dilapidated fencing and large boundary walls. The rear residential properties do not have a pool or BBQ area. A pool is located at 280 Lord Street, however this is at ground level and is screened by a two storey parapet wall. The proposed car stacker will be setback in excess of 22m from the boundary of 280 Lord Street and will not be visible at ground level when interacting in the pool area. The adjoining commercial properties have not raised objections to the proposed development as they too have two to three storey parapet walls abutting the subject site. Therefore, the proposal will not be visible nor impact their amenity. The area is zoned 'commercial' the approved use is commercial in nature; the proposed structures are commercial in nature. The car stackers are an innovative way of providing car parking on a site and facilitating a modern way for car sales premises. This concept is not dissimilar to what is an established model within Victoria and Japan.

Comments Received in Objection:

Applicant Comment:

View to 138 Summer Street, Perth from the subject property:



Setbacks

- The proposed setbacks are inadequate to address the 'incongruity' 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.

- As demonstrated within this report the proposed rear setback is 5.5m in lieu of 6.5m which is considered minor given the width of the proposed car stackers are not considered dominate. The proposed car stackers can be screened to provide a higher level of amenity, and a condition on the planning approval can be applied to this effect. However, a 4m high screen with landscaping is proposed to facilitate a high degree of amenity to the rear residential properties.

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<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. 	<ul style="list-style-type: none"> The proposal does not overshadow residential properties.
<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> 	<ul style="list-style-type: none"> This area has traditionally been made up of commercial and light industrial uses, which is an extension of Claisebrook North. The residential development emerging along Lord Street only form part of the current fabric. The City's Local Planning Strategy clearly states that a mixture of uses is preferred in this precinct, to retain its diversity and local economy/employment. Furthermore, the proposed use has been approved.
<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. 	<ul style="list-style-type: none"> Should this application be approved the landscaping will be reinstated in accordance with the planning approval granted of 22 May 1995.

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<ul style="list-style-type: none"> 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><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. 	<ul style="list-style-type: none"> The approved use is not proposing to be modified. Car parking is compliant in accordance with the original approval. The additional car bays available in the car stacker are attributed to storage of vehicles and enable a 'new way' of showcasing the high-end vehicles without the need to have large format show rooms.
<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 	<ul style="list-style-type: none"> The manufacturer has advised that the proposal is compliant with the Health Regulations. Notwithstanding, we are happy to accept a condition for an acoustic report.

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<p>impact the nearby residential properties.</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. The development should be located around the industrial zone or near the Claisebrook train station. 	<ul style="list-style-type: none"> • The City's Local Planning Policy 7.1.1 does not consider significant views or property values. • Not considered relevant planning matter.