Attachment 1 - PLN17/0900 - 62 Buckingham Street Richmond - Subject Land Map

SUBJECT LAND:

Property Map



Zoning Map



① North



Yarra City Council - Internal Development Approvals Committee Agenda - Wednesday 18 April 2018

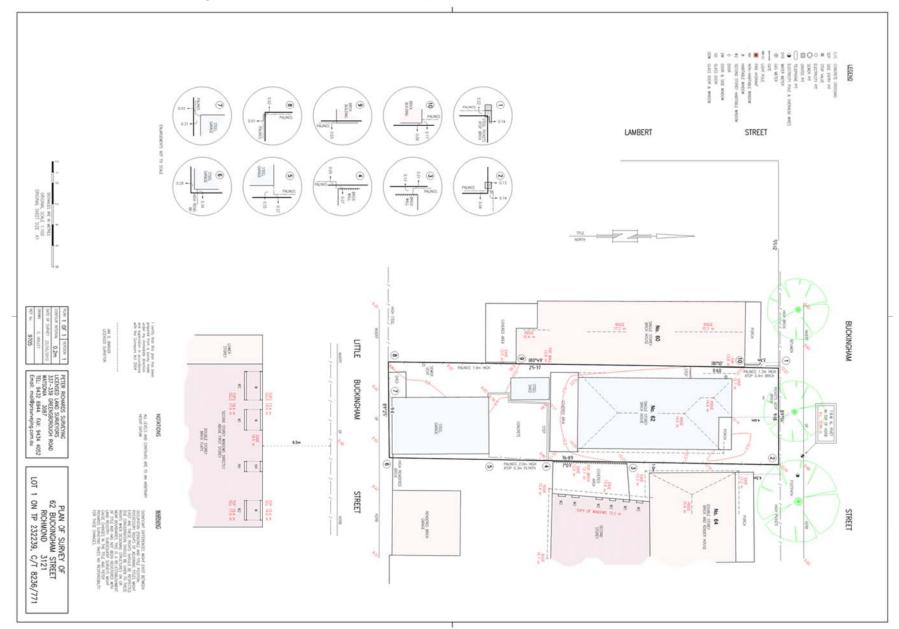
Attachment 2 - PLN17/0900 - 62 Buckingham Street Richmond - Development Plans

16041 - 62 BUCKINGHAM STREET MULTI UNIT DEVELOPMENT

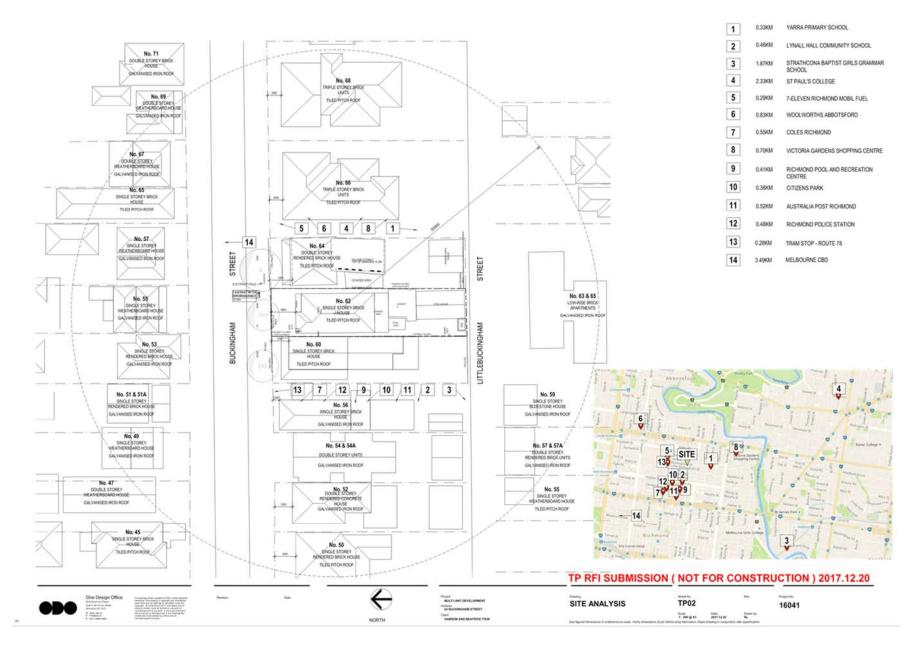
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TPOD	DEMOLITION PLAN	1:100
TPO4	PROPOSED GROUND FLOOR PLAN	1.100
TP05	PROPOSED FIRST FLOOR PLAN	1.100
1208	PROPOSED ROOF PLAN & DESIGN RESPONSE	1,100
1907	PROPOSED SHADOW DIAGRAMS	1,200
TPOS	PROPOSED ELEVATIONS	1.100
TPO9	PROPOSED ELEVATIONS	1:100
TP10	STREET ELEVATIONS	1:100
TPII	PROPOSED SECTIONS	1:100



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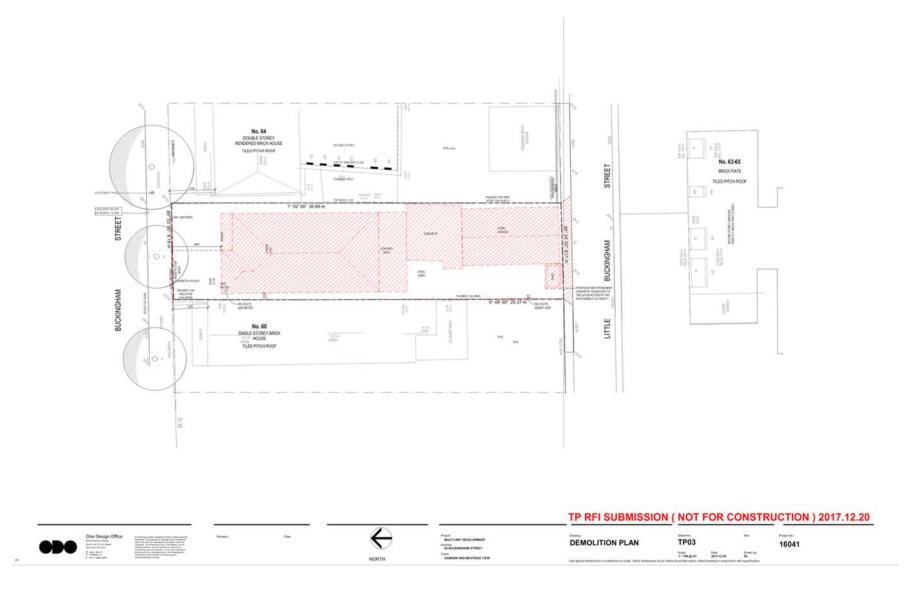




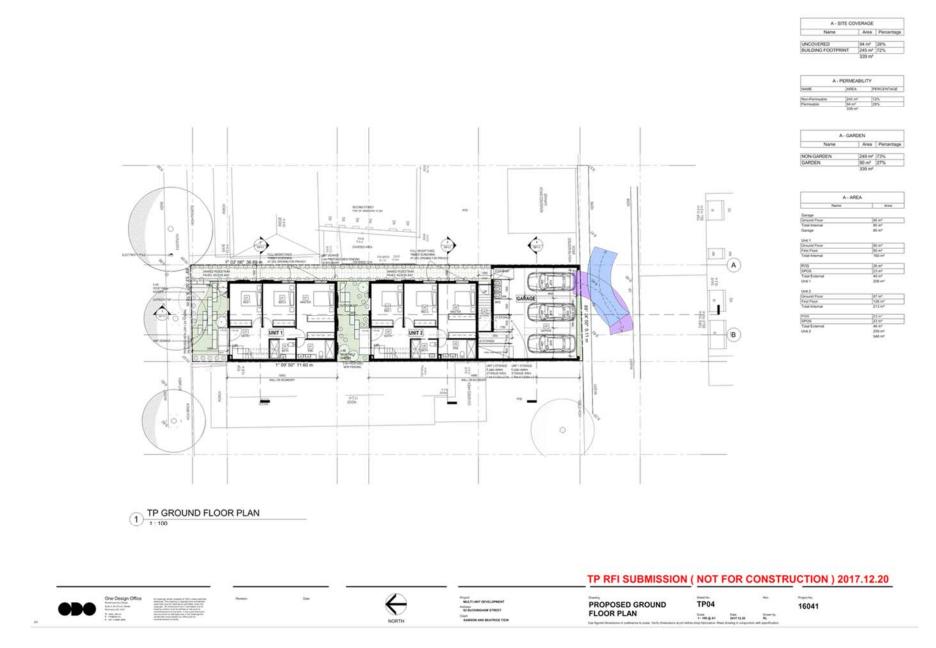
56 BUCKINGHAM (WALL ON BOUNDARY)

62 BUCKINGHAM

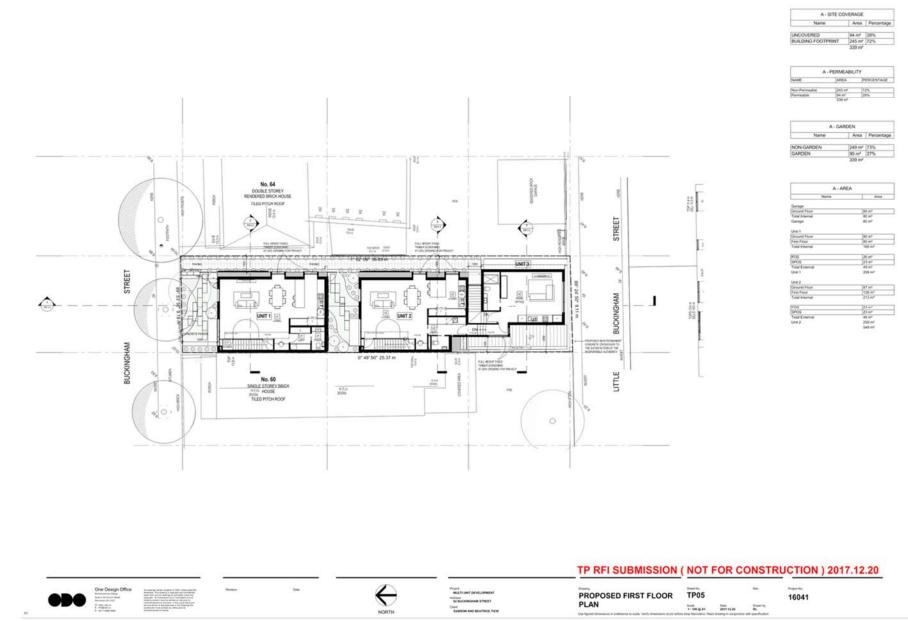


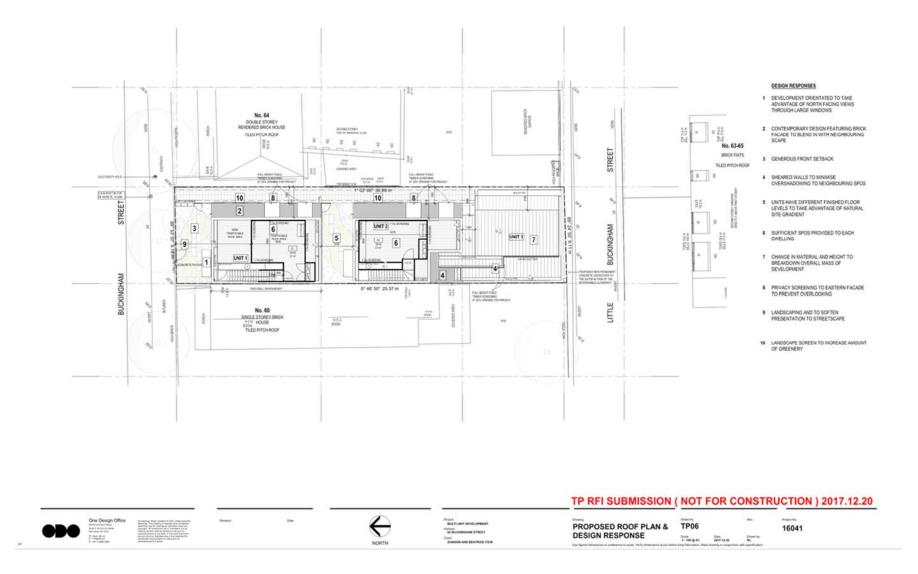


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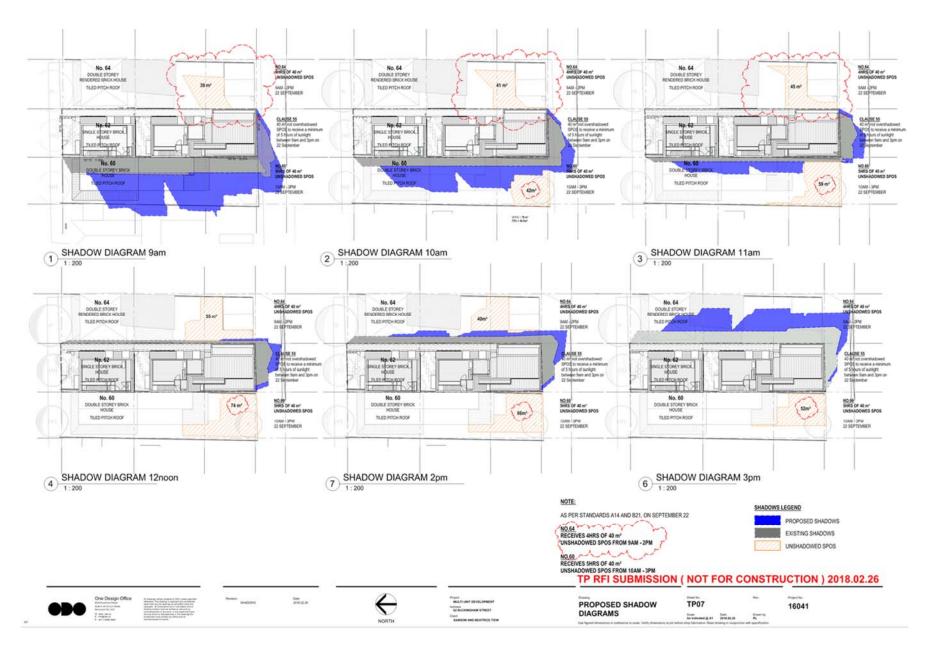




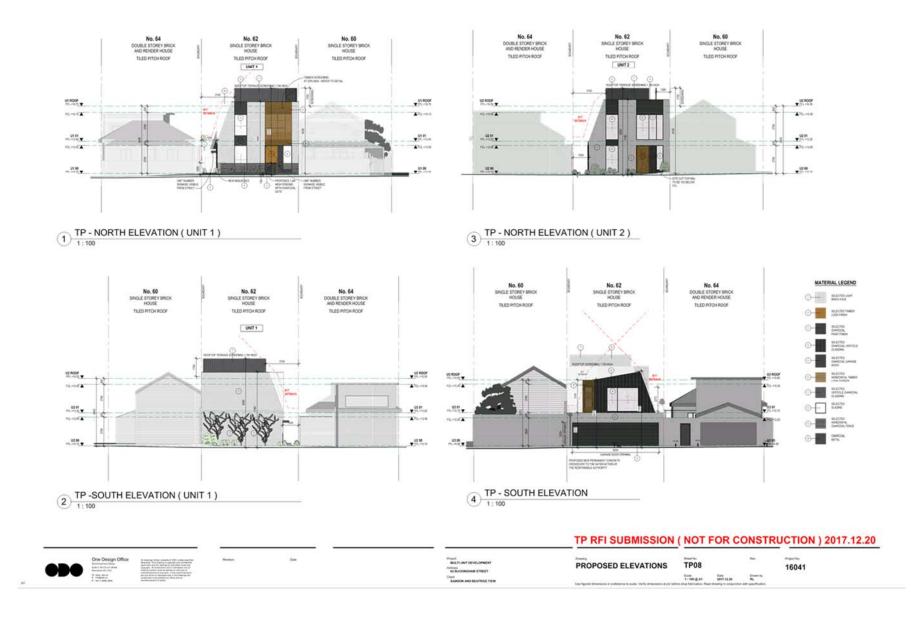




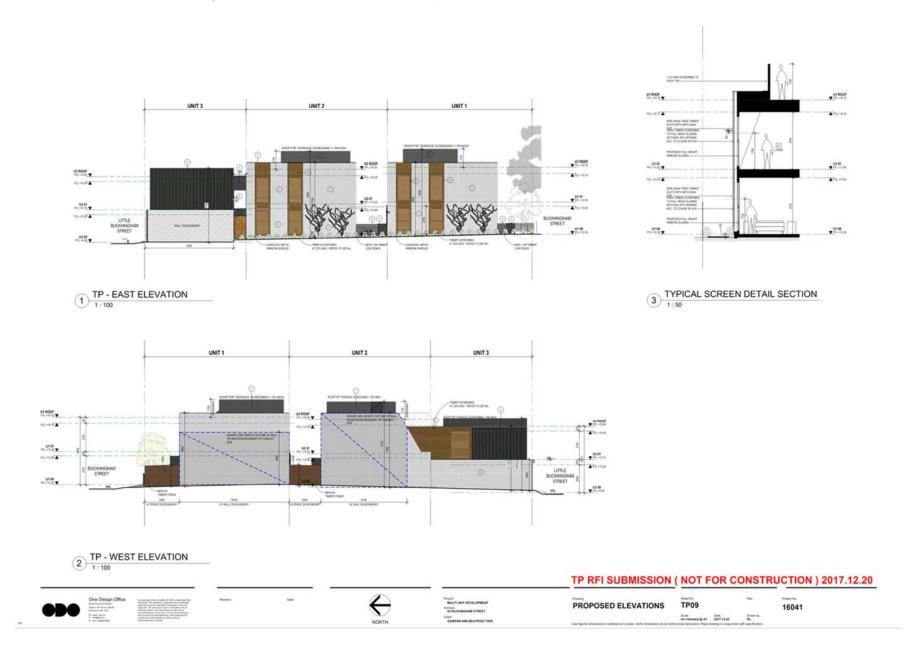
Agenda Page 10 Attachment 2 - PLN17/0900 - 62 Buckingham Street Richmond - Development Plans

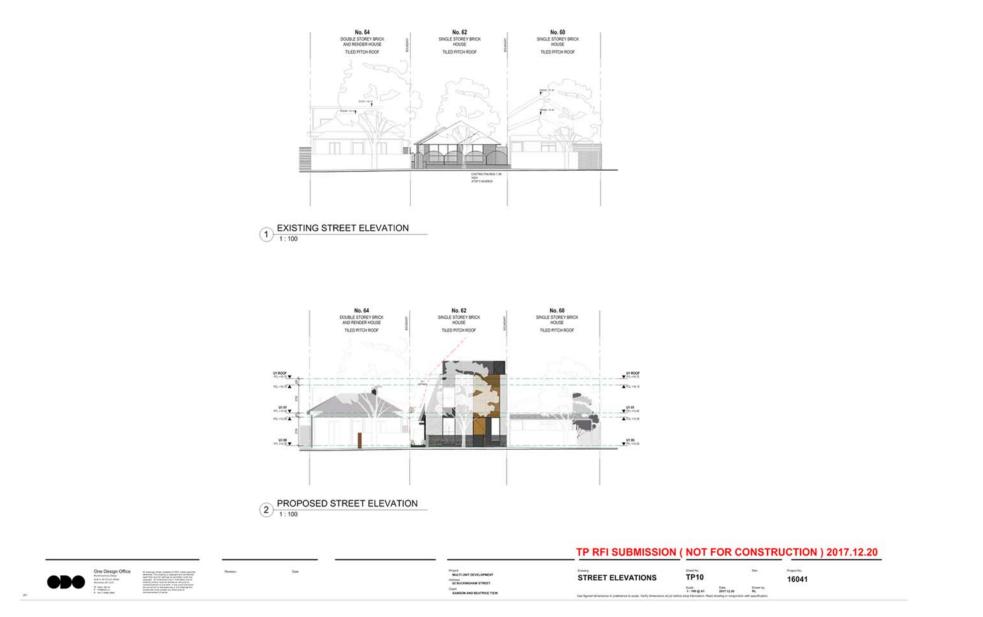


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Agenda Page 15 Attachment 3 - PLN17/0900 - 62 Buckingham Street Richmond - Engineering comments





То:	Nikolas Muhllech	ner
From:	Artemis Bacani	
Date:	1 February 201	
Subject:	Application No: Description: Site Address:	PLN17/0900 Construction of Two, Two-Storey Dwellings 62 Buckingham Street, Richmond

I refer to the above Planning Application received on 2 December 2017 in relation to the proposed development at 81 Buckingham Street, Richmond. Council's Engineering Services unit provides the following information:

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated		
Three-bedroom dwelling	2	2 spaces per dwelling	4	3		

A waiver of one car space in the car parking requirement is sought by the applicant. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- Parking Demand for the Dwellings.

Car ownership rates for three-bedroom dwellings in Richmond have been sourced from the 2011 census conducted by the Australian Bureau of Statistics. For townhouse type dwellings of two or more storeys, the car ownership rate for three-bedroom townhouses in Richmond is 1.5 cars. The proportion of three-bedroom townhouses in Richmond owning one vehicle is 43% and the proportion of three-bedroom townhouses owning two cars is 41%. The statistics suggest that there is a market for three-bedroom townhouses in Richmond that own at least one car. We consider the car parking provision of one space for Unit 1 to be appropriate.

- Availability of Public Transport in the Locality of the Land. The site is within walking distance of tram services operating along Church Street, Bridge Road, and Victoria Street.

- Convenience of Pedestrian and Cyclist Access. The site has convenient pedestrian access to shops, businesses, supermarkets, essential services and amenities. The site also has good connectivity to the on-road bicycle network.

Attachment 3 - PLN17/0900 - 62 Buckingham Street Richmond - Engineering comments

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- Availability of Car Parking.

The demand for on-street parking in the surrounding area is very high. It would be impractical for residents to own an additional car and attempt to park on-street.

- Relevant Local Policy or Incorporated Document. The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- Other Relevant Considerations.
 All occupants of the new dwellings will be ineligible to apply for on-street resident and visitor parking permits.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of one car space is considered appropriate in the context of the development and the surrounding area. The provision of one space for Unit 1 is reflective of the statistical trend where a proportion of three-bedroom dwellings in Richmond have one car or less.

Engineering Services has no objection to the waiver of car parking.

Capital Works Programme

A check of the Capital Works Programme for 2017/18 indicates that no infrastructure works have been approved or proposed within the area of the site at this time.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Access via Little Buckingham Street	A site inspection of Little Buckingham Street revealed that the north footpath and carriageway have a combined width of approximately 4.8 metres.
Doorway Width of the Triple Garage	<text></text>

Layout Design Assessment

Attachment 3 - PLN17/0900 - 62 Buckingham Street Richmond - Engineering comments

ltem	Assessment
Access Arrangements	
Vehicle Crossing	Not shown on the Proposed Ground Floor Plan.
Headroom Clearance	A headroom clearance of 2.2 metres provided at the garage entrance to satisfy <i>Clause 52.06-9</i> of the Planning Scheme.
Car Parking Modules	
Triple Garage	The internal dimension of the garage of 8.628 metres by 6.0 metres satisfies <i>AS/NZS 2890.1:2004.</i>
Access via Little Buckingham Street	A site inspection of Little Buckingham Street revealed that the north footpath and carriageway have a combined width of approximately 4.8 metres.

Design Items to be Addressed

Item	Details
Vehicle Crossing	To be shown and dimensioned on the drawings. The vehicle crossing must span the width of the garage door.

Capital Works Programme

A check of the Capital Works Programme for 2017/18 indicates that no infrastructure works have been approved or proposed within the area of the site at this time.

ENGINEERING CONDITIONS Civil Works

Upon the completion of all building works and connections for underground utility services,

- The vehicle crossing on the north side of Little Buckingham Street must be constructed in accordance with Council's Standard Drawings and engineering requirements. The vehicle crossing must be able to accommodate the ground clearance for a B85 design vehicle.
- The footpath along the property's Buckingham Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.

Road Asset Protection

 Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

NON-PLANNING ADVICE FOR THE APPLICANT Legal Point of Discharge

The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water

Attachment 3 - PLN17/0900 - 62 Buckingham Street Richmond - Engineering comments

drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.

Clearances from Electrical Assets

Overhead power lines run along the west side of the Right of Way, close to the property boundary.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website:

http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Regards

Artemis Bacani Roads Engineer Engineering Services Unit

Attachment 4 - PLN17/0900 - 62 Buckingham Street Richmond - Sketch Plans from One Design Office

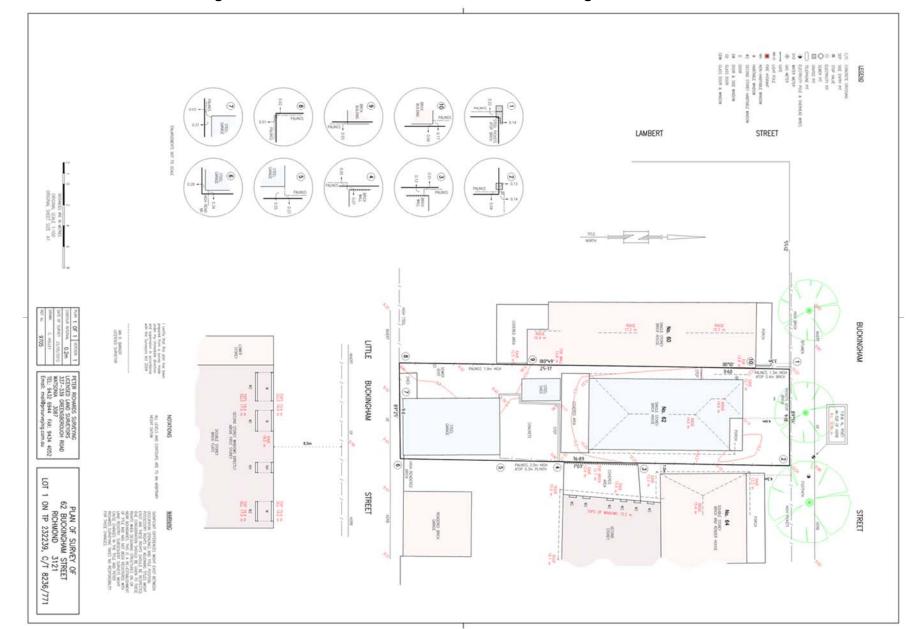
16041 - 62 BUCKINGHAM STREET MULTI UNIT DEVELOPMENT

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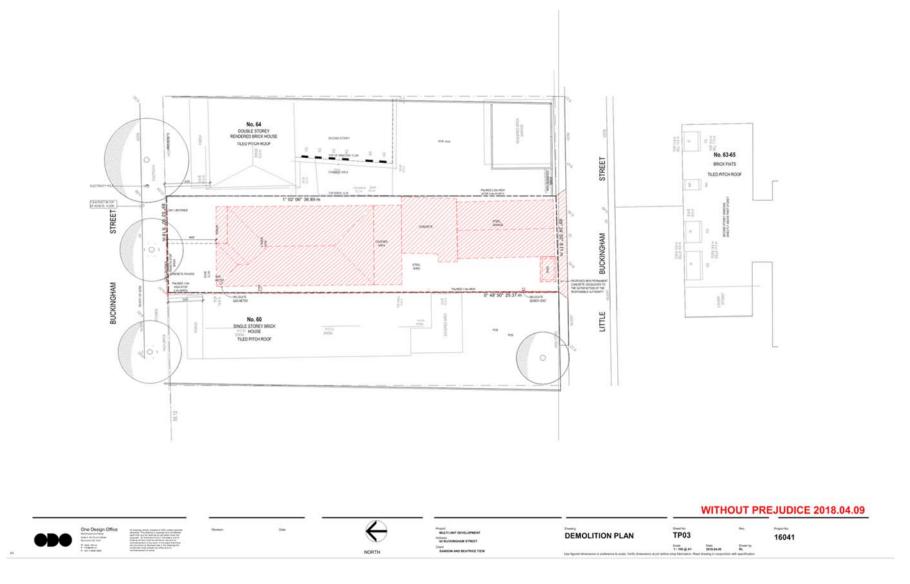


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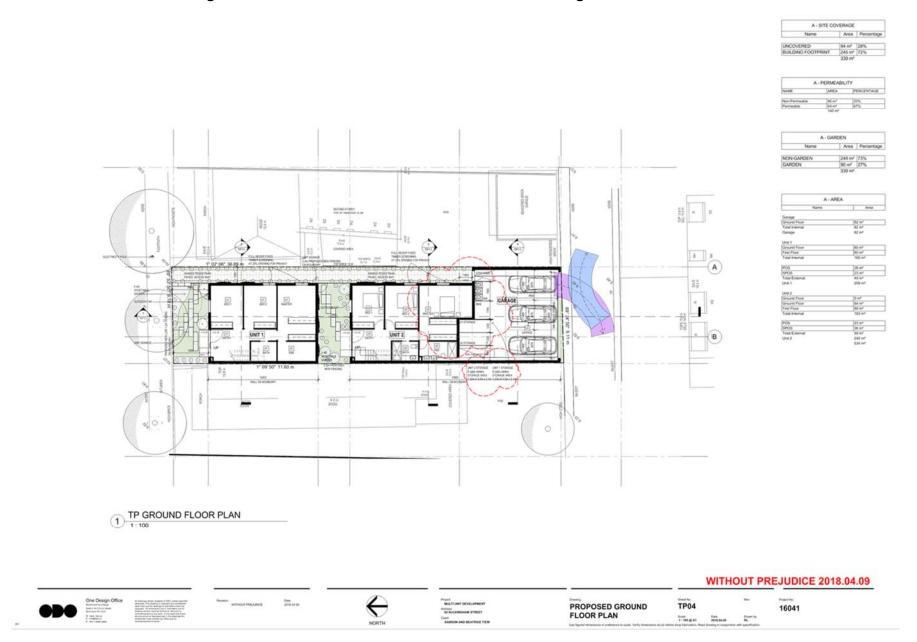
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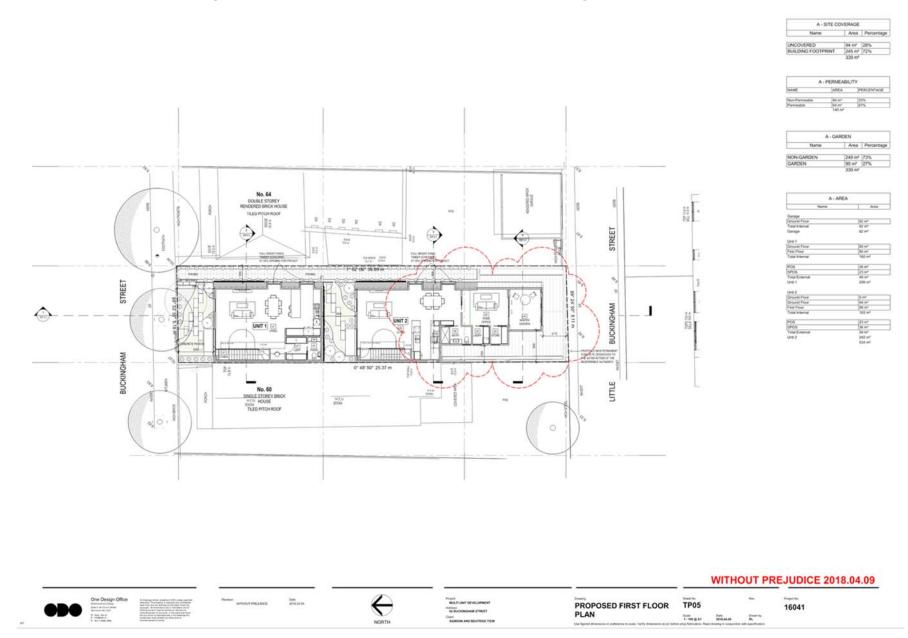
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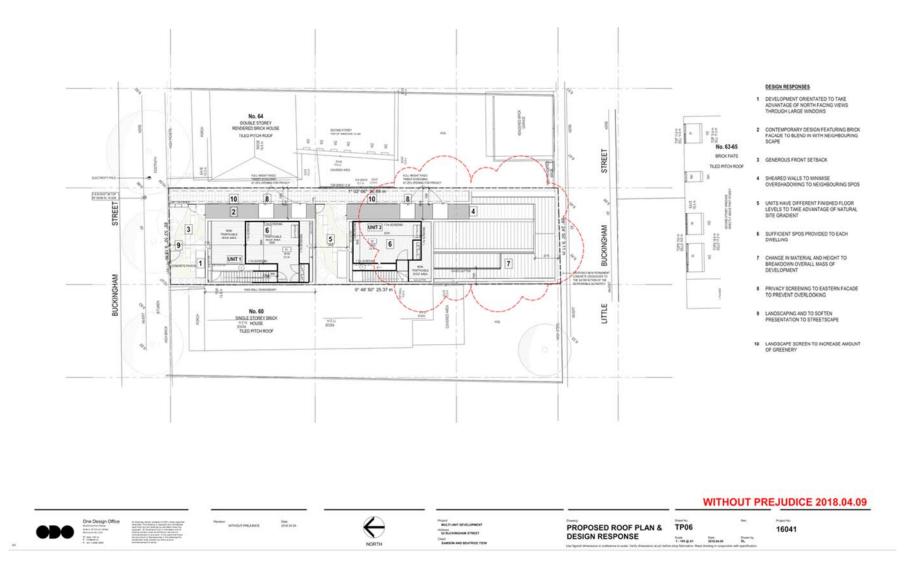
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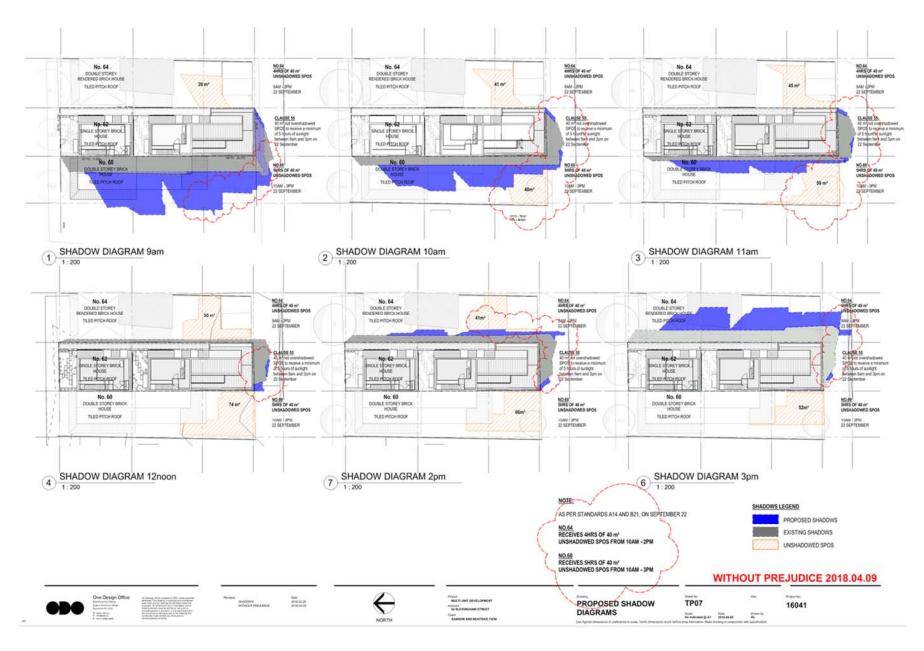
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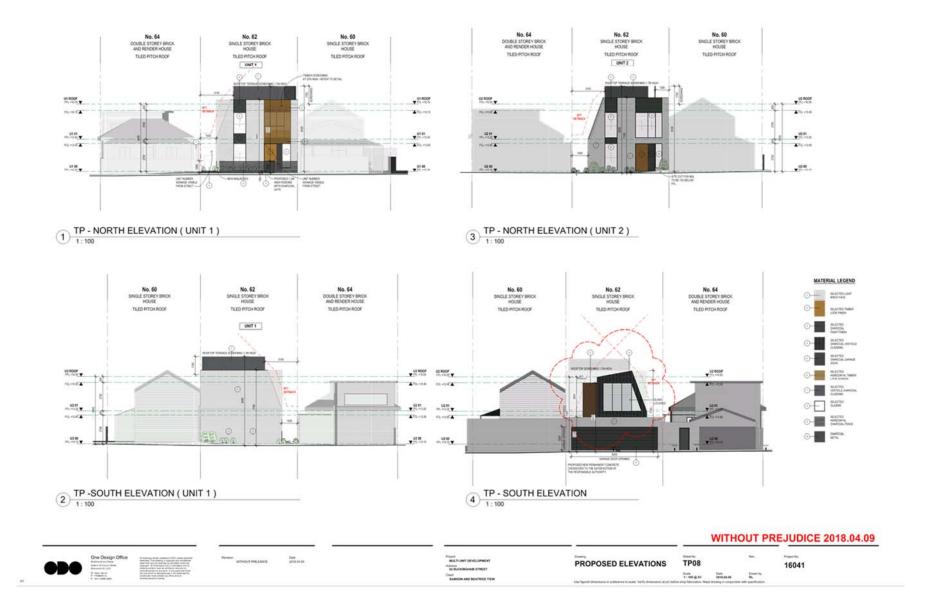
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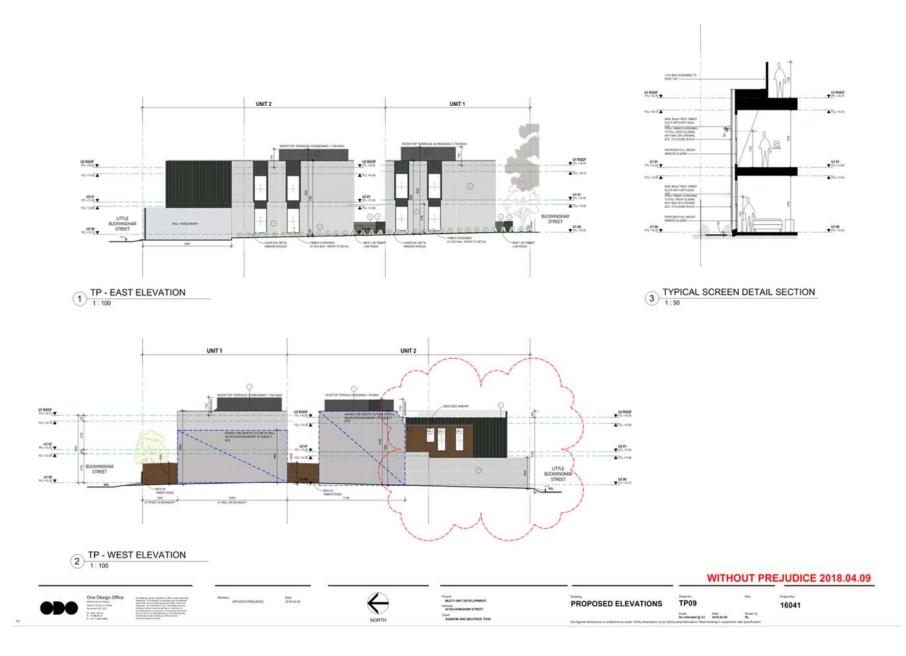
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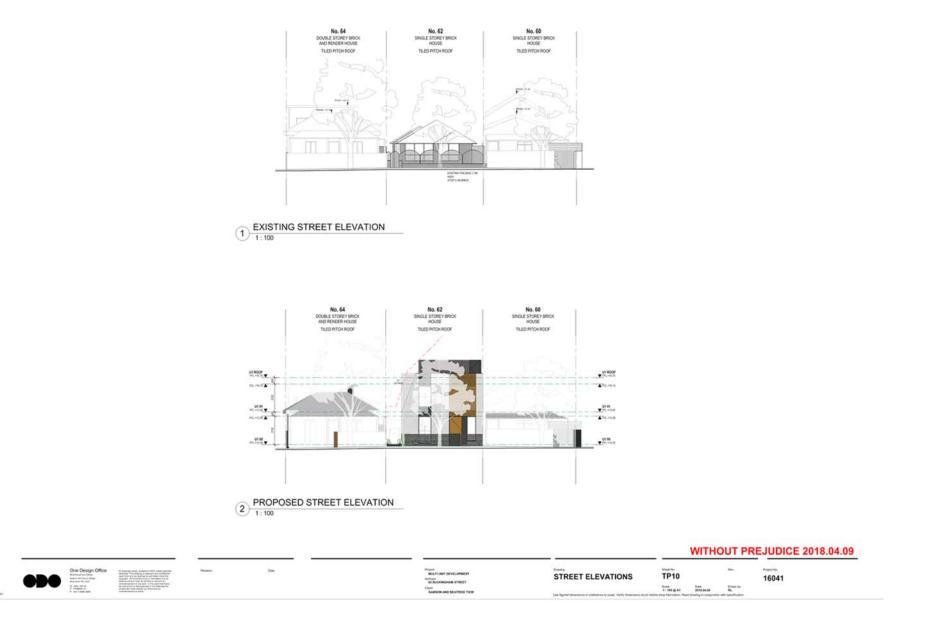
Agenda Page 28 Attachment 4 - PLN17/0900 - 62 Buckingham Street Richmond - Sketch Plans from One Design Office



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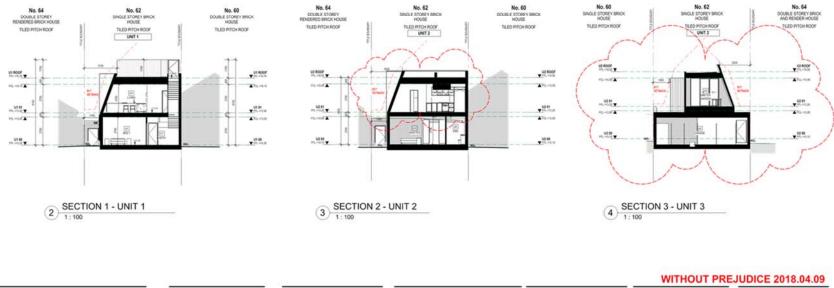


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