SUBJECT LAND: 28 Canterbury Street Richmond 1 North Subject Site





..existing conditions photographic references....





....existing aerial view - 28 canterbury street, richmond and surounds...

subject property

subject property

..continued....





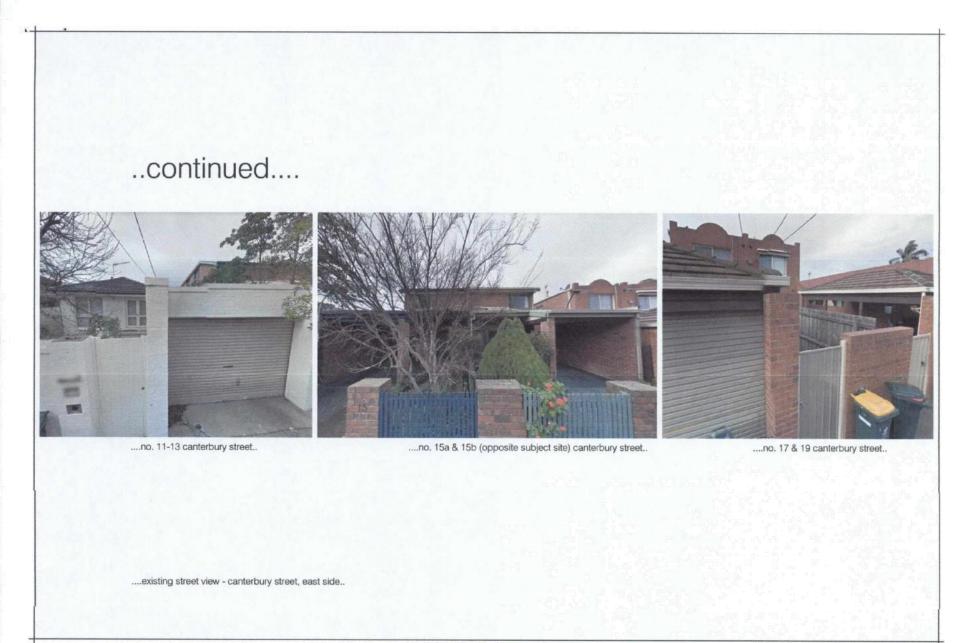


....no. 30 & 28 (subject site) canterbury street..



....no. 26 & 24 canterbury street..

....existing street view - canterbury street, west side..



..continued....

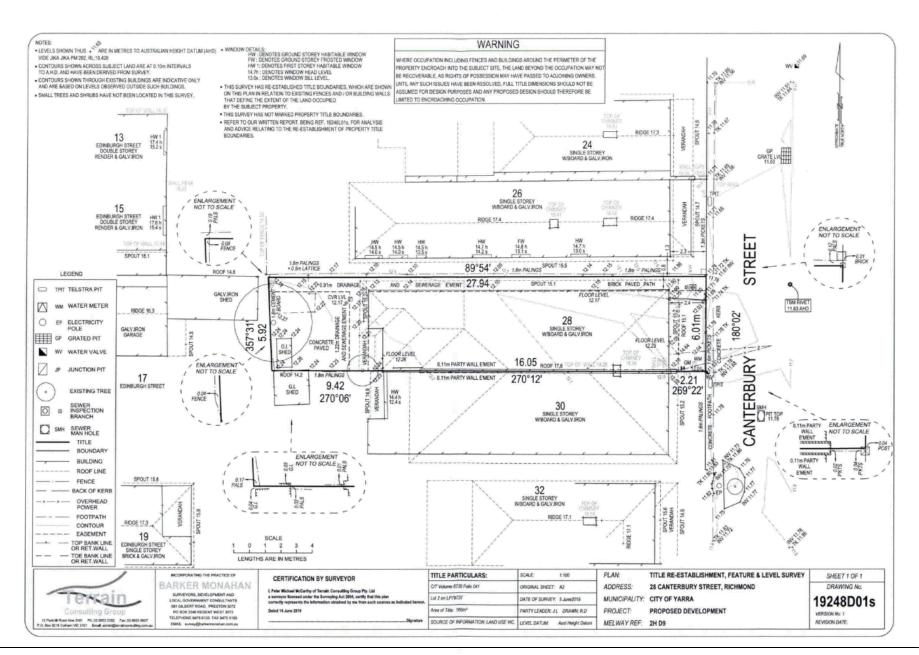


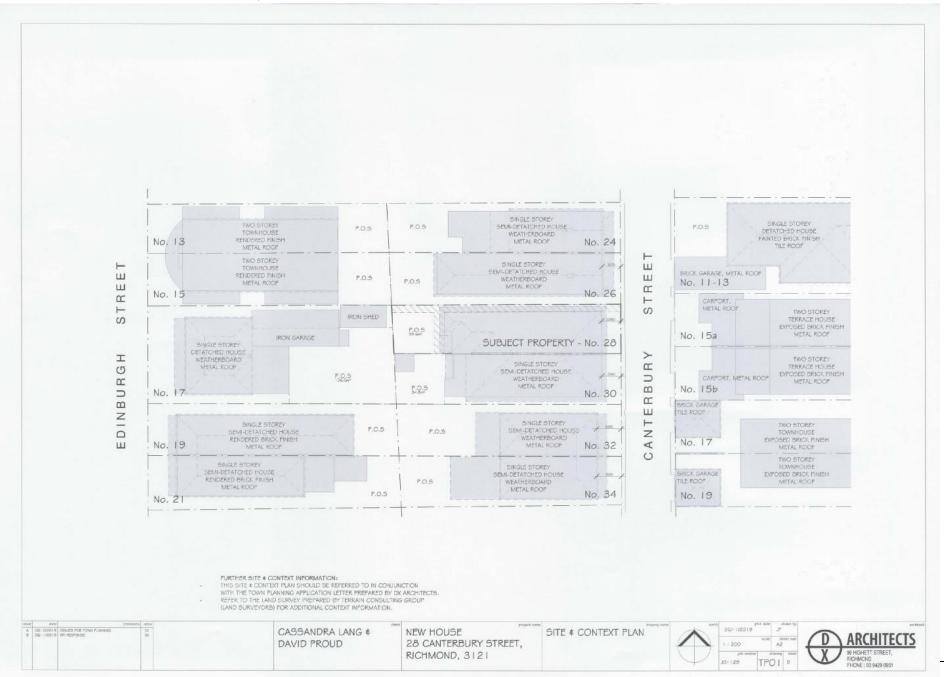




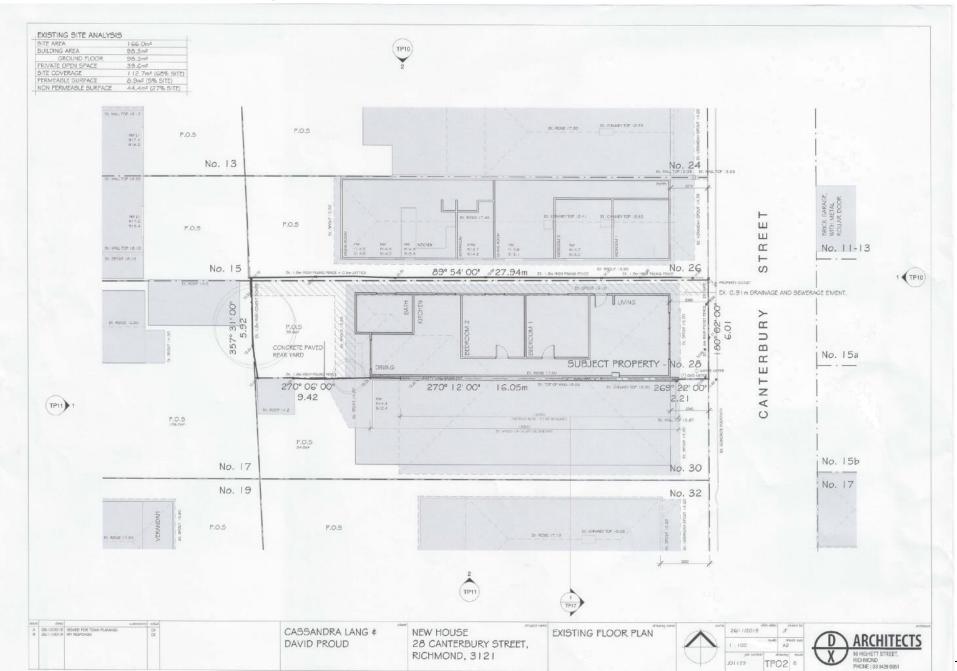
....no. 11, 13 & 15 edinburgh street...

....existing conditions - building examples...

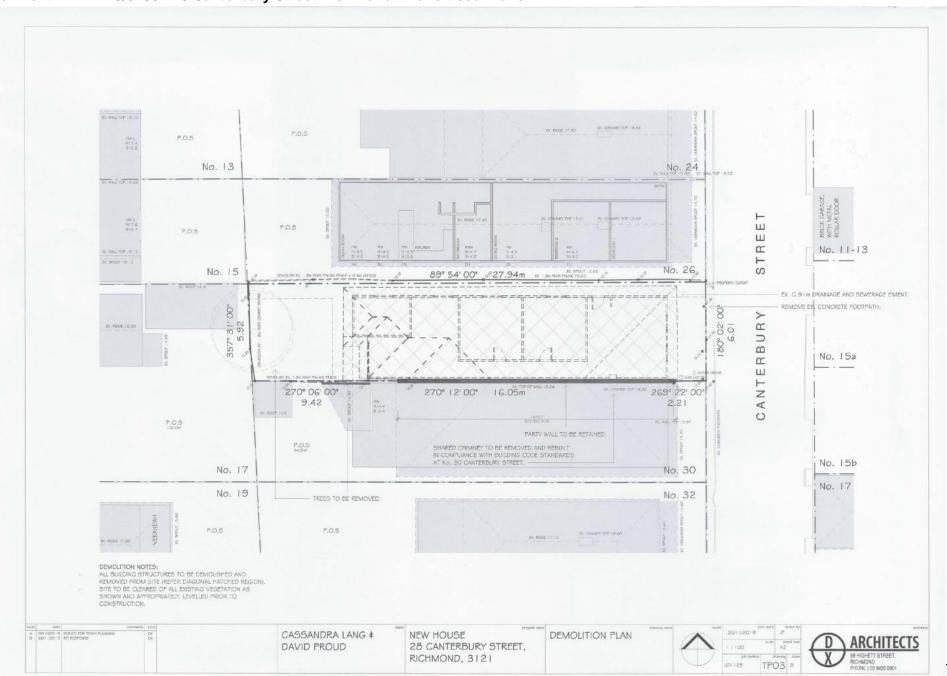


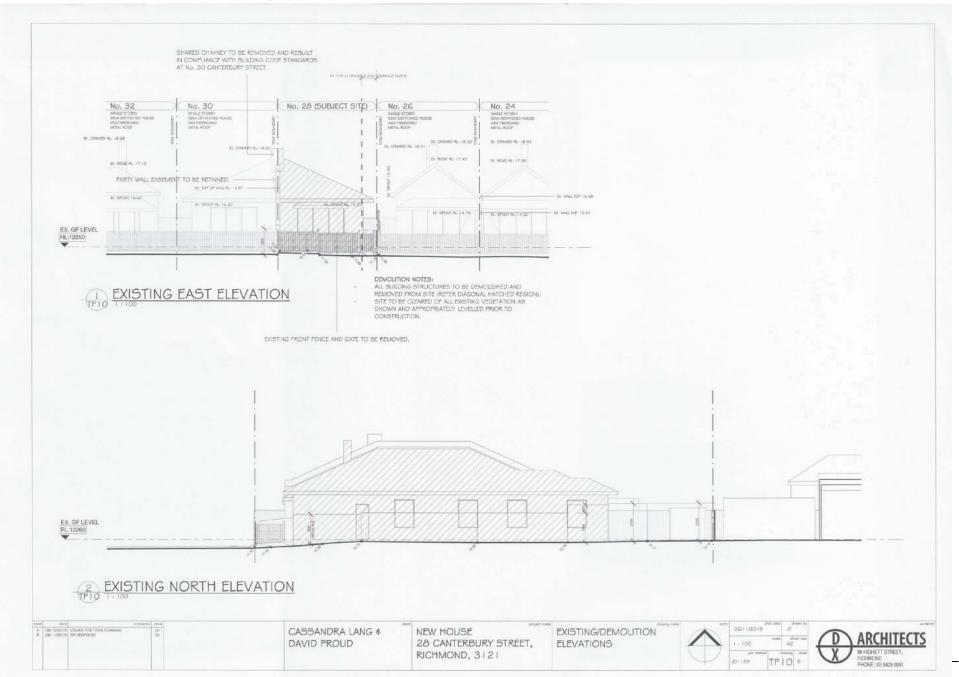


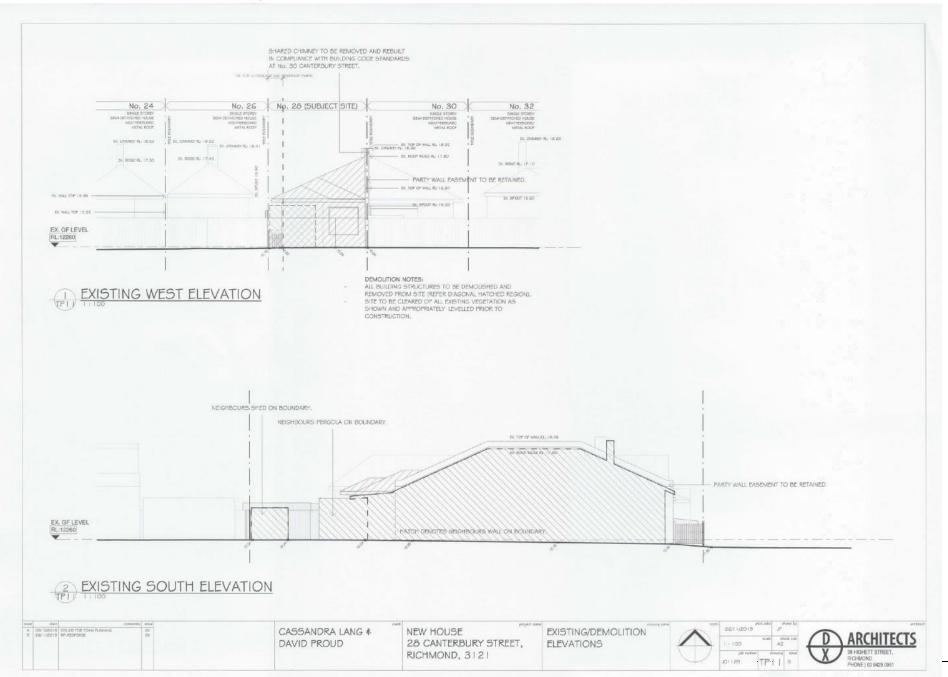
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Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans



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Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

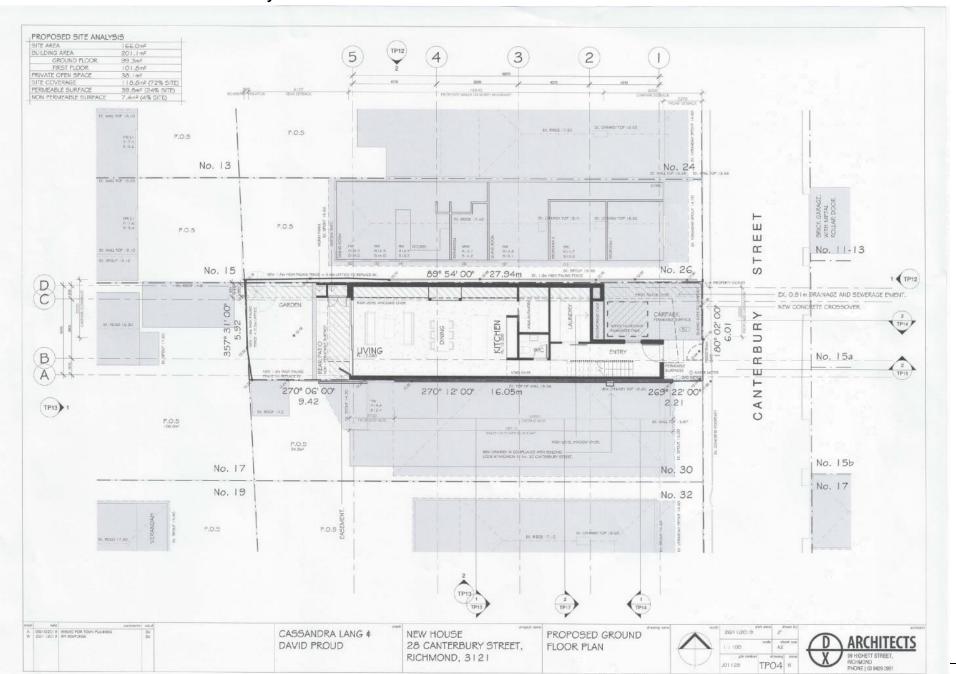




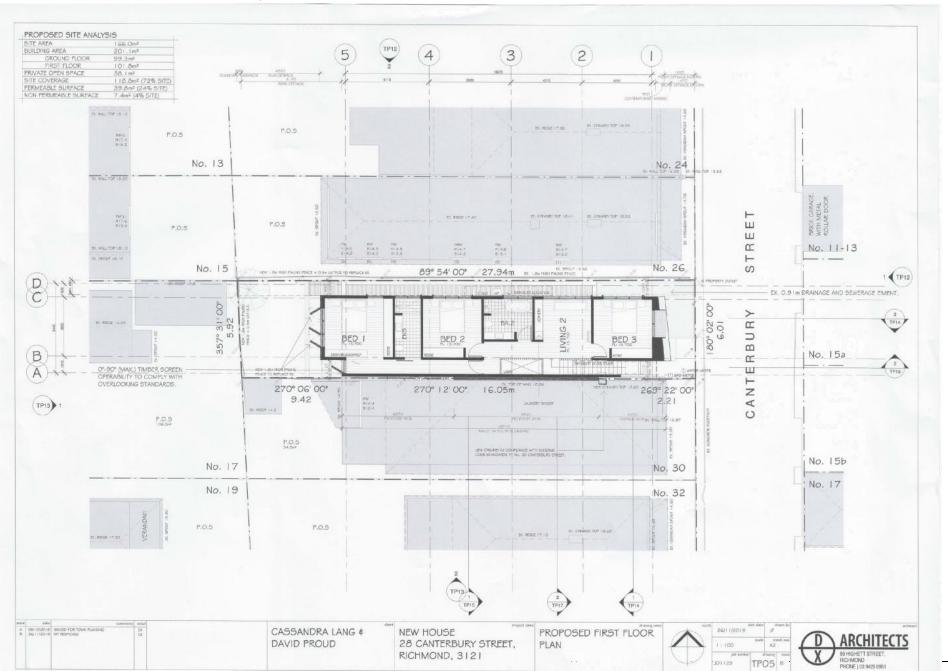


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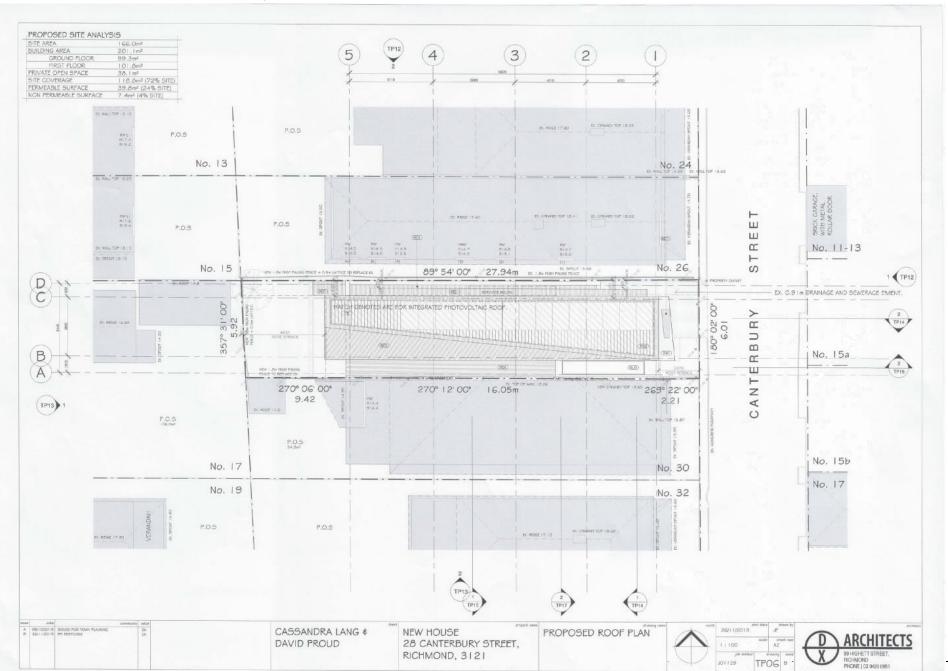


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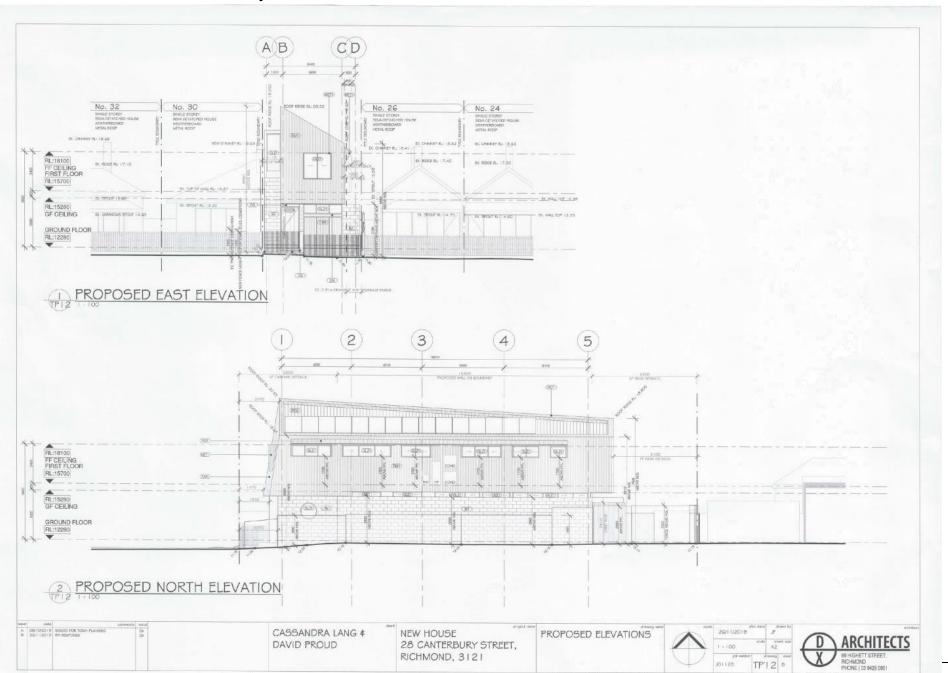


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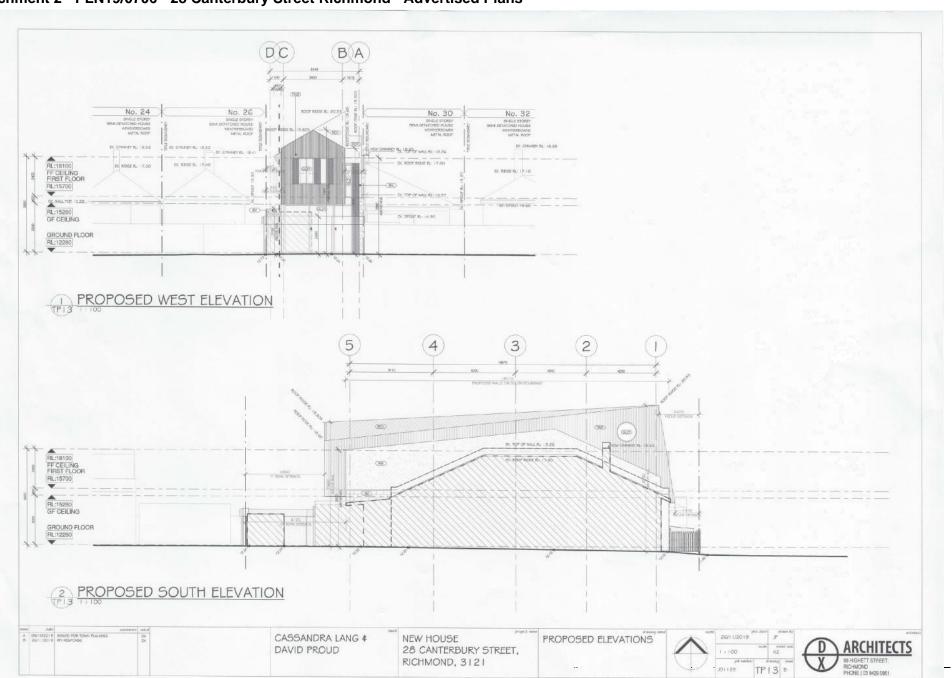
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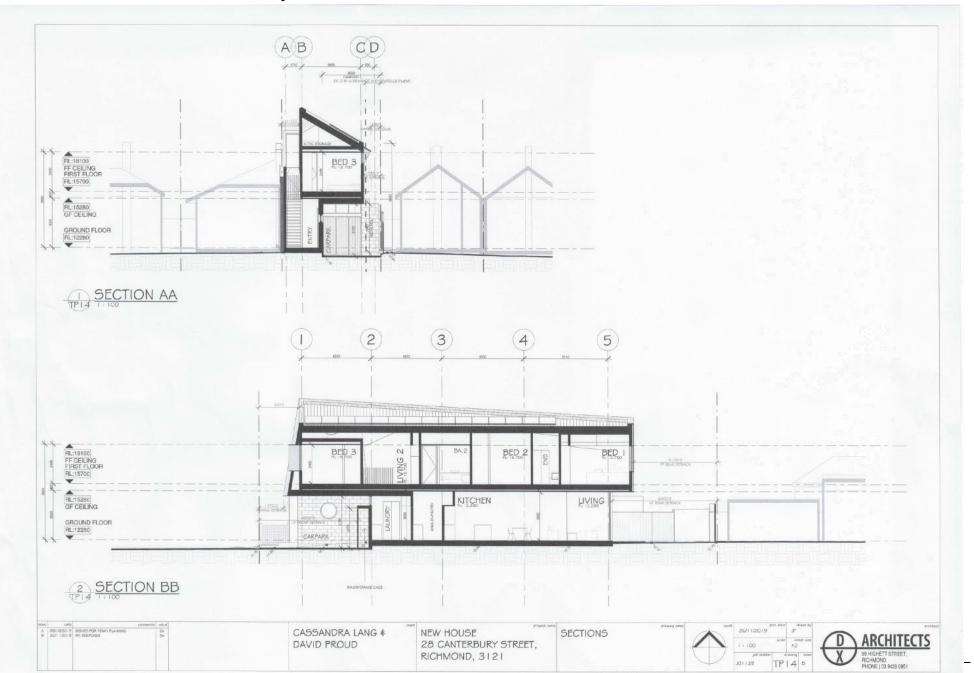
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Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans



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Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

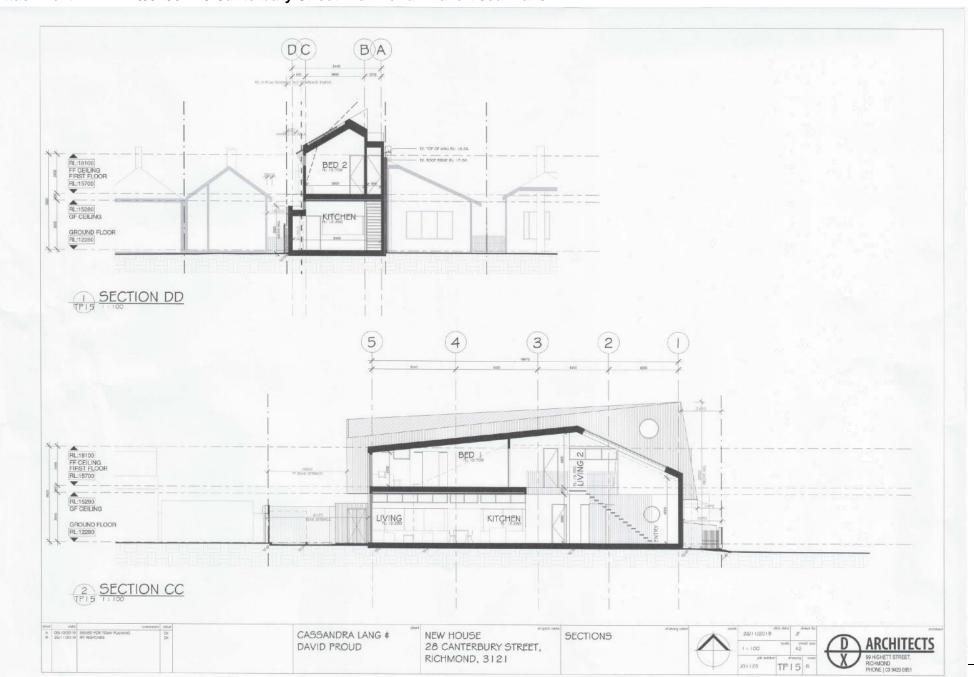


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Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

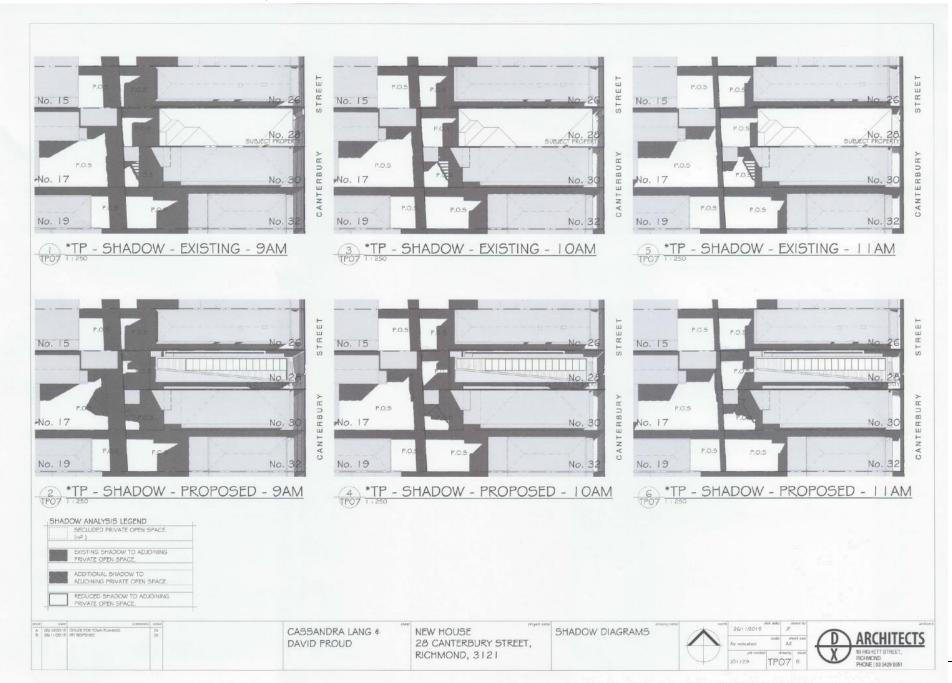


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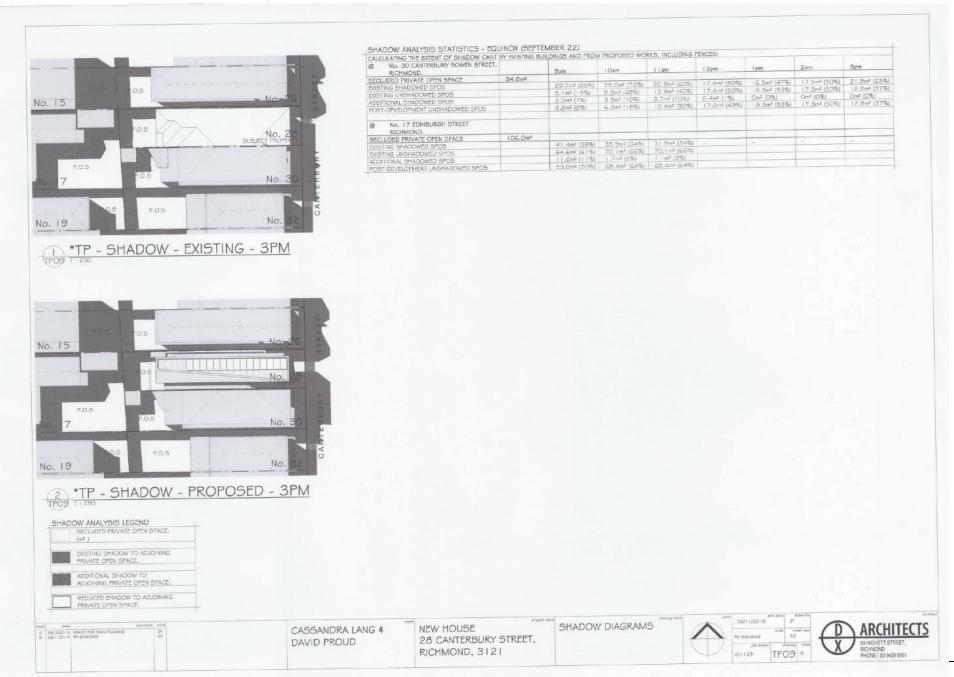
Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans















Attachment 3 - PLN190706 28 Canterbury Street Richmond - Urban Design Comments (Advertised Plans)





TO: Nish Goonetilleke (Statutory Planning)

FROM: Amruta Pandhe (Urban Designer)

DATE: 3 April 2020

SUBJECT: 28 Canterbury Street, Richmond

APPLICATION NO: PLN19/0706

DESCRIPTION: Construction of a double-storey dwelling and associated reduction in the car

parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought on the above application on the following matters:

- The design response and its reference/relationship to the streetscape;
- · Siting, bulk and height of the proposed development and any impacts; and
- The proposed materials and finishes.

Whether there are any capital works approved or proposed within the area of the subject site.

These set of comments are provided on the plans with issue date 26th November 2019.

COMMENTS SUMMARY

Overall the proposal is supported provided the following changes are made. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf:

- Canterbury Street facade presents an interesting frontage, however, the first floor setback needs to be increased to reduce its dominance and minimise the undercroft space;
- Ground floor frontage currently presents large portions of blank wall and it is recommended to provide more openings and some level of permeability in materials used; and
- Provide detail for material No.5 Dark Grey (DG)(RO2).

There are no known planned/approved capital works around the site which are being led by the Urban Design team.

URBAN DESIGN FEEDBACK

The development proposes demolition of an existing single storey dwelling, and construction of a new two-storey dwelling with main pedestrian entrance from Canterbury Street. As per Clause 22.13 the subject site is located within 'Inner Suburban Residential' character.

Siting, Bulk, and Height

Canterbury Street includes a mix of single and double storey dwellings. The subject site sits between two single storey dwellings and in general the western section of Canterbury Street is predominantly single storey. The proposed overall building height (between approximately 7.6-8.9 metres) is

Attachment 3 - PLN190706 28 Canterbury Street Richmond - Urban Design Comments (Advertised Plans)

consistent with the overall mandatory height provisions of the GRZ2 (9m). Further, Clause 22.13 and 21.08 seeks developments on single house sites within Inner Suburban Residential areas to limit variations in height to a maximum of one storey compared to the adjacent properties.

Clause 22.13 seeks developments within Inner Suburban Residential Character areas to maintain the existing pattern of front setbacks. However, the upper level of the front façade cantilevers by approximately a metre. This does not maintain the existing pattern of front setbacks in the area, makes the upper form dominant and results in a deep undercroft space (approximately 4.5m). Hence, it is recommended to increase the first floor setback while maintaining the interesting composition.

Design Response and Relationship to the Streetscape

Overall, the design response is well considered and the proposed development presents an acceptable built form that responds to the streetscape character in a contemporary way.

The proposed built form along Canterbury Street is broken with articulation and the sloping roof responds well to the existing street character. The use of timber boards and window openings for the upper level contributes in reducing large portion of blank walls, particularly on the east and north elevation. The southern façade does not provide any openings but the subtle variation in materials positively contributes to the overall form. Hence, the overall architecture of the building is supported.

The ground floor frontage does not present any openings except the windows above bike storage. It is recommended to explore providing an opening next to the entrance door which is contribute in providing some level of active frontage. The bike storage area is enclosed by vertical timber boards which contributes in creating a large portion of blank wall for the ground floor frontage. The design will benefit by using vertical timber screen or providing a screen in front of bike storage.

The development provides an open car park area rather than dominating the front faced with a garage. This is highly supported and respects the existing streetscape character, subject to comments above about the extent of undercroft space.

Materials and Finishes

The proposed material palette provides relatively neutral materials and use lighter shades which are sympathetic to the context. The use of diamond grass pavers for car park is highly supported.

As recommended above explore using timber screen for the bike storage area (refer to comments above). It is unclear what material is proposed for No.5 Dark Grey (DG)(RO2).

Goonetilleke, Nish

From: Doan, Andy

Sent: Tuesday, 11 February 2020 10:45 AM

To: Goonetilleke, Nish

Bacani, Artemis; Millican, Danny; Pisani, Mark; Moran, Peter Cc:

Subject: RE: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and

Sewerage Easement - Informal Referral

Hi Nish,

Thank you for your email.

With regard to Building Over Easement applications, it is usually to be forwarded to Building Services for assessment. Engineering services do occasionally act as a referral for the building team for any engineering comments if deemed necessary by the relevant officer.

As it has gone through directly to us, ES is happy to assist this one time and would like to kindly remind the planning team of the above.

Thank you again and have a lovely week!

RE: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and Sewerage Easement - Informal Referral

The Regulation 130 requires the Owner to obtain Council's consent to a proposal to build over the Easement only if the Easement is vested in Council. The Regulation does not apply to easements which are not vested in Council. Please note the following:

- 1. According to Council Asset records, the subject easement does not contain or provide any public drainage infrastructure hence the subject easement is not vested in Council. It is also further unlikely that Council will be looking to provide further drainage infrastructure within the area.
- 2. Council does not benefit from the easement as an owner of a benefitting parcel of land or as beneficiary of an easement in gross.
- 3. Before any structure can be built over the easement, the applicant must obtain the consent of all Benefitting Owners with rights over the easement. However, if it does not do so, and such improvements obstruct the ability of the Benefitting Owners to access the easement and exercise their rights in respect of the easement, the Benefitting Owners will be entitled to seek a remedy against the applicant.

As a result of the above, Engineering Services do not consider that the owner is required by the Regulation to submit the application to Council.

Sincerely, Andy Doan Engineer City Works and Assets

PO BOX 168 Richmond VIC

1

T (03) 9205 5791 (Leave email if urgent)

E Andy.Doan@yarracity.vic.gov.au

W yarracity.vic.gov.au

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish

Sent: Monday, 10 February 2020 11:41 AM

To: Doan, Andy; Millican, Danny

Subject: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and Sewerage Easement - Informal

Referral

Hi Andy,

Hope you're well.

I have an application for a new, double-storey dwelling at No. 28 Canterbury Street Richmond. The proposal incorporates building over the existing drainage and sewerage easement (E-1) outlined in Plan of Subdivision 079737.

Please find attached the following documents:

- 1. Application form (pages 1 3);
- 2. Cover-letter (pages 4 to 7);
- 3. Letter from CWW (pages 8 9);
- 4. Survey plan (page 10);
- 5. Certificate of title and title plan for the subject site at No. 28 Canterbury Street Richmond (pages 11 14);
- Certificate of title and title plan for the abutting site to the west No. 17 Edinburgh Street Richmond (pages 15 -18);
- 7. Certificate of title and title plan for the abutting site to the south at No. 30 Canterbury Street Richmond (pages 19 22); and
- 8. Existing and proposed plans (pages 23 36).

Could you please advise if you could see any possible issues in terms of building over the existing easement? I am still requesting for further information, so if you need any additional information for the formal referral process, please let me know.

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5005 F (03) 8417 6666
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au



MEMO

To: Nish Goonetilleke
From: Artemis Bacani
Date: 16 April 2020

Subject: Application No: PLN19/0706

Description: Two Storey Dwelling

Site Address: 28 Canterbury Street, Richmond

I refer to the above Planning Application received on 18 March 2020 in relation to the proposed development at 28 Canterbury Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
DX Architects	TP 04 Proposed Ground Floor Plan	В	26 November 2019

CAR PARKING PROVISION

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	1	2 spaces to each dwelling	2	1

^{*} Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

A reduction of one car space in the car parking requirement is sought for this development.

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 Three-Bedroom Dwelling.
 - In previous traffic reports we have reviewed, car ownership rates for residential dwellings in Richmond was sourced from the 2016 Census conducted by the Australian Bureau of Statistics. For flat-type dwellings, the average car ownership for three-bedroom dwellings is 1.14 cars per dwelling. The census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. The site has its frontage on an activity centre and has very good links to public transport.
- Availability of Public Transport in the Locality of the Land.
 The following public transport services can be accessed to and from the site by foot:
 - Swan Street trams 310 metre walk
 - Burnley railway station 430 metre walk
 - Church Street trams 780 metre walk
 - East Richmond railway station 870 metre walk
- Multi-Purpose Trips within the Area.
 - Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.
- Convenience of Pedestrian and Cyclist Access.
 The site is easily accessible by pedestrians and bicycles.

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 streets surrounding the site contain short-stay parking restrictions. There are small sections of unrestricted parking in the area; however, these spaces are likely to be occupied by local residents very early in the morning. Visitors to the site during business hours should be able to park on-street near the site. 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 C 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.

Adequacy of Car Parking

From a traffic engineering perspective, the reduction of car parking associated with this development is considered appropriate in the context of the development and the surrounding area.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

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DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment	
Access Arrangements		
Width of Sliding Gate	The width of the sliding gate is not dimensioned on the drawings.	
Vehicle Crossing	A 3.0 metre wide vehicle crossing is proposed off Canterbury Street to provide vehicle access into and out of the site.	
Car Parking Module		
Car Space	The car space measures 3.53 metres by 6.0 metres to satisfy <i>Design</i> standard 2 – Car parking spaces.	

Design Items to be Addressed

Item	Assessment
Width of Sliding Gate	The width of the gate is to be dimensioned on the drawings.
Vehicle Crossing	To be designed and constructed in accordance to Council standards DDA requirements. Further details on Council's requirements is provided below under <i>Engineering Conditions</i> .
Loss of On-Street Car Space	The construction of a new vehicle crossing will result in the loss of one on-street car space. The Permit Zone restriction along the west side of Canterbury Street improves on-street parking for residents. In this instance, the Engineering unit has no objection to the loss of one on-street car space in Canterbury Street.

ENGINEERING CONDITIONS Vehicle Crossing

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be designed and constructed:

- · In accordance with any requirements or conditions imposed by Council;
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B85 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of 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.

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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.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

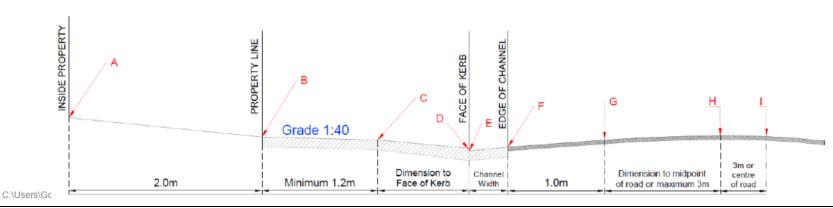
Item	Assessment
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the <i>Local Government Act</i> 1989 and Regulation 133.

Vehicle Crossing - Cross Section

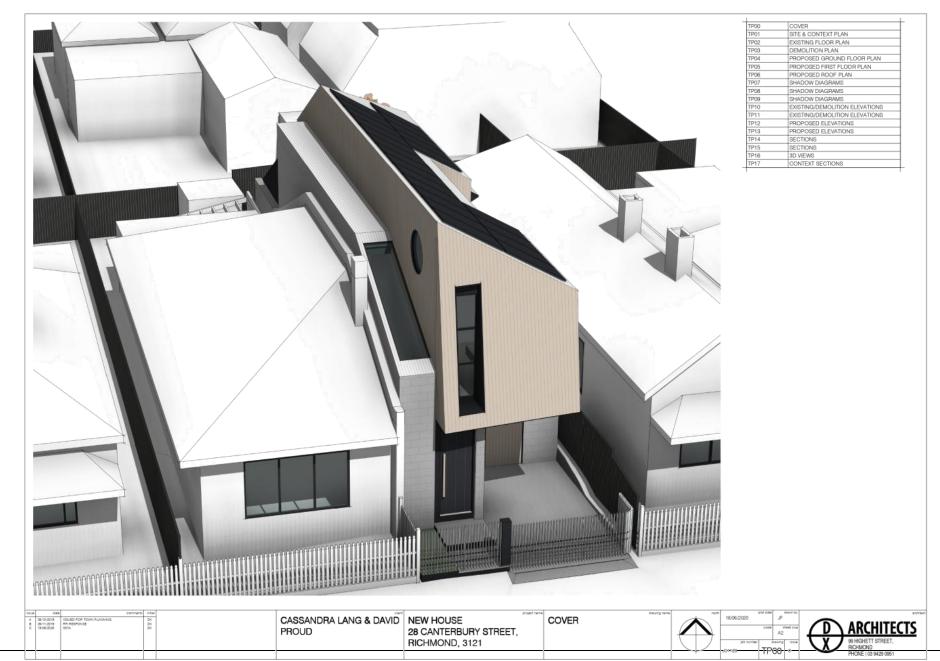


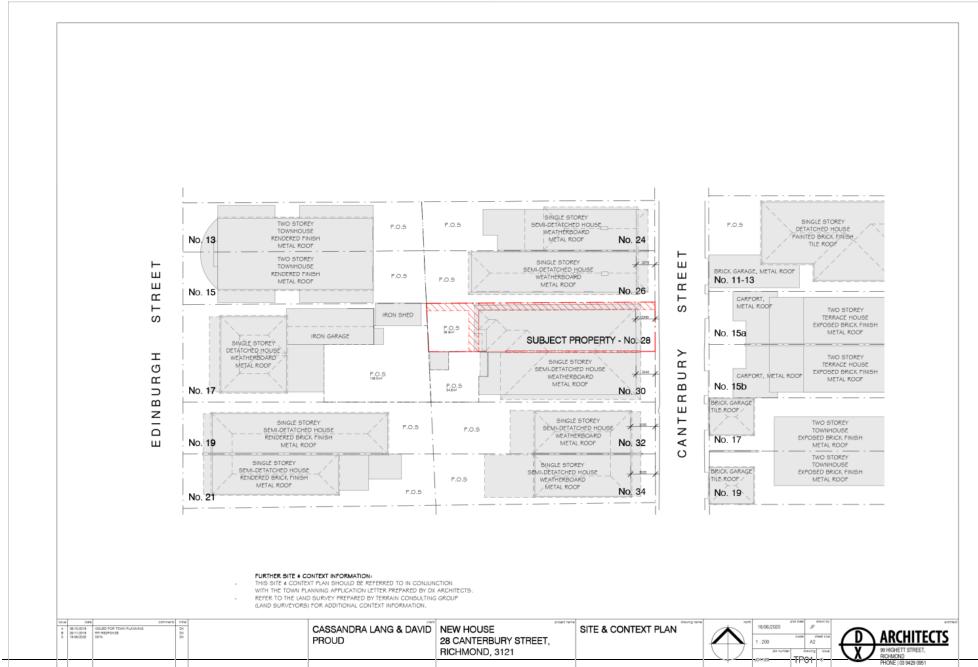
The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

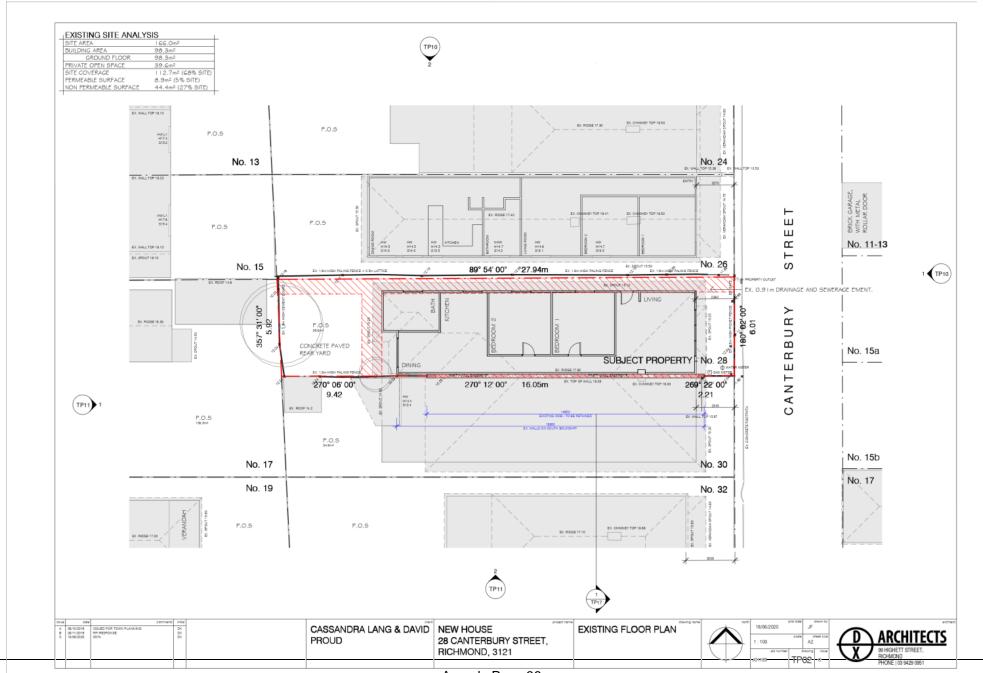
- A. Finished floor level 2.0 metres inside property
- B. Property line surface level
- C. Surface level at change in grade (if applicable)
- D. Bullnose (max height 60mm) must be clearly labelled
- E. Surface level at the bottom of the kerb
- F. Surface level at the edge of channel
- G. Road level 1.0 meter from the edge of channel
- H., I. Road levels
- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.

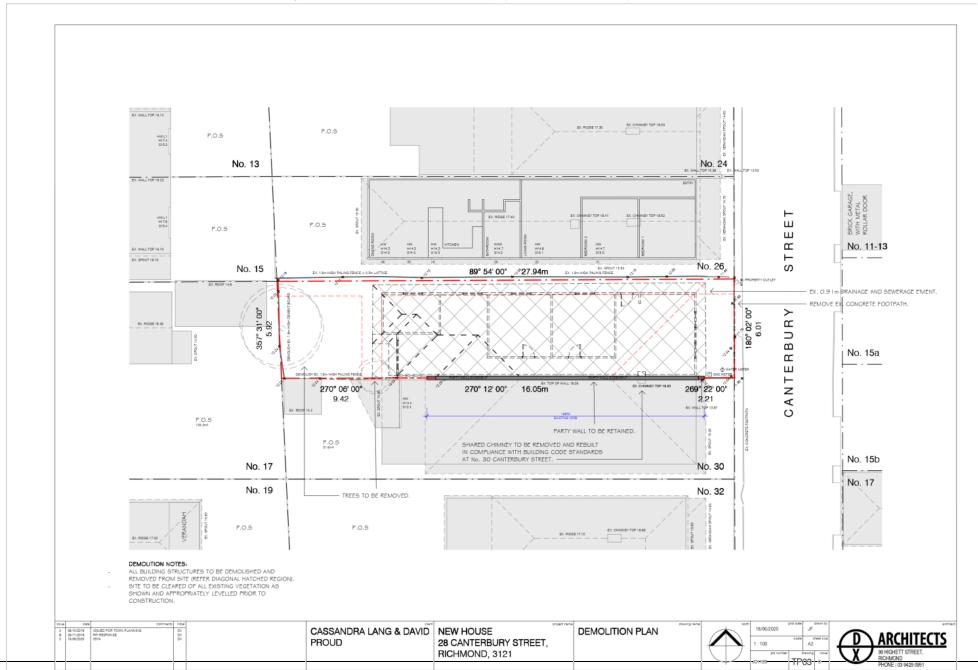


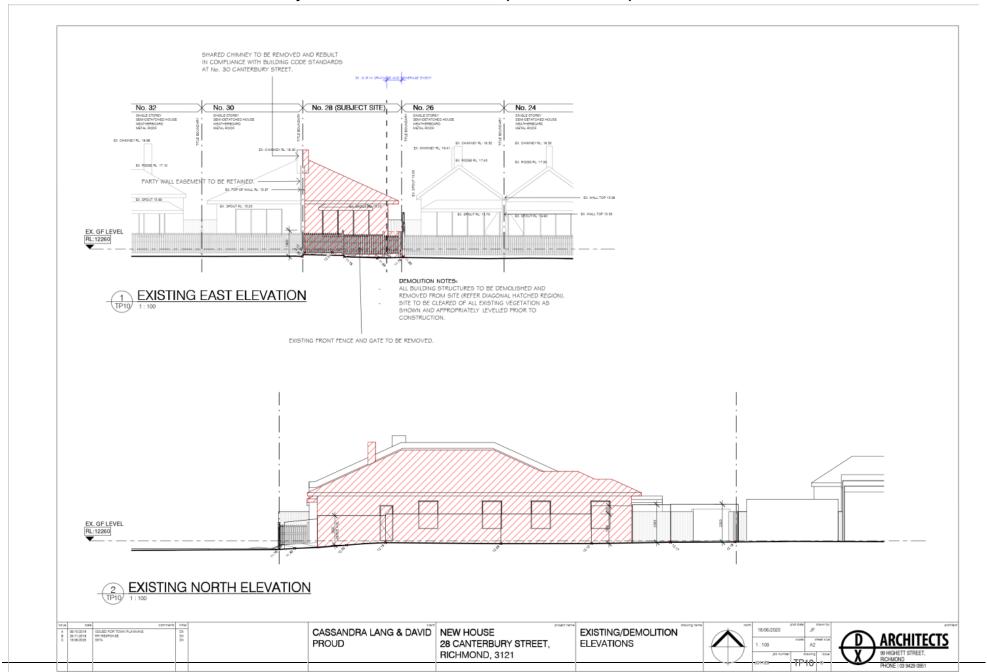
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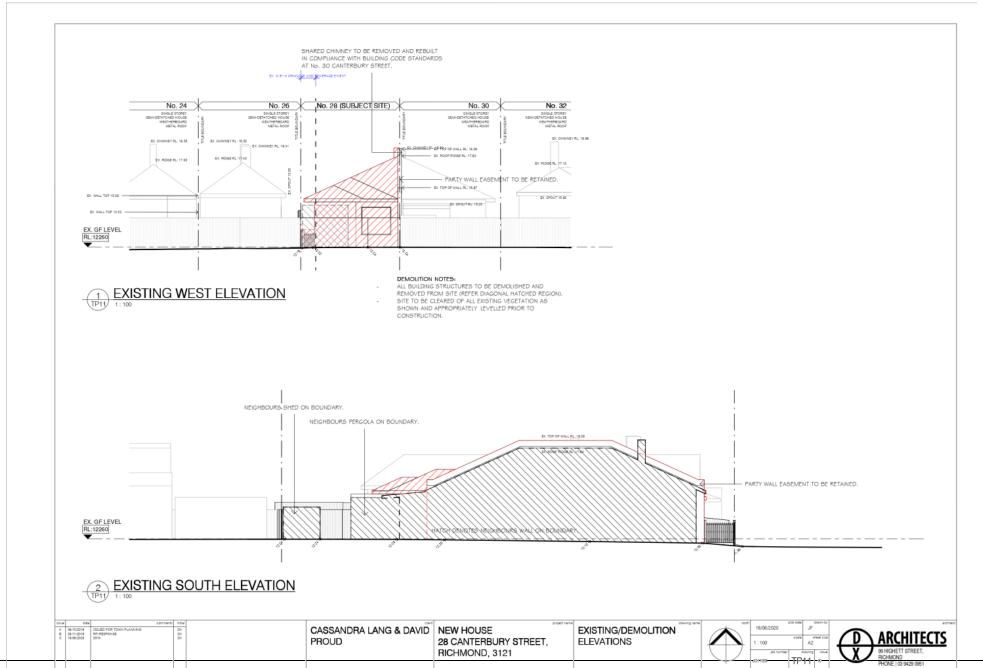


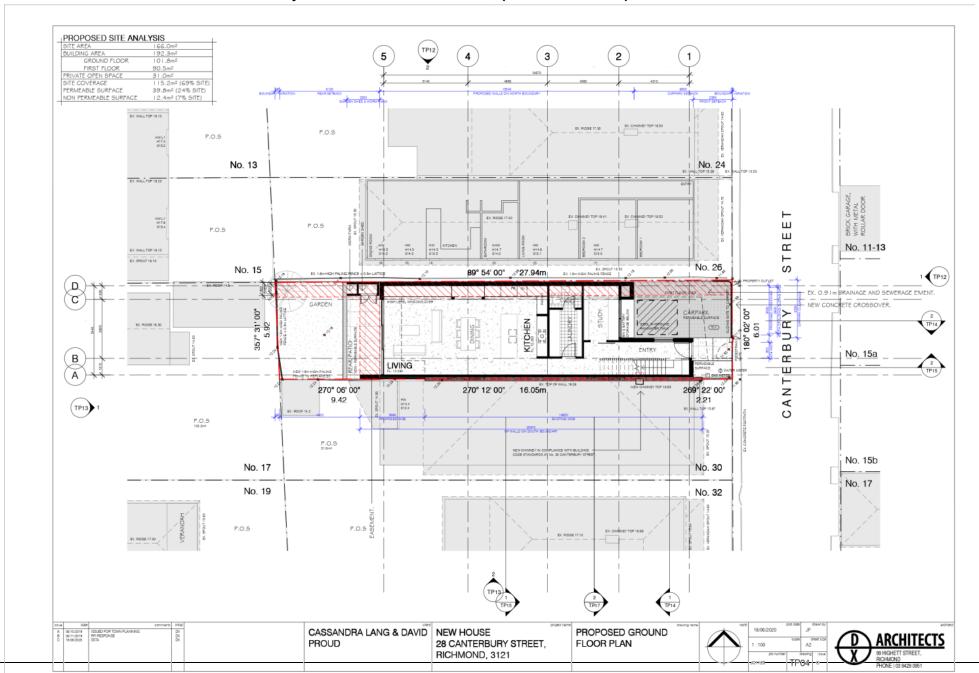


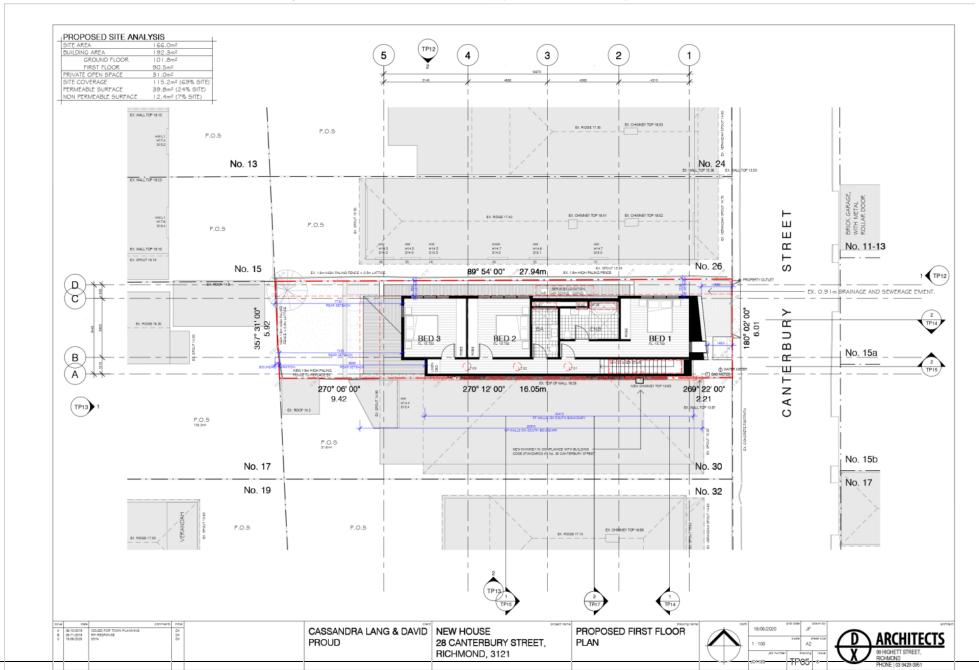


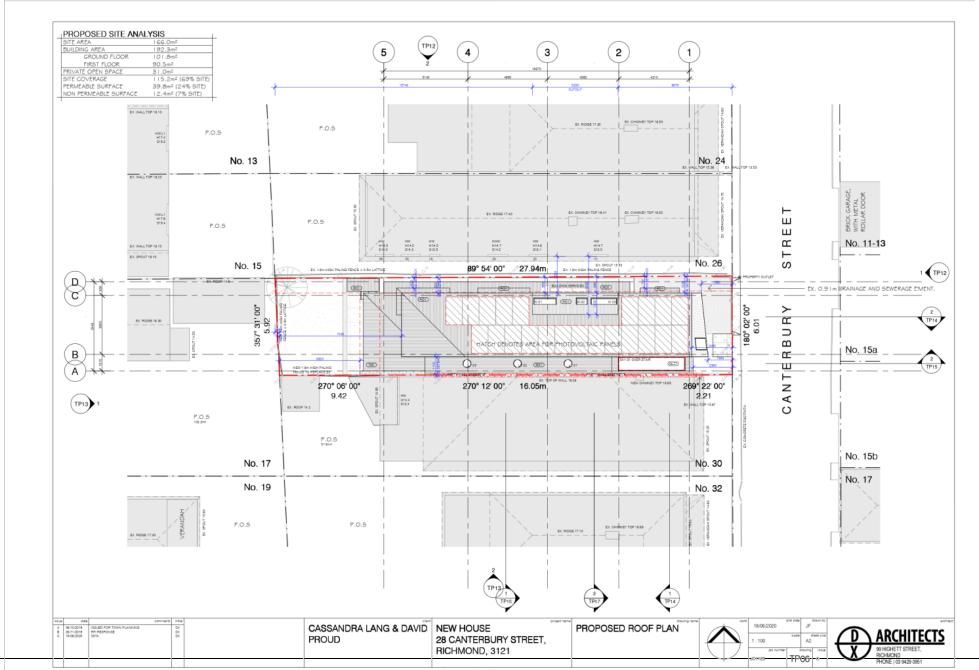


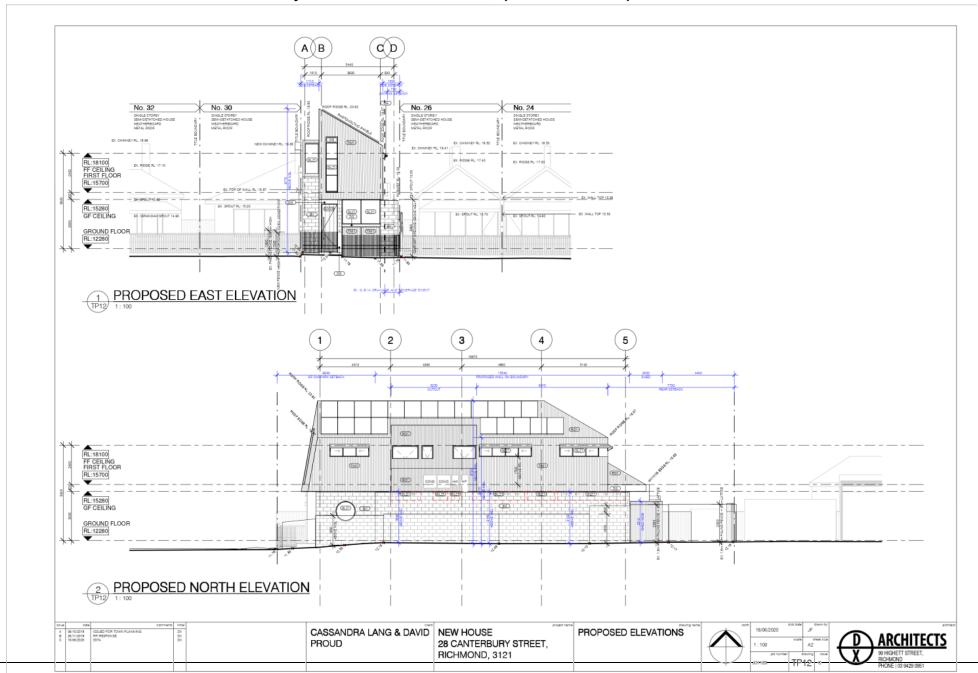


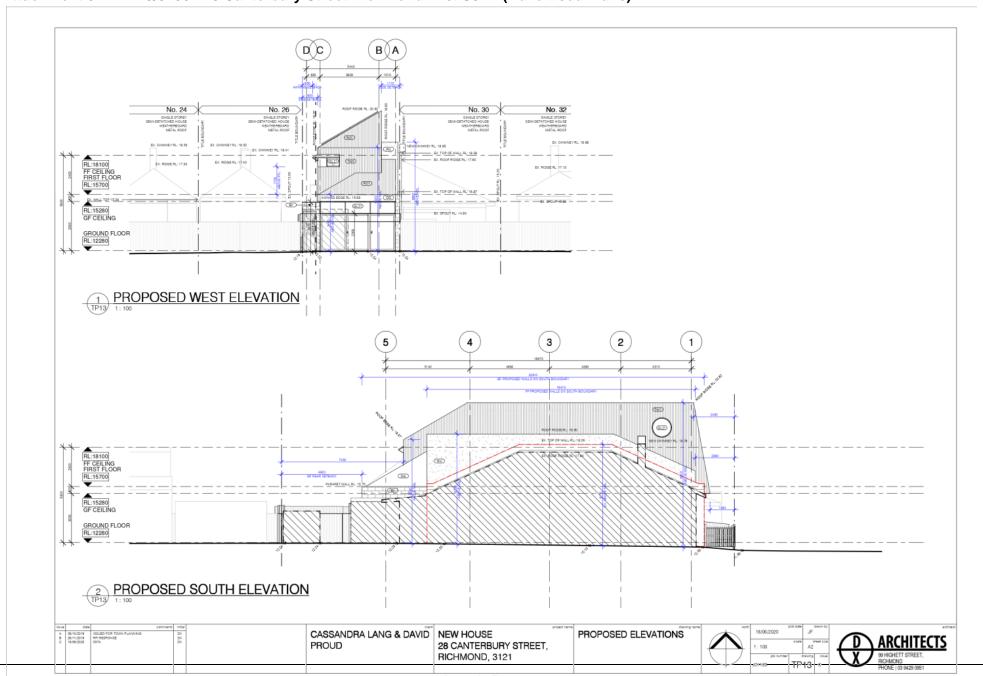




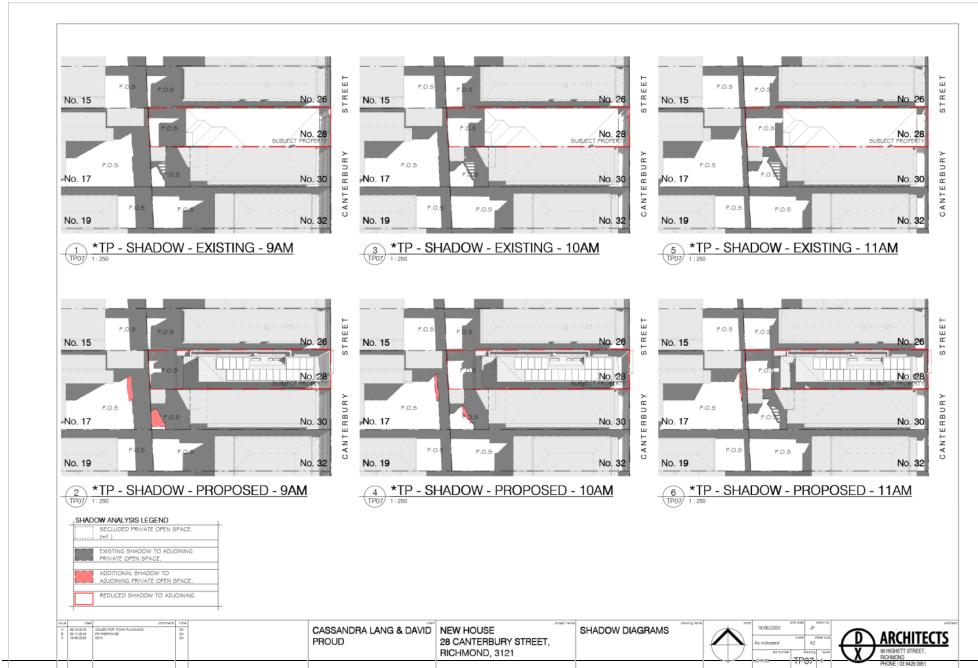




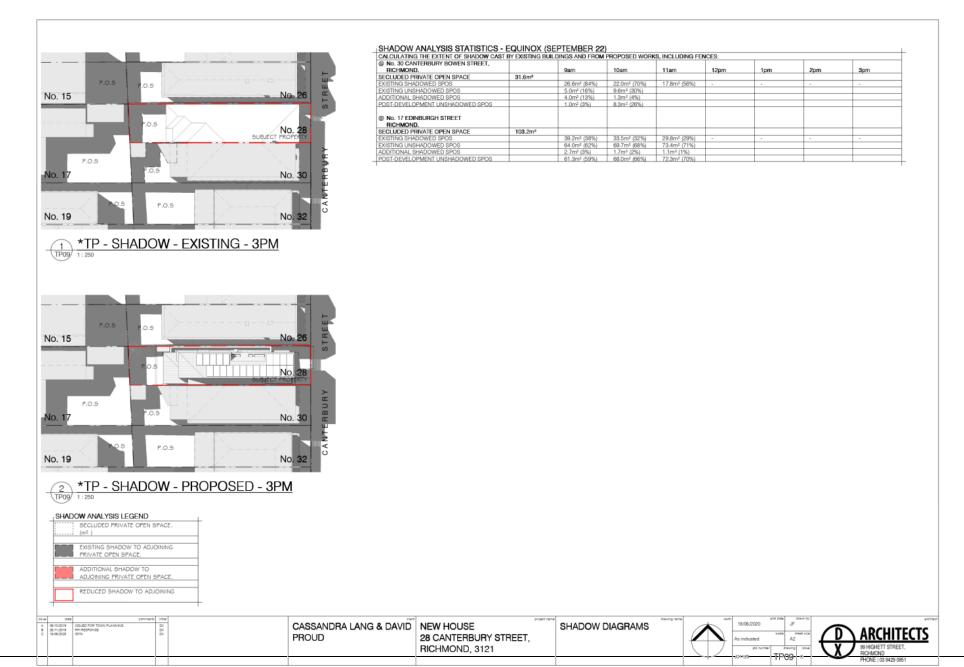


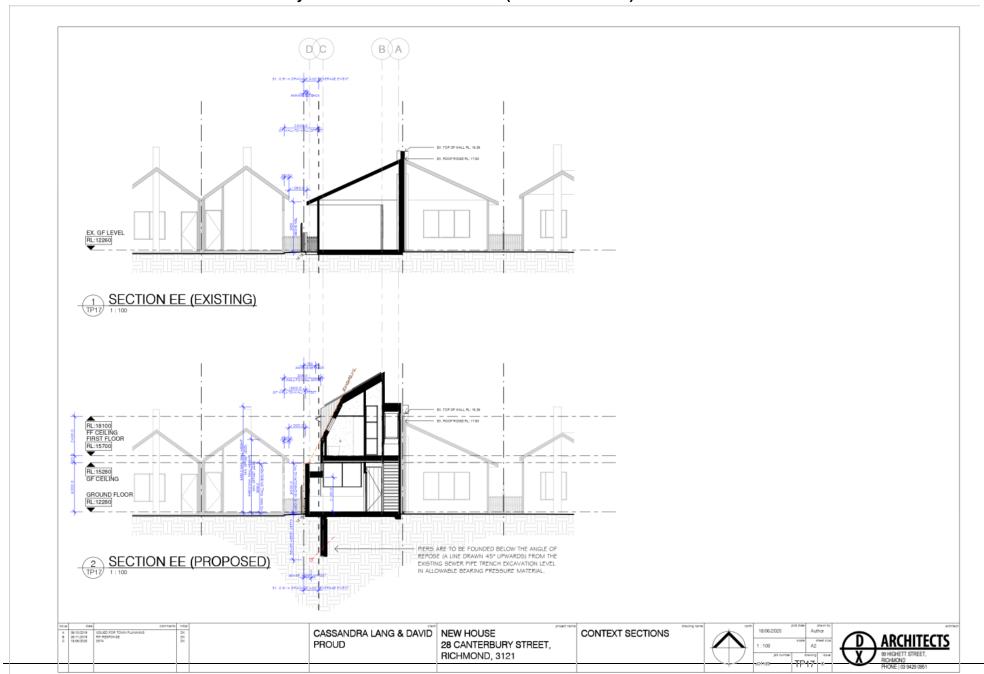




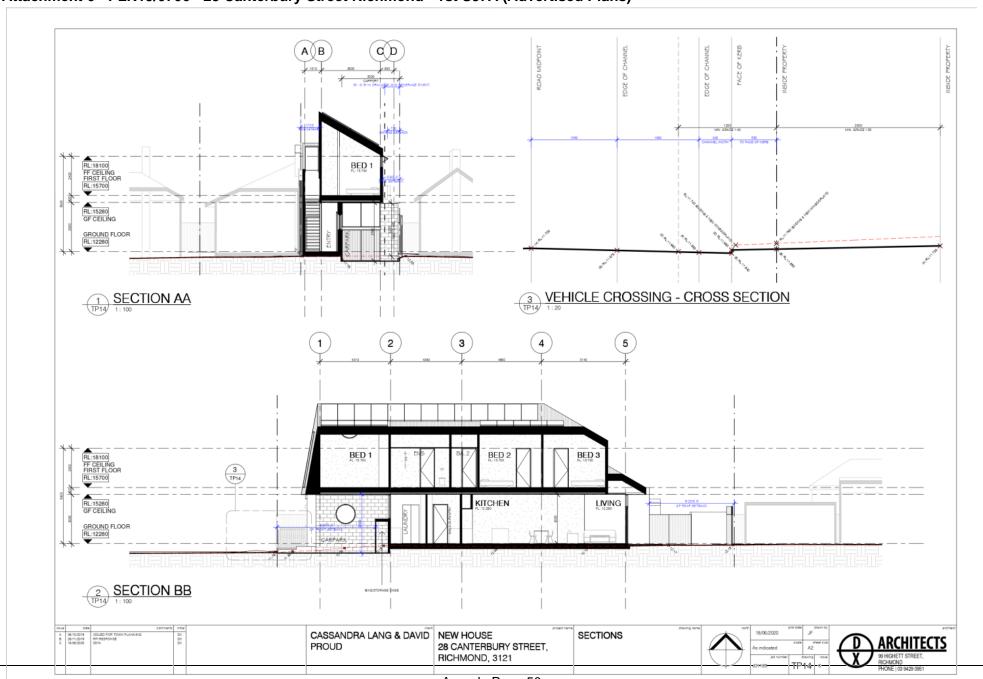




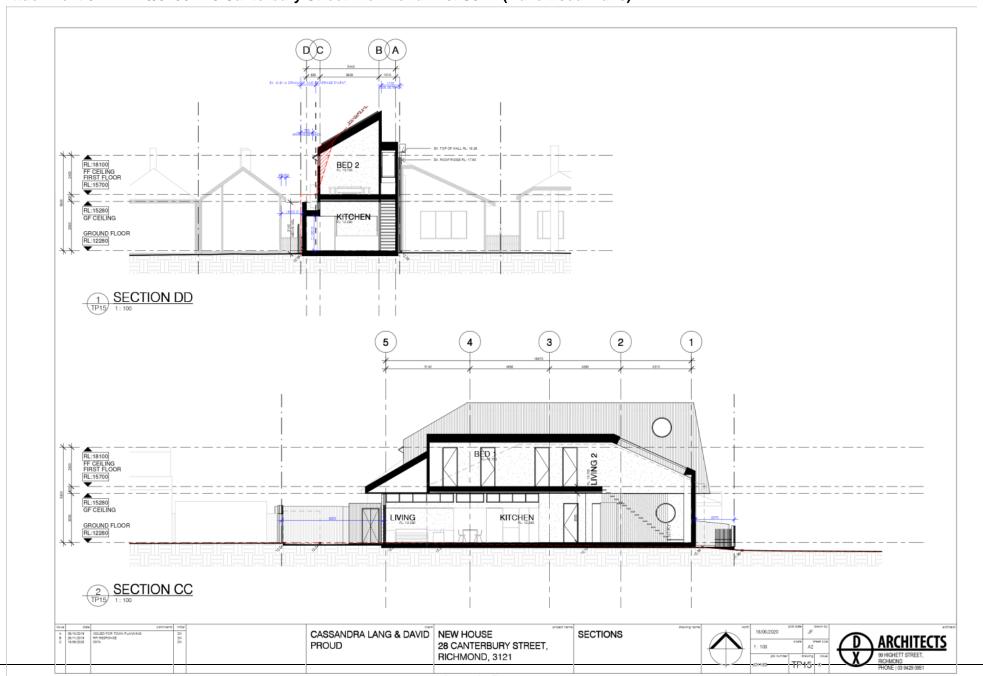


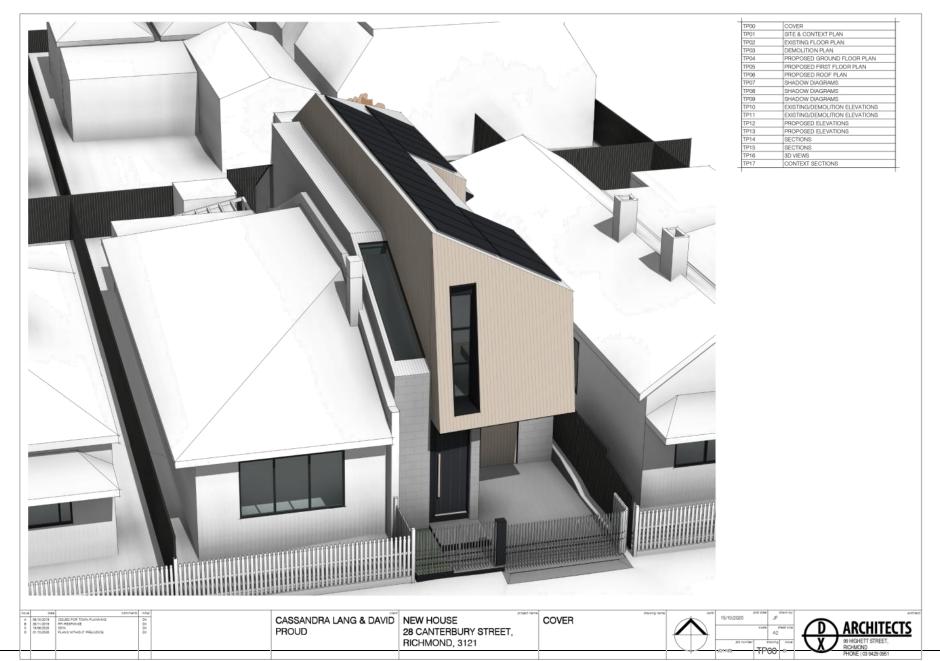


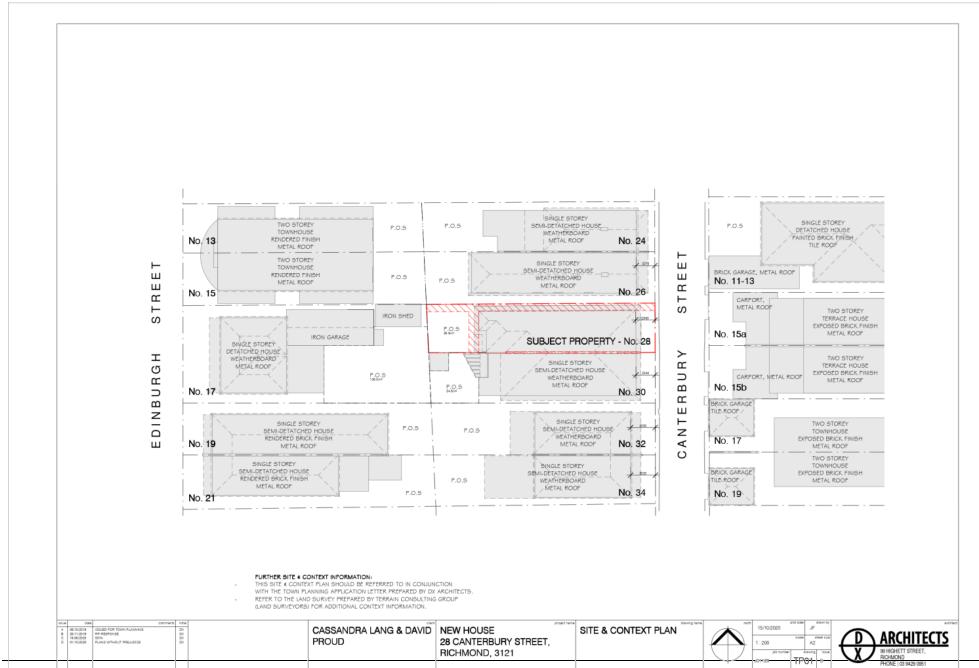
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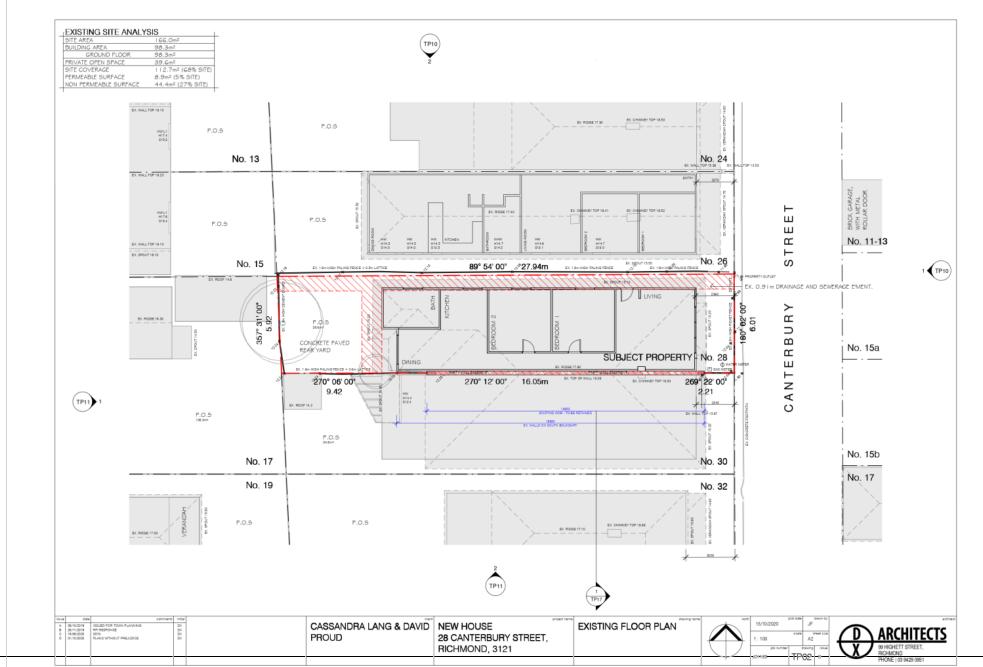


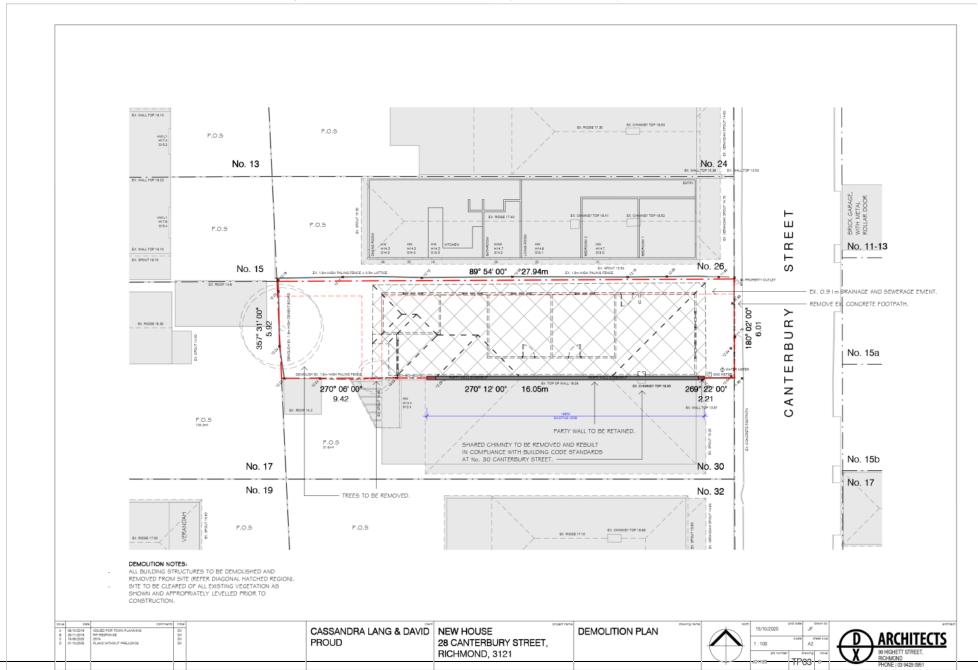
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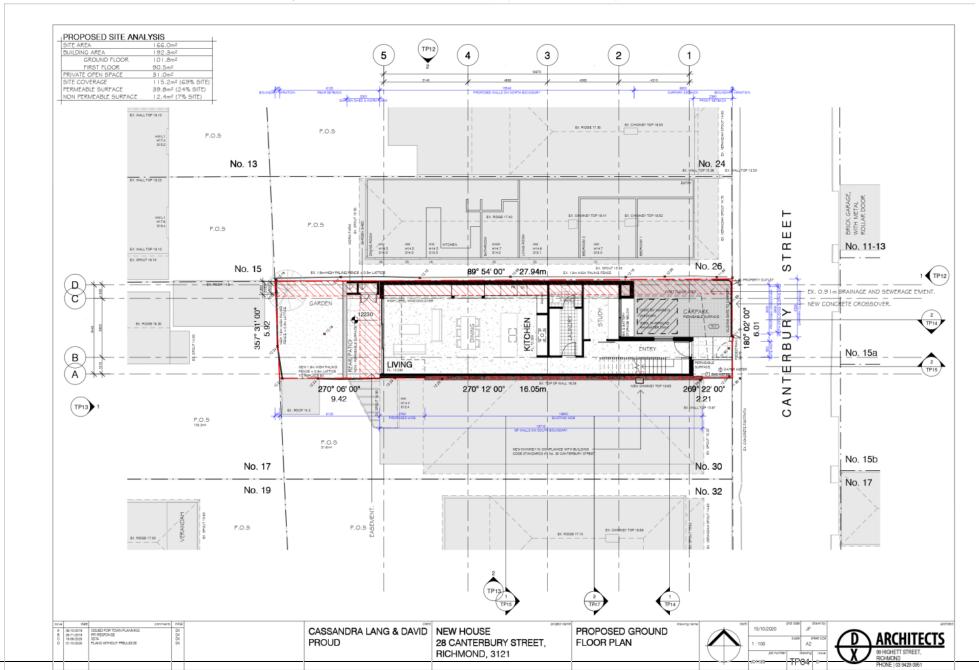


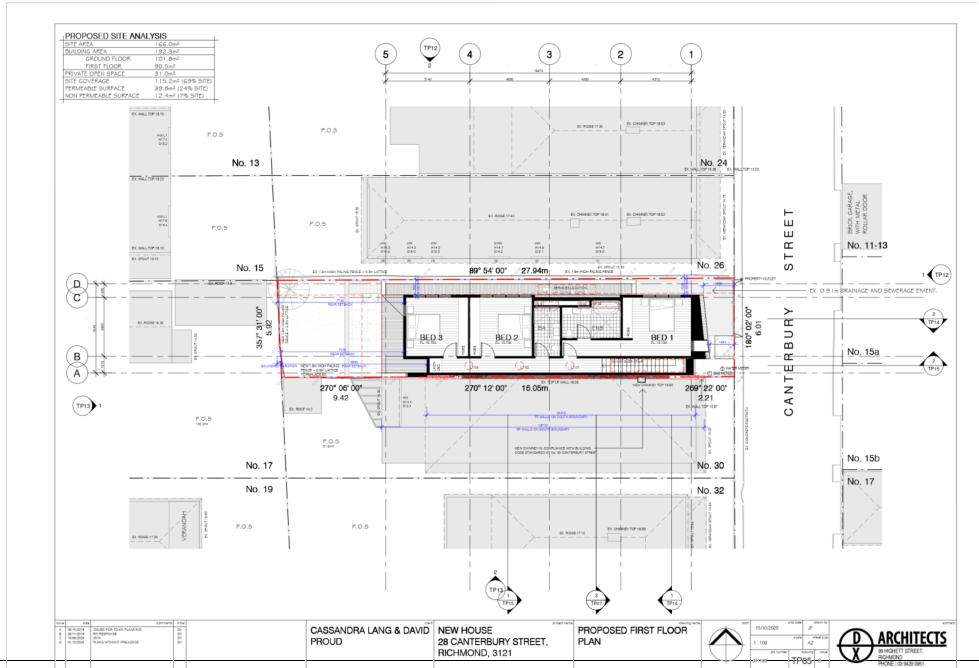


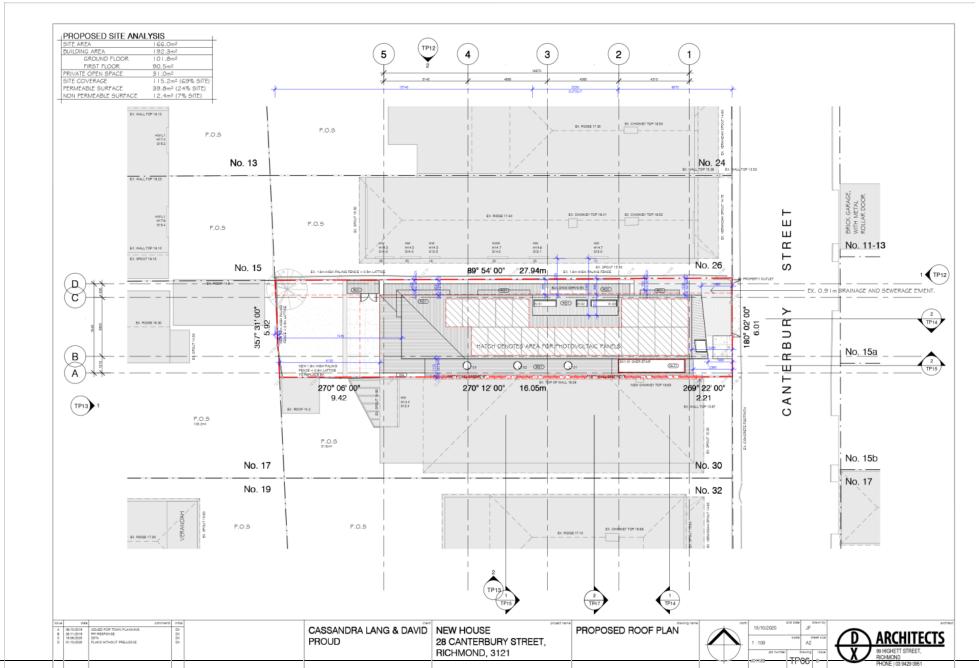


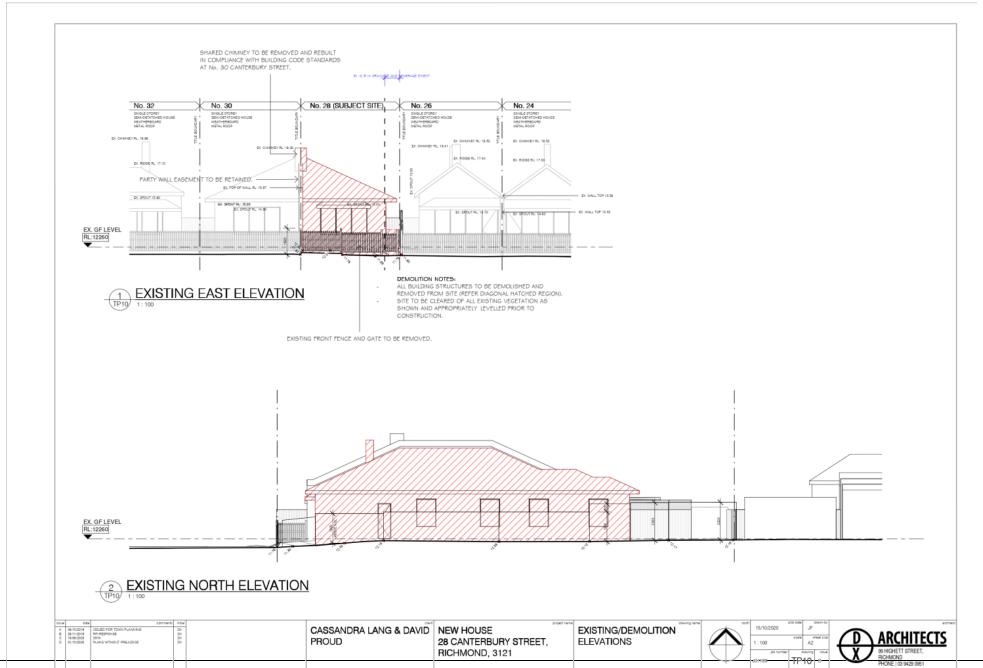


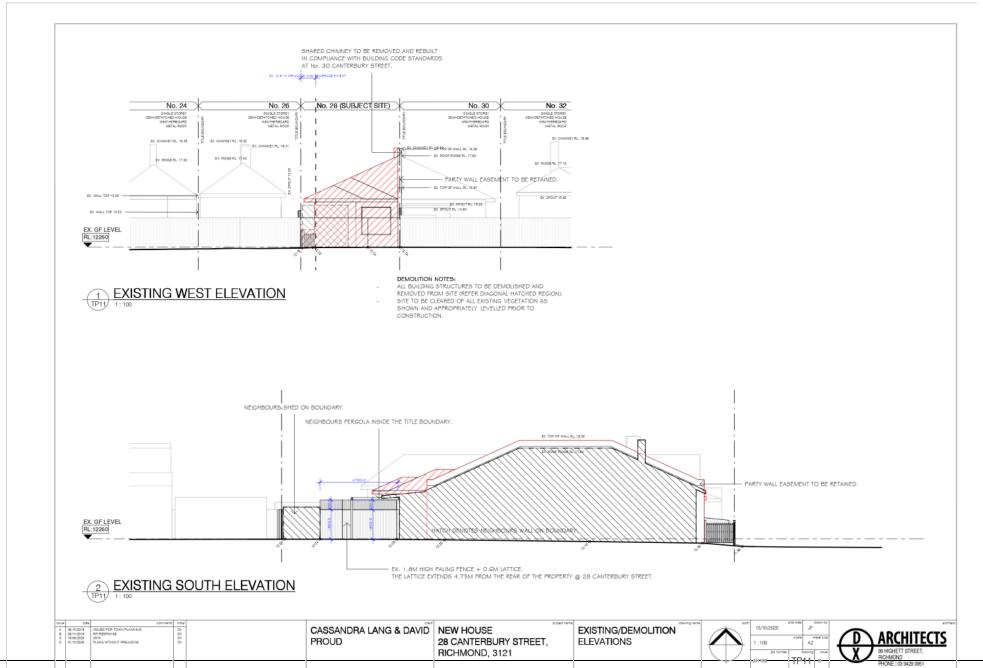


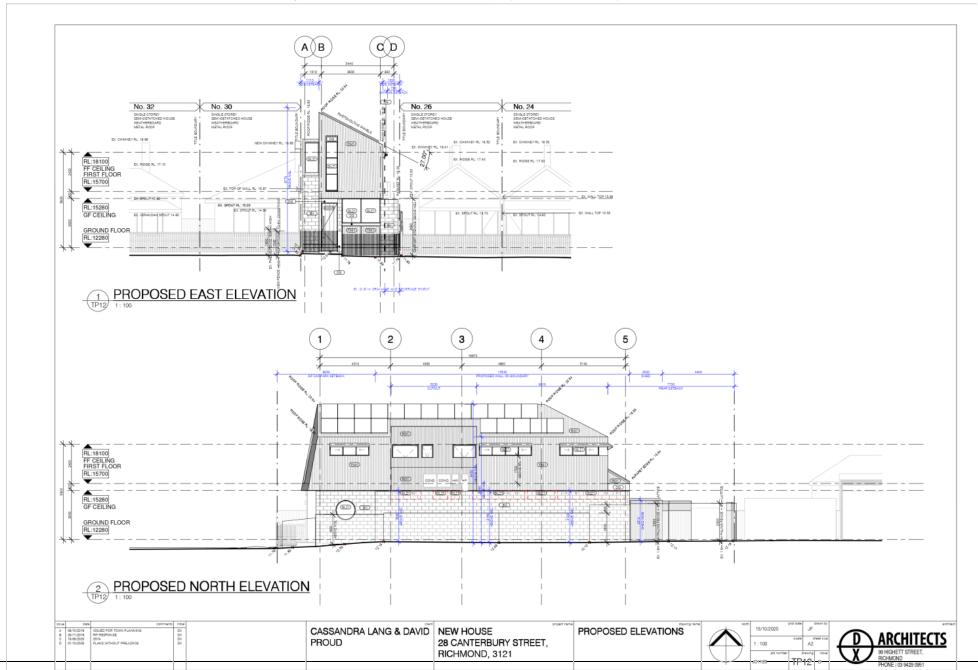


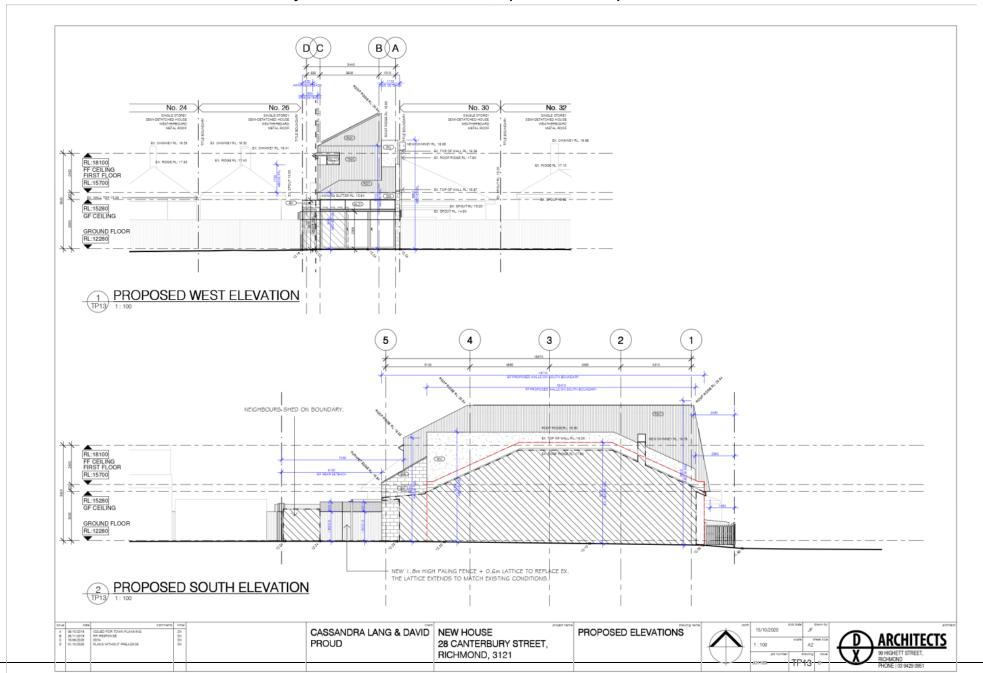


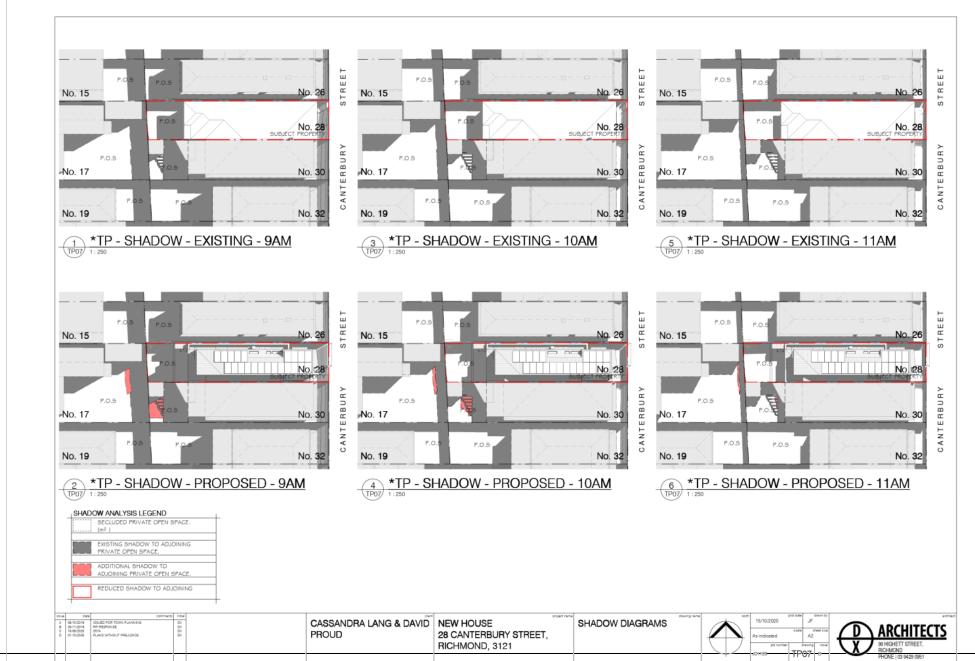


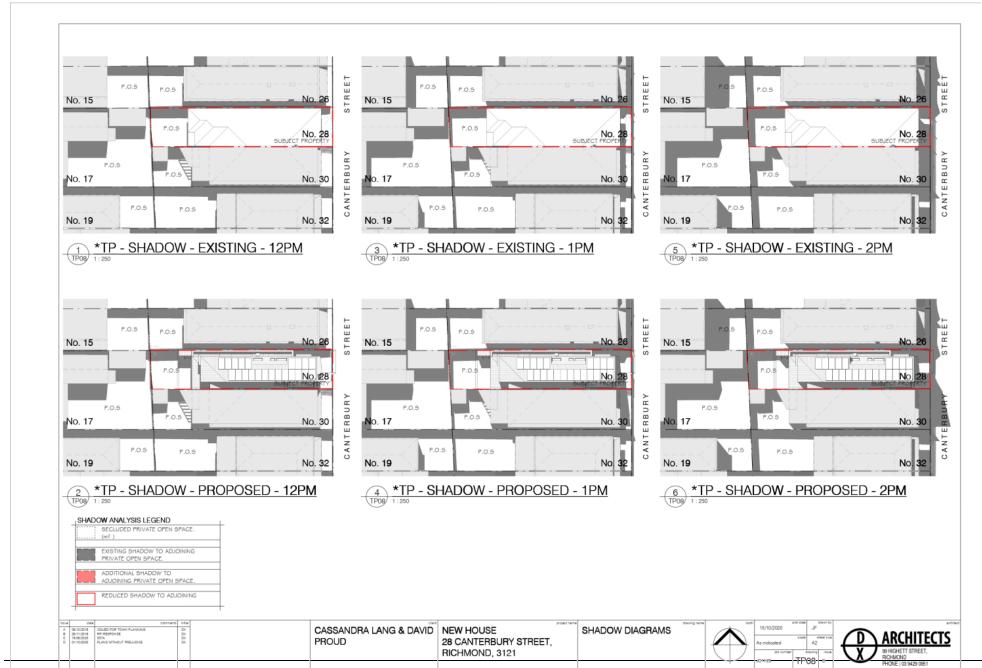


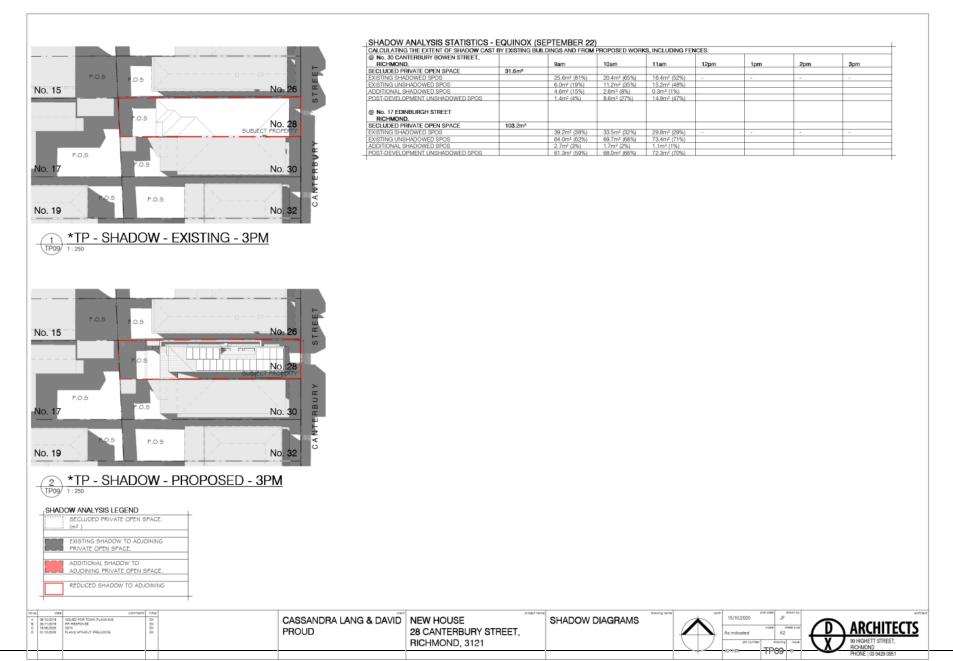


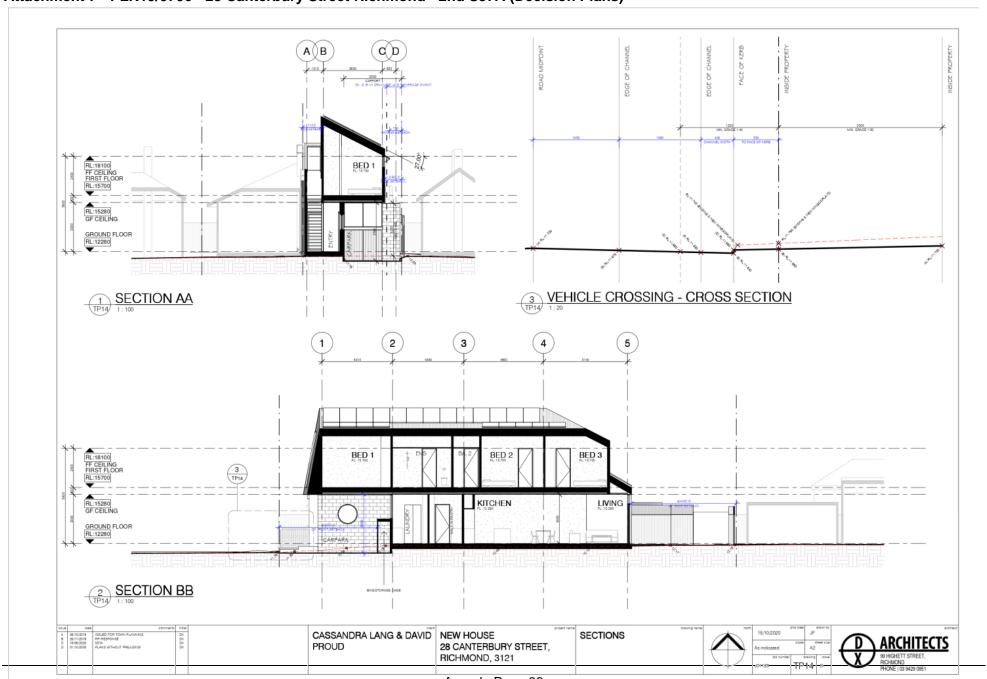


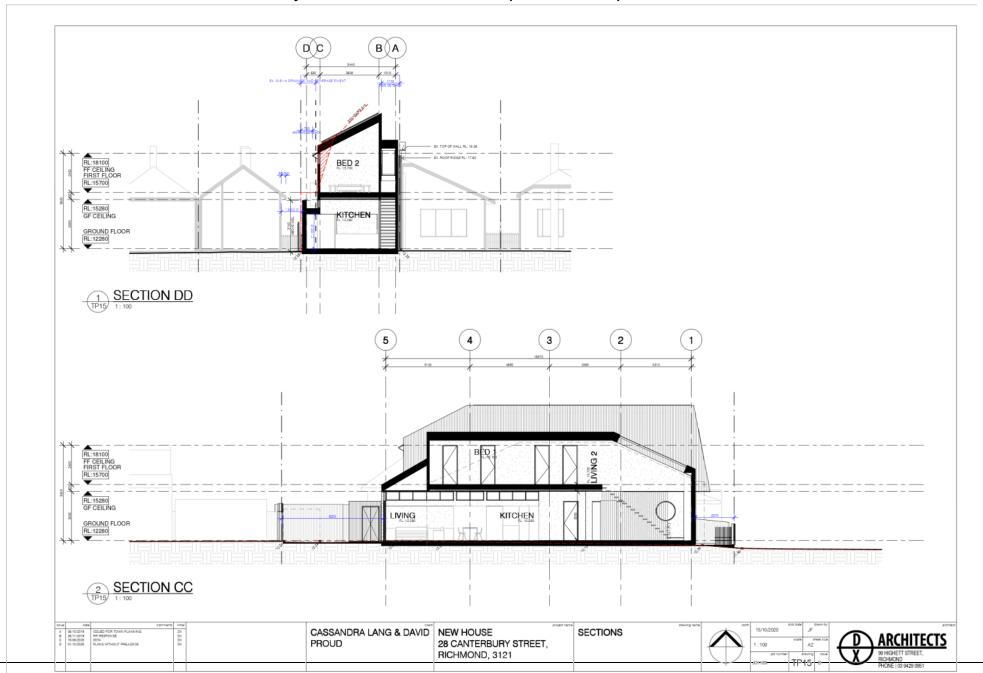


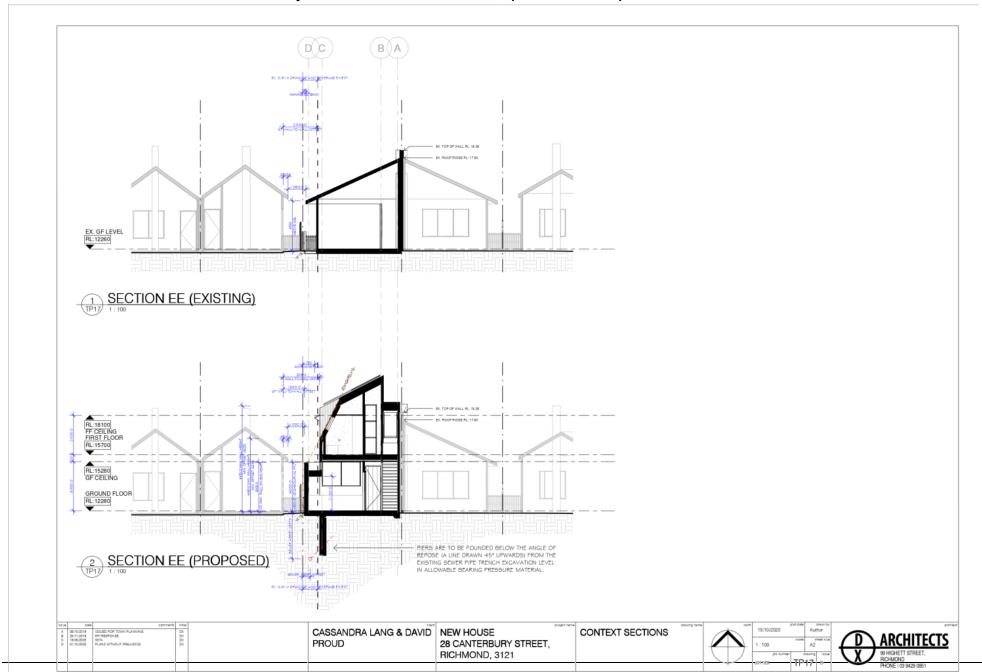


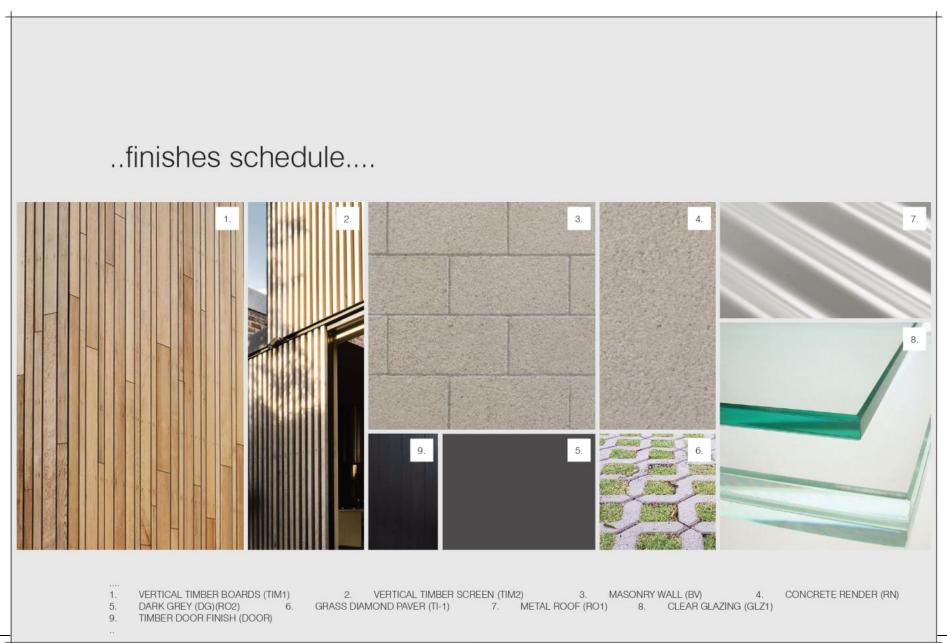














Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)

Goonetilleke, Nish

From: Bacani, Artemis

Sent: Wednesday, 18 November 2020 9:54 AM

To: Goonetilleke, Nish
Cc: Chila, Daniel

Subject: Re: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

Attachments: 6335 (28 Canterbury St)2.docx

Hi Nish

Please find attached a copy of the revised engineering comments for the above application.

In addition, please see our comments below in relation to the submitted cross-sectional diagram.

Although the cross-section is considered ok, there are some information that need to be clarified by the applicant.

Please let me know if you have any queries.

Thanks

Art

From: Chila, Daniel <Daniel.Chila@yarracity.vic.gov.au>

Sent: Tuesday, November 17, 2020 9:29 AM

To: Bacani, Artemis < Artemis. Bacani@yarracity.vic.gov.au>

Subject: RE: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

Hi Arty

I just checked the ground clearance and it should be fine

Just a couple of things to note on the drawing

- They have labelled the edge of channel twice (see red lines in photo below)
- Also, I am not sure what the level they have labelled "C" (green line in photo below)
- refers to? Given the footpath width is only 900mm the 1:40 grade does not apply here as it is lower than the minimum footpath width of 1.2m so they don't really need to show this.

Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)



These don't affect the ground clearance but just makes the drawing not clear.

Thanks



From: Bacani, Artemis

Sent: Tuesday, 17 November 2020 9:08 AM
To: Chila, Daniel < Daniel. Chila@yarracity.vic.gov.au>

Subject: Fw: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)

Hi Dan

Nish has asked for the cross-sectional diagram to be checked for ground clearance compliance (it's on the last page of the drawings).

Can you please check the levels are ok.

I will assess the car parking reduction for this site and we'll combine our comments together.

Thanks

Art

From: Goonetilleke, Nish < Nish.Goonetilleke@yarracity.vic.gov.au >

Sent: Friday, November 13, 2020 4:47 PM

To: Engineering Referral Unit < EngineeringReferalUnit@yarracity.vic.gov.au

Subject: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

Hi Mark and Arty,

This is a re-referral after receiving engineering comments.

The applicant has provided a ground clearance check for the crossover (page 18/18 of the S57A plans).

This too is going upto a PDC meeting. Am I able to get <u>informal comments via email</u> by the 20th of November, 2020 (next Friday)?

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5005

E Nish.Goonetilleke@yarracity.vic.gov.au

W www.yarracity.vic.gov.au



Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 9 - PLN19/0706 - 28 Canterbury Street Richmond - VicRoads Response (S52 Notice)



Department of Transport

GPO Box 2392 Melbourne, VIC 3001 Australia Telephone: +61 3 9651 9999 www.transportvic.gov.au DX 201292

Nish Goonetilleke Yarra City Council PO BOX 168 RICHMOND VIC 3121

Dear Nish Goonetilleke

PLANNING APPLICATION No.: PLN19/0706
DEPARTMENT REFERENCE NO: PPR 34568/20

PROPERTY ADDRESS: 28 CANTERBURY STREET, RICHMOND VIC 3121

Section 52 - No objection

Thank you for forwarding planning permit application PLN19/0706 pursuant to Section 52 of the Planning and Environment Act 1987.

In consultation with Transurban, the Head, Transport for Victoria has considered the application and has no objection to the proposal

Should you have any enquiries regarding this matter, please contact Ewa Fiebelkorn on 9313-1187 or Ewa.Fiebelkorn@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas

Senior Statutory Referrals Officer Under delegation from the Head, Transport for Victoria

24/11/2020

Cc: permit applicant

