

HILLARYS MARINA

**Location of proposed development.
Lot 9009 (35) Martinique Mews, Hillarys**





Ground Floor Plan - with perspective viewpoints
Harbour Rise Mixed Use Development



P:\W737 Harbour Rise Mixed Use Sln\08
CAD\DA29_08_08

SCALE: 1200 @ A1
DATE: 18/03/2009

HAMES SHARLEY

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DA02-E

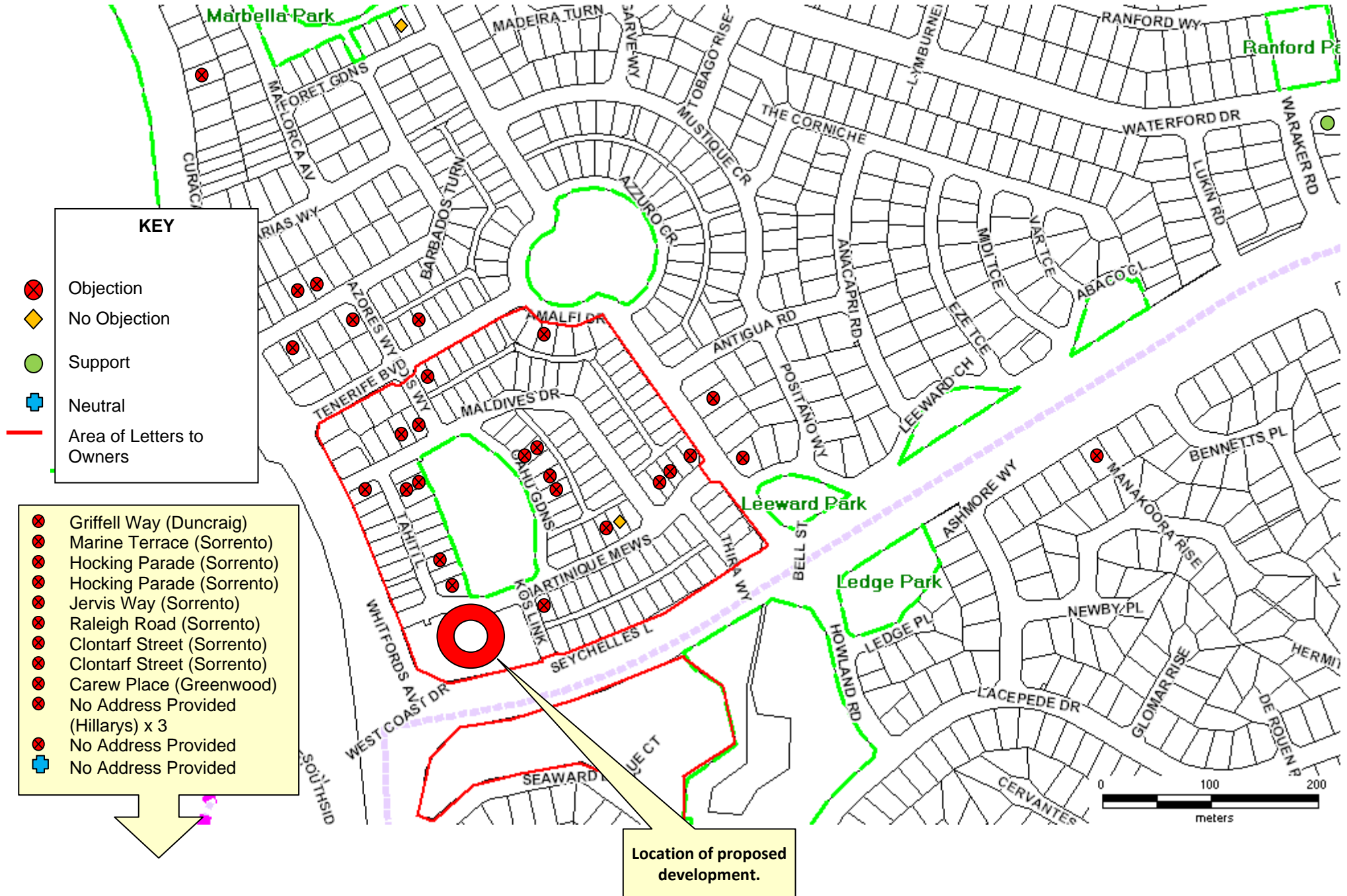








PERSPECTIVE VIEW - 02
HILLARY HARBOUR RISE MIXED USE



Comment Received	City's Comment
<ul style="list-style-type: none"> • The Building Height exceeds the City's Coastal Height Policy. It is important that this height limit is maintained; • We have already seen the Council over-ride this policy in respect to the Sacred Heart development. This will corrupt wonderful beach front areas which we have an obligation to preserve for future generations; • We had height limitations imposed on our dwelling being 9.5m ridge height and 12.5 metres if we had a 3mx3m tower; • The three storey development will also take a lot of views from current residents; • The proposed three stories and bulk of the development will detract from the surrounding Residential amenity; • Two storey dwellings with a loft is far better option as it will blend in better with surroundings; and • The Structure Plan envisaged that only the corner of Hepburn and Whitfords Avenues be a "Landmark" up to three storeys. With approximately half the site being devoted to three storeys clearly it does not comply with this requirement. 	<ul style="list-style-type: none"> • Council is required to have due regard to Policy 3-4 and its objectives when determining this application. • A three storey development is permitted where Council considers that a quality landmark is achieved. The overall height of the development as measured from natural ground level is consistent with the ridge height permitted for a single house with a tower element in the surrounding Structure Plan area (12.5 metres).
<ul style="list-style-type: none"> • The scale of the development is inconsistent with surrounding residential development and the objective of the mixed use zone to permit low impact non residential land uses compatible with the maintenance of residential amenity; • The site is bounded to the north and east by a substantial small lot residential precinct; and • The proposed development exceeds the permitted density coding. 	<ul style="list-style-type: none"> • The site has a density coding of R50 under the Structure Plan and DPS2 and as such is intended to be of a higher density than the surrounding residential development. • No variations are being sought in relation to density, plot ratio, or the total amount of floor space permitted for the non-residential land uses.
<ul style="list-style-type: none"> • The building does not deliver the landmark the City wants as it diverts all commercial activity away from the Hepburn/Whitfords Avenue Roundabout and does not deliver active street frontages or pedestrian amenity required by the Structure Plan. 	<ul style="list-style-type: none"> • The mix of facades, colours and materials and the level of articulation of the proposed buildings is considered to be a landmark quality development. • The proposed commercial development has been situated within the site to allow high levels of pedestrian access and interaction. This also allows for passive surveillance from the outdoor living areas of the ground floor multiple dwellings to prevent or deter antisocial behaviour.
<ul style="list-style-type: none"> • The increase in traffic will have a negative impact on the amenity of 	<ul style="list-style-type: none"> • A traffic study was undertaken in 2000 prior to the Council adopting the amended Structure Plan to designate the subject site

<p>the adjoining residents. Traffic and parking problems are already experienced as a result of the Marina;</p> <ul style="list-style-type: none"> • Significant traffic will be generated in Martinique Mews affecting residential amenity; • northbound egress from the Martinique/Whitfords exit is dangerous; • It is likely Oahu Gardens and Tahiti Lane will be used to exist via the safer Tenerife roundabout; • Residential amenity will be affected by all delivery trucks utilising Kos Link; • Traffic - no truck access to deli and offices; and • There has not been a recent traffic or parking impact study submitted with the application. The traffic and parking impacts of the current proposal need to be assessed and justified before it can proceed. 	<p>mixed use. The same Traffic Engineer has confirmed that the road network surrounding the development can adequately cater for the demand that will be generated by the proposed development.</p> <ul style="list-style-type: none"> • The applicant has modified the access and egress for the site to ensure that the development can be adequately serviced by delivery and refuse vehicles.
<ul style="list-style-type: none"> • There is not adequate parking for the development and any overflow parking will impact on the surrounding Residential area; and • Parking spill from the site cannot be contained on surrounding streets. 	<ul style="list-style-type: none"> • A car parking shortfall of four bays is proposed for the development.
<ul style="list-style-type: none"> • The house building activity now in progress in surrounding streets frequently leads to congestion. 	<ul style="list-style-type: none"> • The construction works are temporary and will not affect the ongoing operation of any development on the subject site.
<ul style="list-style-type: none"> • Shops greater than 200m² are not permitted by the Scheme. It is self evident that parking will not be contained on the site; • Parking requirements for the super deli have been incorrectly classified. • It requires 10 more bays than is proposed; • The proposal does not comply with the upper floor office maximum area; • Why do we need offices in a seaside development?; and • What size is deemed to be a deli and what size a supermarket? We already have a supermarket 5 minutes away in Hillarys. 	<ul style="list-style-type: none"> • The Structure Plan allows a total of 350m² retail floorspace. However, a shop is only permitted to have a maximum floorspace of 200m² NLA. The City cannot approve a shop of the size that is proposed. • The proposed development has a car parking shortfall of 4 bays. • The proposed development complies with the designated maximum Office floor space. The proposed variation to the distribution of the floor space is not considered to adversely impact on the amenity of the area. • Office is a Permitted "P" use in the Mixed Use Zone.
<ul style="list-style-type: none"> • People may buy these and rent these as holiday apartments. 	<ul style="list-style-type: none"> • If the proposal is approved the residential component of the development will be approved as Grouped Dwellings and Multiple Dwellings, which are for permanent habitation (greater than 3 months) only. A Change of Use Application would be required to be determined by the City prior to any use of the dwellings for short term accommodation.
<ul style="list-style-type: none"> • Currently we have a problem of 	<ul style="list-style-type: none"> • The development contains a significant residential component that

<p>undesirable behaviour on Martinique Mews as a thoroughfare at nights and believe that the development of this scale will provide a further attraction for these types and provide a haven for further unreasonable behaviour.</p>	<p>will provide passive surveillance through and around the development at times when the non-residential component of the development is not being utilised.</p>
<ul style="list-style-type: none"> • It will devalue the properties in this area regardless of whether it is 3 storeys or 8 storeys; and • I object to any apartments being built in Harbour Rise. 	<ul style="list-style-type: none"> • The proposed development has been designed to be consistent with existing single residential development throughout the Structure Plan Area. • Multiple Dwellings are a Discretionary or "D" use in the Mixed Use Zone. A residential component is required as part of the development under the provisions of the Structure Plan.
<ul style="list-style-type: none"> • It is understood that the lot has been recently raised and is an estimated one metre above what was the original finished level of the lot. 	<ul style="list-style-type: none"> • The current site levels indicated on the applicant's submission are consistent with the levels approved through the subdivision process.