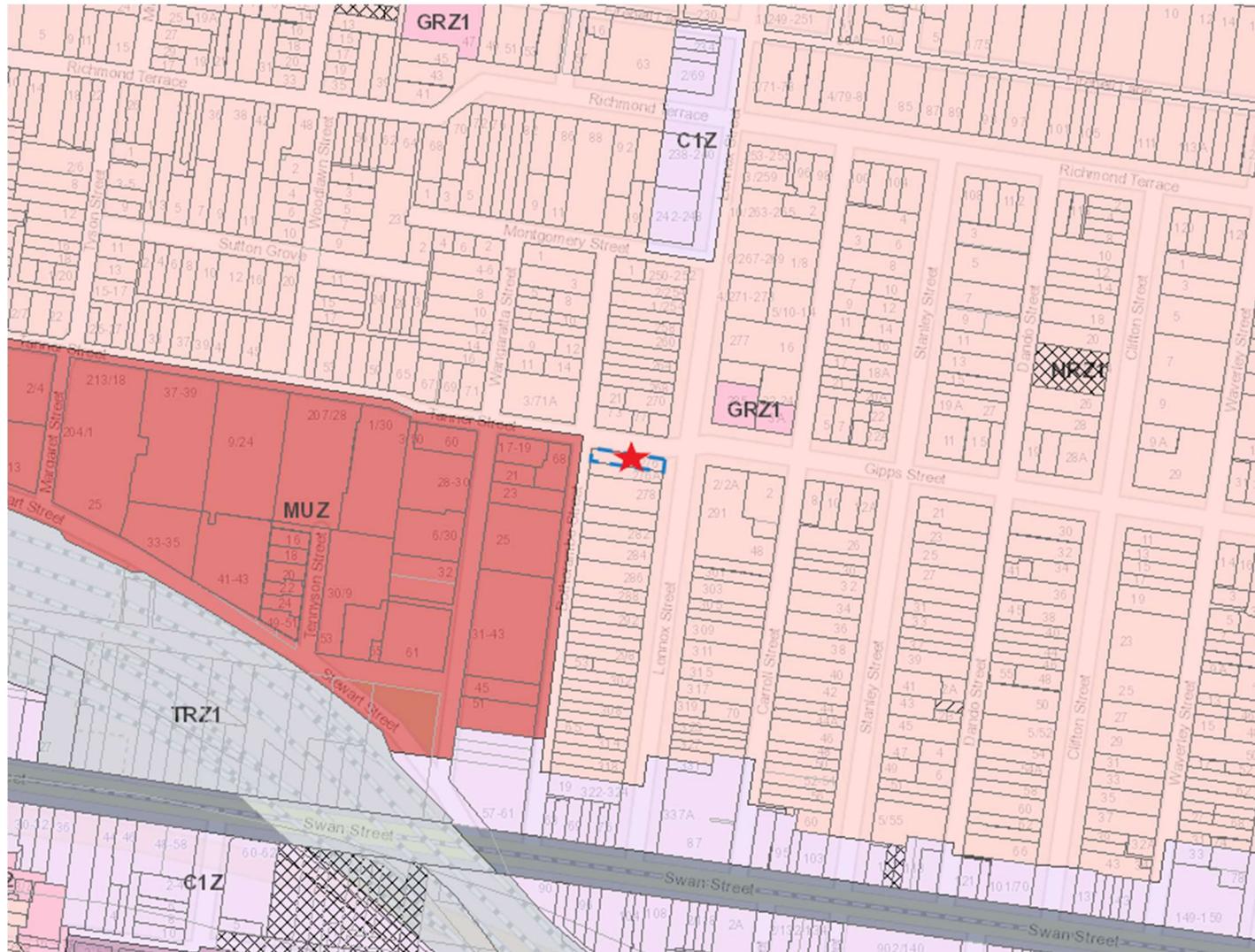
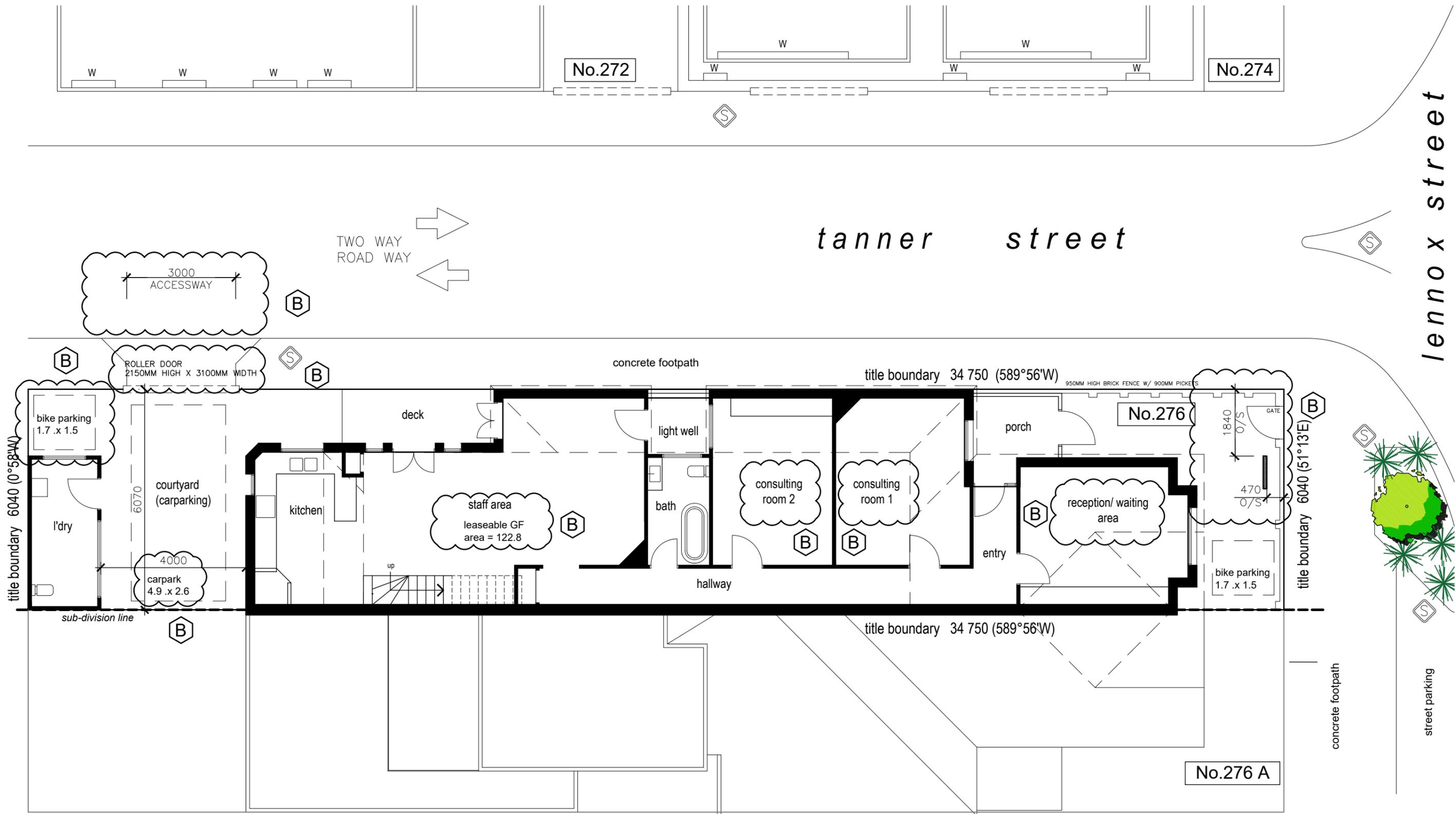


PLN22/0069 – 276 Lennox Street, Richmond Site Context Map





ground floor plan

scale 1:100

No.	Amendments	DATE
A	TOWN PLANNING APPLICATION	25.11.2021
B	TOWNPLANNING RP1	18.03.2022

Project : **PROPOSED RENOVATION**

Client : **DAVID HICKEY**

Drawn : **WV** Scale : **1:50/1:20**

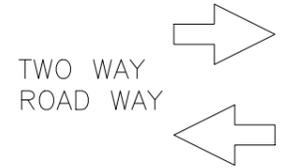
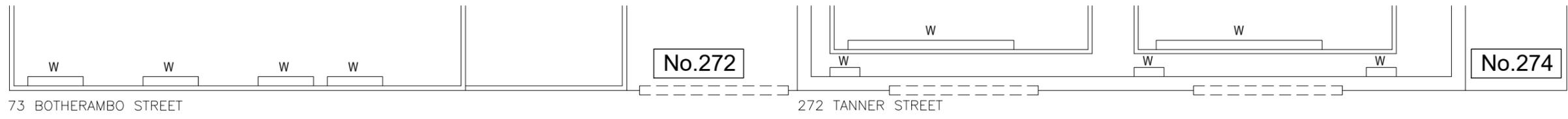
Address : **276 LENNOX STREET
RICHMOND, VIC, 3121**

Drawing : **GROUND FLOOR PLAN
SHAPED CONSULTING**

CAD Ref. : **tp2154** Date : **NOV 2021**

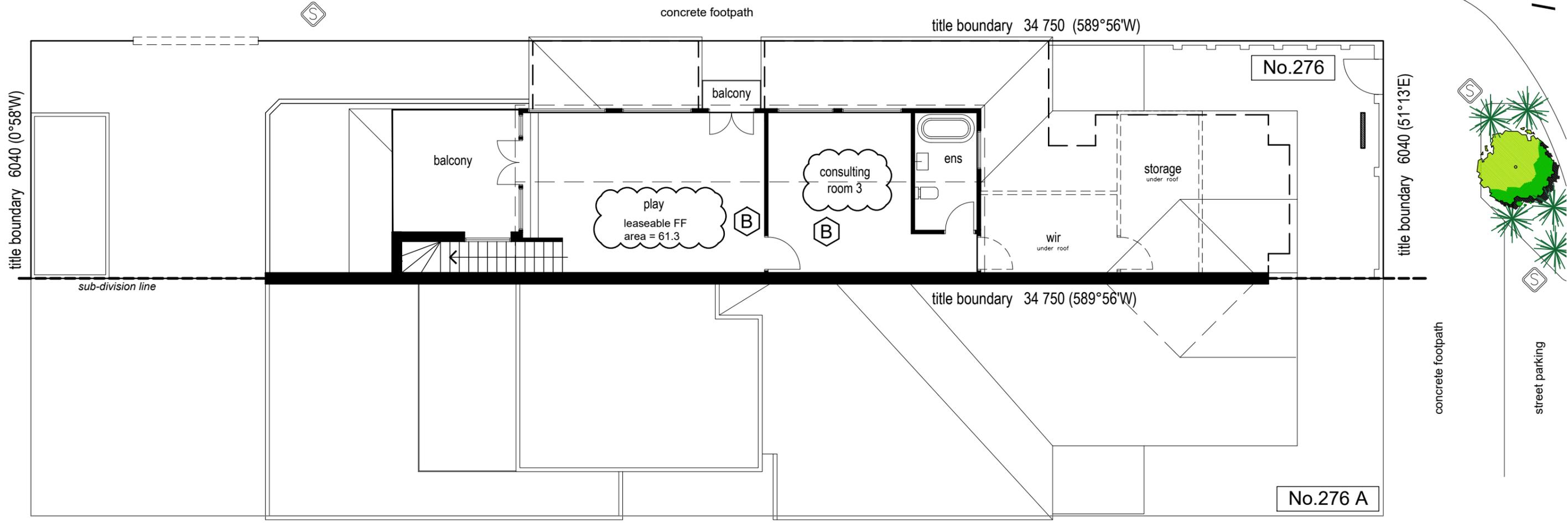
Job No. : **eA2154** Revision : **B**





tanner street

lennox street



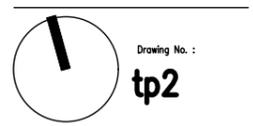
first floor plan
scale 1 : 100

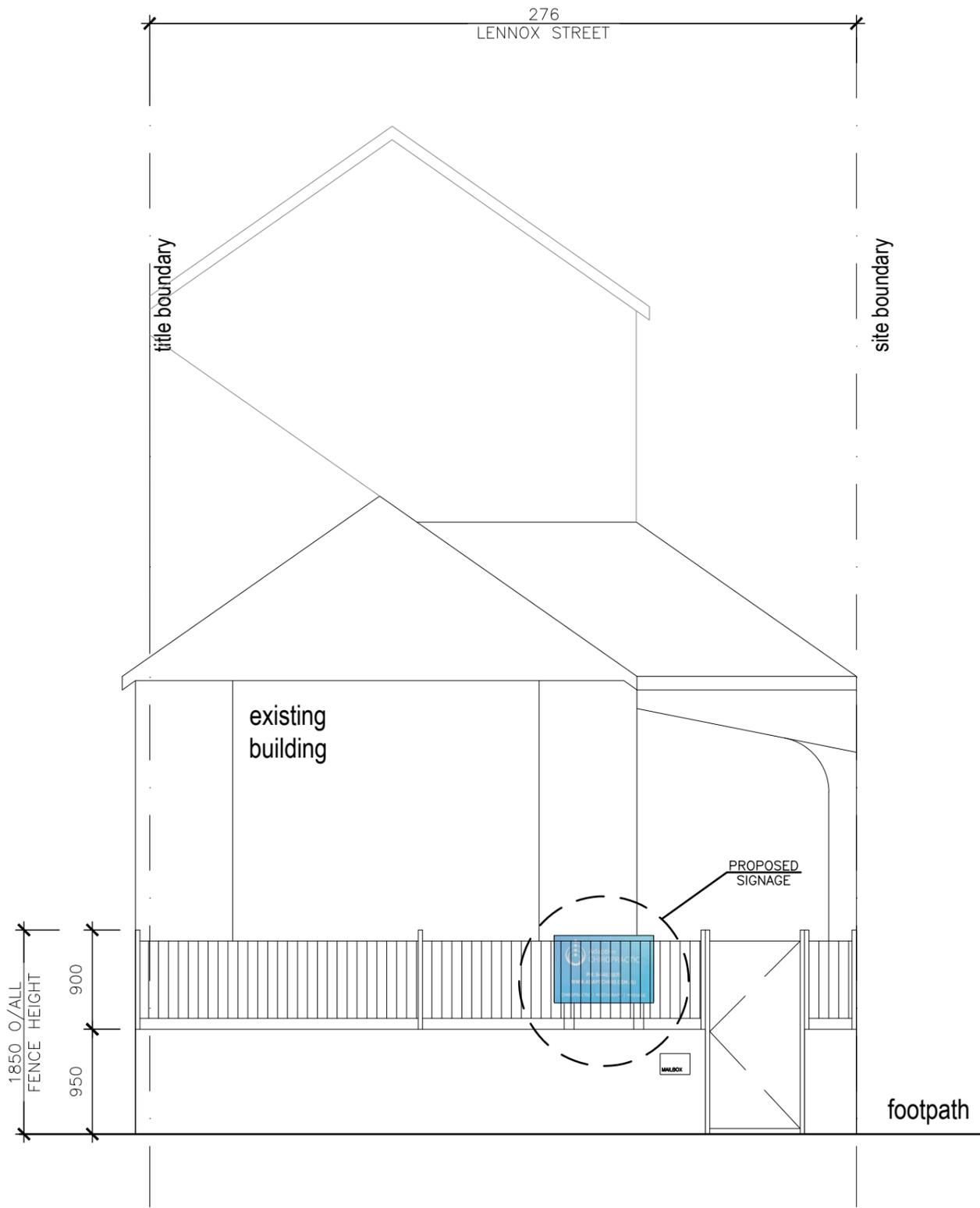
No.	Amendments	DATE
A	TOWN PLANNING APPLICATION	23.11.2021
B	TOWNPLANNING RPT	18.03.2022

Project : **PROPOSED RENOVATION**
Address : **276 LENNOX STREET RICHMOND, VIC, 3121**

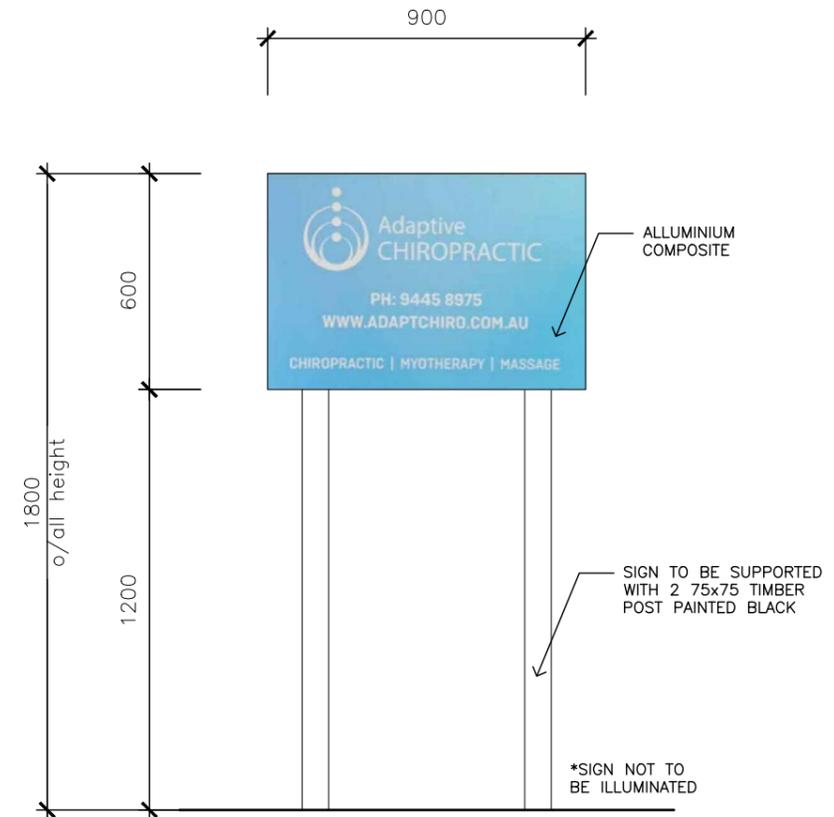
Client : **DAVID HICKEY**
Drawing : **FIRST FLOOR PLAN SHAPED CONSULTING**

Drawn : **WV** Scale : **1:50/1:20**
CAD Ref. : **tp2154** Date : **NOV 2021**
Job No. : **eA2154** Revision : **B**





east elevation
SCALE 1 : 50



proposed sign

SCALE 1 : 20

No.	Amendments	DATE
A	TOWN PLANNING APPLICATION	25.11.2021
B	TOWNPLANNING REF	18.03.2022

Project : **PROPOSED RENOVATION**

Address : **276 LENNOX STREET
RICHMOND, VIC, 3121**

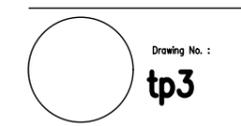
Client : **DAVID HICKEY**

Drawing : **EAST ELEVATION
SHAPED CONSULTING**

Drawn : **WN** Scale : **1:50/1:20**

CAD Ref. : **tp2154** Date : **NOV 2021**

Job No. : **eA2154** Revision : **B**



The Planning Manager
Planning Department
City of Yarra

Submitted via email: PlanningAdmin@Yarracity.vic.gov.au

02 February 2022

Re: Application for a Planning Permit
No.276 Lennox Street, Richmond

Dear Sir/Madam,

We act on behalf of Mr Clarence Ho and Adaptive Chiropractic, in relation to the land at No.276 Lennox Street, Richmond.

Our client is seeking a planning permit for use of the existing building on the land for the purposes of a medical centre; reduction in the car parking provision; and a business identification sign.

For Council's consideration please find as part of the application material:

- A completed *Application for a Planning Permit* form
- A recent copy of the Certificate of Title for the land
- An architectural plan prepared by Elevation 7.

1.0 The Site

The subject site is known as No.276 Lennox Street, Richmond, located at the south-west corner of Tanner Street and Lennox Street. The lot is regular in shape with a frontage to Lennox Street of approximately 6 metres; a sideage to Tanner Street of approximately 47.2 metres; and a western boundary length of approximately 5.8 metres (Figure 1).



Figure 1: Aerial of the subject site

The land has an area of 214 square metres and contains a double storey, single dwelling. The dwelling is attached to another at No.276A Lennox Street however this dwelling is not part of the planning permit application.



Figure 2: Subject site from Lennox Street

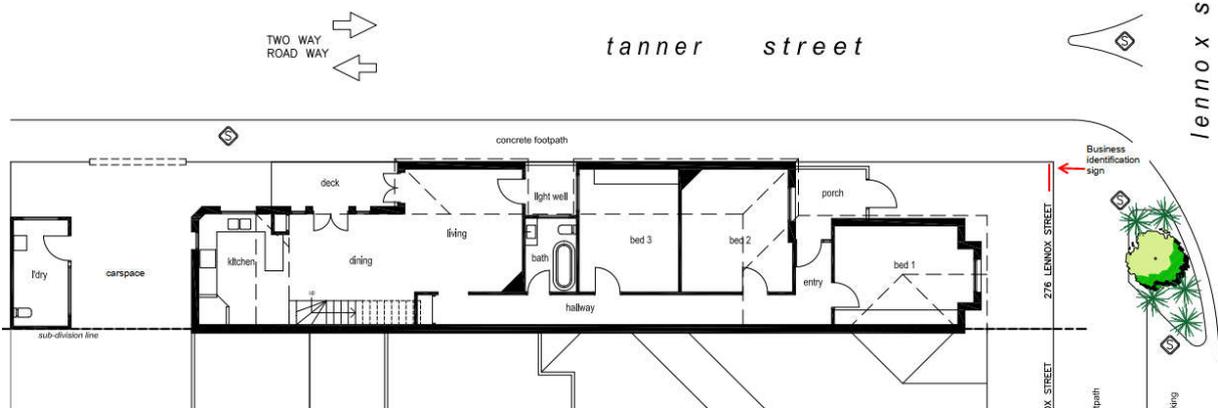


Figure 3: Extract of plan showing the subject site

An existing car space is located to the rear of the existing dwelling with access from Tanner Street to the north.

The Certificate of Title has been searched and is provided as a requirement of the planning permit application. The land is formally known as Lot 1 on Title Plan 854915V.

2.0 The Surrounds

The land is in a typical residential area of Richmond. The lot to the south is attached to the subject site dwelling. Further south is a mix of single and double storey dwellings on both sides of Lennox Street.

Opposite the subject site on the north side of Tanner Street is a three (3) storey residential dwelling.

To the east at No.297 Lennox Street, is a townhouse development.

And to the west is Botherambo Street which is a one way, north-south local street.



Figure 4: Site and surrounds

3.0 The Proposal

The planning permit application seeks permission for:

- use of the existing building on the land for the purposes of a medical centre
- reduction in the car parking provision
- a business identification sign.

Adaptive Chiropractic is seeking to commence practice as a chiropractic practice from the existing dwelling at No.276 Lennox Street, Richmond. The floor plan of the dwelling is suitably laid out to allow for a waiting room in the front of the house, two treatment rooms downstairs and one treatment room upstairs.

Typically, a maximum of two (2) practitioners will be treating at any one time.

A total of one (1) car space is provided on site, therefore a reduction in the number of car parking spaces required pursuant to Clause 52.06-5 is sought.

4.0 Planning Controls

Zone

The subject site is identified as being within the Neighbourhood Residential Zone – Schedule 1 (NRZ1) 'Yarra Residential Areas' pursuant to Clause 32.09 of the Yarra Planning Scheme (Figure 5).

The purpose of this zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To recognise areas of predominantly single and double storey residential development.
- To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.



Figure 5: Zoning map

Within the NRZ1, 'medical centre' is an as-of-right use, however the conditions are:

- The gross floor area of all buildings must not exceed 250 square metres
- Must be located in an existing building
- The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3
- Must not require a permit under Clause 52.06-3.

The proposed medical use does not meet all of the conditions therefore a planning permit is required pursuant to Clause 32.09-2 of the Yarra Planning Scheme.

Overlays

A Development Contributions Plan Overlay (DCPO) and Heritage Overlay (HO332) affects the site.

DCPO

A planning permit is not required pursuant to Clause 45.06 as the proposal does not propose to 'subdivide land, construct a building or construct or carry out works...'

HO332

A planning permit is not required for the proposed medical centre use.

A planning permit is required to 'Construct or display a sign' pursuant to Clause 43.01-1, however any application is exempt from the notice requirements.

Particular Provisions

The following particular provisions are relevant to the proposal:

Clause 52.05 (Signs)

This clause regulates signage including Business Identification Signs which are defined as:

A sign that provides business identification information about a business or industry on the land where it is displayed. The information may include the name of the business or building, the street number of the business premises, the nature of the business, a business logo or other business identification information.

A Business Identification Sign is proposed in a Neighbourhood Residential Zone. The zone designates the site as in Category 3 of Clause 52.05. A planning permit is required pursuant to Clause 52.05-13 to display a Business Identification Sign.

The proposal includes a business identification sign of an area approximately 0.54 square metres (900mm x 600mm).

Clause 52.06 (Car Parking)

This clause requires that new uses and development be provided with an appropriate level of car parking, before the use and/or development commences on the land.

The standard car parking requirement for a medical centre proposal is:

- 3.5 to each 100sqm of leasable floor area

This results in a statutory car parking requirement of five (5.6 round down) based on a leasable floor area of 161 square metres. We note Column B applies as the site is located the Principal Public Transport Network Area.

The proposal provides one (1) car space therefore a planning permit is required pursuant to Clause 52.06-3.

5.0 Planning Assessment

Policy to support the Medical Centre Use

The proposed use of the existing dwelling; reduction in car parking; and one (1) business identification sign is a modest proposal to facilitate a medical centre use in Richmond.

Pursuant to Clause 21.08, the subject site is located in the neighbourhood of Central Richmond (Figure 6).

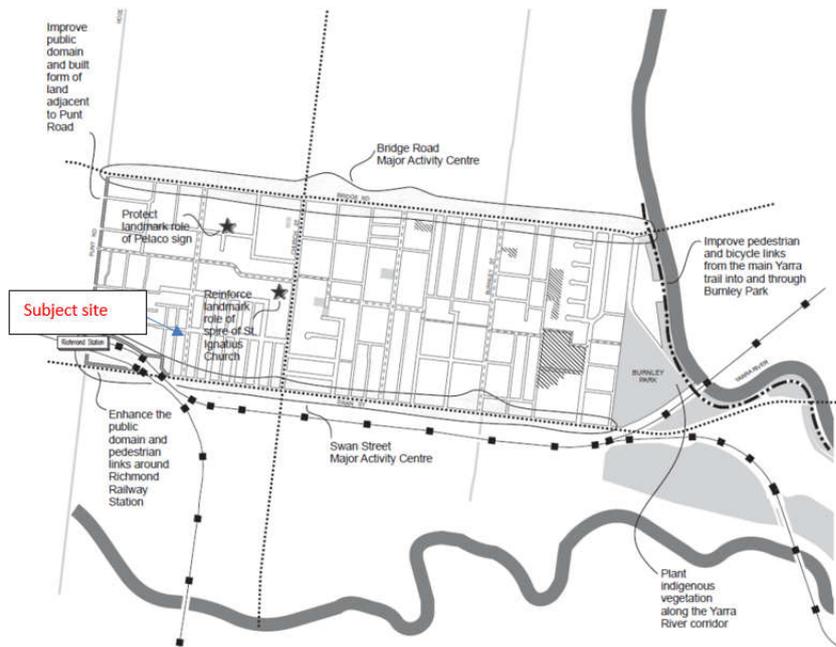


Figure 6: Central Richmond Neighbourhood

The site is proximate to the Swan Street Major Activity Centre to the south and the Bridge Road Major Activity Centre to the north.

While the site is located in an area primarily consisting of residential, the proximity to the Major Activity Centres is important in providing an accessible medical centre that can service local residents and workers and visitors to the activity centres.

The Neighbourhood Residential Zone, Clause 21.04 and Clause 22.01 contemplate 'non-residential' uses in residential zones.

Clause 21.04 seeks to 'retain community services' and to be located 'within or adjacent to activity centres'. The site is close to the Swan Street Major Activity Centre to the south and the Bridge Road Major Activity Centre to the north. The offering of a medical centre (chiropractor) will add to the medical services in the area as contemplated by Clause 21.04-4.

Clause 22.01 refers to discretionary uses in the 'the Residential 1 Zone' and has an objective 'to ensure that residential amenity is not adversely affected by non-residential uses.' The location of the site on the corner of Lennox, Tanner and Botherambo provides for management of interfaces with only the attached dwelling to the north being an immediate residential interface. The existing dwelling will be used for consulting with no new built form proposed.

Hours of operation will generally be limited to 8am to 8pm and the scale of the proposal is commensurate with the local residential community noting no new built form is contemplated.

Car parking

The location of the site within the Principal Public Transport Network Area and ensures excellent access to public transport with nearby sustainable transport facilities within proximity to the site as shown in Figure 7.

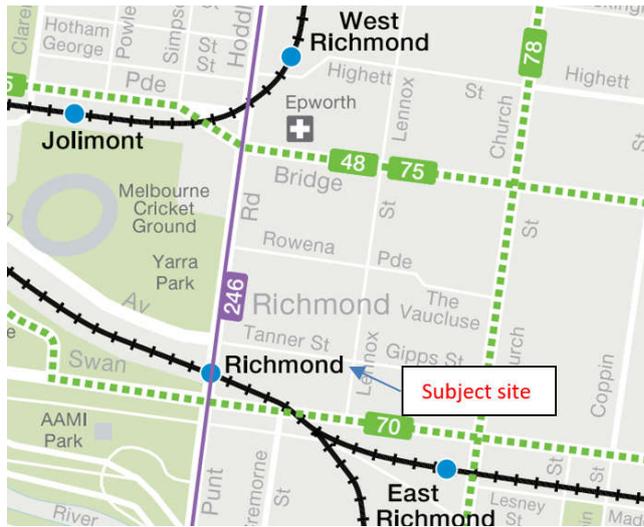


Figure 7: Public Transport in the vicinity of the subject site

The proposed car parking provision of one (1) car park is at a rate less than Column B of Clause 52.06 being:

- 3.5 to each 100sqm of leasable floor area

This results in a statutory car parking requirement of five (5.6 rounded down) based on a leasable floor area of 161 square metres.

Noting the character of the surrounding area, this provision is considered satisfactory for the following reasons:

- The subject site is easily accessible via sustainable transport options such as heavy rail, light rail, and active transport such as cycling. These diverse modes will provide staff and patients alternate and viable options to the motor vehicle.
- Car parking proximate to the site is typically constrained with permit and short to medium car parking evident. These restrictions preclude the use of street parking for staff particularly as they are seeking all day parking. This disincentive again moves demand to sustainable modes rather than the motor vehicle.

The proposed development delivers an outcome that satisfies not only the Sustainable Transport objectives and Strategies, but also the purpose of Clause 52.06, specifically:

- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- Ensures that car parking does not adversely affect the amenity of the locality.

Signage

A small Business Identification Sign is proposed in the front setback of the land facing Lennox Street (Figure 8).

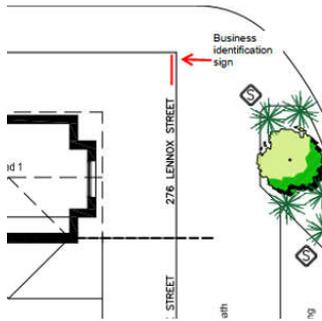


Figure 8: Location of business identification sign

The sign is proposed to replicate the following wording template with dimensions shown on plan (Figure 9):



Figure 9: Indicative business identification sign

The proposed sign meets the objectives of Council's Advertising Signs policy at Clause 22.04 by:

- Allowing for the promotion of community medical services.
- The signs do not detract from the visual amenity of commercial the residential areas.
- One small sign is proposed and therefore minimises visual clutter.
- The one small sign is not a dominant element in the streetscape.
- The small sign does not impact character and integrity of the heritage overlay.
- No major view corridors or vistas are affected.
- Vehicular and pedestrian safety is not affected.

The proposed sign is appropriate to identify a new medical centre and will not lead to 'visual clutter, a reduction in effectiveness, and generally detract from the character and amenity of an area' as is sought to be avoided at Clause 22.04.

5.0 Exemption from notice and review

Exemption from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act, 1987*, apply to the Business identification sign pursuant to Clause 52.05-7 and Clause 43.01-4.

6.0 Conclusion

A planning permit is sought for the use of the existing building on the land for the purposes of a medical centre; reduction in the car parking provision; and a business identification sign.

The proposal has been assessed against the Neighbourhood Residential Zone, the Heritage Overlay, Yarra's relevant policies at clauses 21.04, 21.08 and 22.01 and particular provisions at clauses 52.05 and 52.06.

We submit that the application for a medical centre is modest and on an appropriately located site to provide a service to local residents without impacting upon existing amenity.

The proposal is considered appropriate, justified and minor and we look forward to Council's prompt assessment.

Should you have any further queries or require any further clarification on the above, please do not hesitate to contact me on 0407 077 224.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Hickey', with a stylized flourish at the end.

David Hickey
Urban Planner

Encl.

The Planning Manager
Planning Department
City of Yarra

Submitted via email: PlanningAdmin@Yarracity.vic.gov.au

Att: Ms Erryn Megennis

22 March 2022

Re: Response to Further Information Request
No.276 Lennox Street, Richmond
PLN22/0069

Dear Ms Megennis,

We continue to act on behalf of Mr Clarence Ho and Adaptive Chiropractic, in relation to the land at No.276 Lennox Street, Richmond.

We refer to Council's letter dated 14 February 2022 which sought further information pursuant to Section 54 of the *Planning and Environment Act, 1987* in respect of our client's planning permit application. We are pleased to respond to the further information request as outlined below:

Requested Items	Response
<u>Application form</u>	The application has been updated to include a mobile phone number and email for Shaped Consulting as the representative of the permit applicant.
<u>Caveat</u>	Caveat AV10666Y is provided to Council. We note the caveat does not impose restrictions on the use or development of the land.
<u>Reports</u> <i>Written report</i>	<ul style="list-style-type: none"> a) At the most, 3 patients will be on site at any one time. b) The medical centre will operate Monday to Friday, 8am-6.30pm and Saturday 8am-12pm c) Clause 52.34-5 recommends 1 bicycle space per 8 practitioners and 1 bicycle space per 4 visitors. On this basis two (2) bicycle spaces are required. The plan has been amended to one (1) bicycle space in the front setback to Lennox Street and the rear of the building adjacent to the laundry
<u>Plans/Elevations</u>	<p>The plan TP1 Ground Floor plan has been updated to show:</p> <ul style="list-style-type: none"> a) Title boundaries clearly shown and the title boundary dimensions notated; b) The leasable floor area of the medical centre; c) Dimensions of the car parking space;

	<ul style="list-style-type: none"> d) A notation confirming the minimum clearance above ground level of the roller door; e) The width of the accessway to the car parking space; f) The setback of the proposed sign from the north and east title boundaries; and g) The location of on-site bicycle parking (if any) and dimensions of the bicycle parking spaces. <p>A new east elevation TP3 has been prepared to include:</p> <ul style="list-style-type: none"> a) The proposed business identification sign; b) Notation detailing the construction and support of the sign, including materials; c) The dimensions of the sign (length and width); d) The maximum height of the sign above ground level; and e) A notation confirming whether the sign is illuminated or not illuminated.
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Car Parking Demand Assessment pursuant to Clause 52.06-7 (Car Parking)

This Clause requires that new uses and development be provided with an appropriate level of car parking before the use and/or development commences on the land.

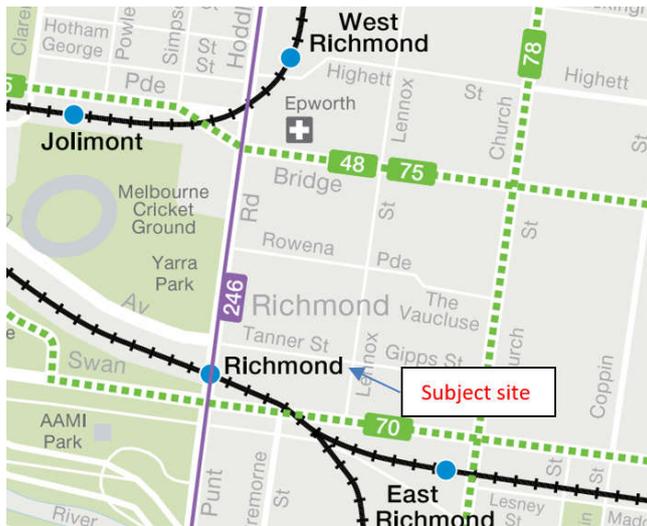
The standard car parking requirement for a medical centre proposal is:

- 3.5 to each 100sqm of leasable floor area

This results in a statutory car parking requirement of six based on a leasable floor area of 183 square metres. We note Column B applies as the site is located the Principal Public Transport Network Area.

The proposal provides one (1) car space therefore a planning permit is required pursuant to Clause 52.06-3.

The location of the site within the Principal Public Transport Network Area and ensures excellent access to public transport with nearby sustainable transport facilities within proximity to the site as shown below.



Public Transport in the vicinity of the subject site

	<p>Noting the character of the surrounding area, a provision of one car space is considered satisfactory for the following reasons:</p> <ul style="list-style-type: none"> ▪ The subject site is easily accessible via sustainable transport options such as heavy rail, light rail, and active transport such as cycling. These diverse modes will provide staff and patients alternate and viable options to the motor vehicle. ▪ Car parking proximate to the site is typically constrained with permit and short to medium car parking evident. These restrictions preclude the use of street parking for staff particularly as they are seeking all day parking. This disincentive again moves demand to sustainable modes rather than the motor vehicle. <p>The proposed development delivers an outcome that satisfies not only the Sustainable Transport objectives and Strategies, but also the purpose of Clause 52.06, specifically:</p> <ul style="list-style-type: none"> ▪ To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. ▪ To support sustainable transport alternatives to the motor car. ▪ Ensures that car parking does not adversely affect the amenity of the locality. <p>An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment.</p> <p>Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:</p> <ul style="list-style-type: none"> ▪ The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use. ▪ The variation of car parking demand likely to be generated by the proposed use over time. ▪ The short-stay and long-stay car parking demand likely to be generated by the proposed use. ▪ The availability of public transport in the locality of the land. ▪ The convenience of pedestrian and cyclist access to the land. ▪ The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land. ▪ The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land. ▪ Any empirical assessment or case study. <p>Planning Practice Note 22 (June, 2015) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.</p> <p>Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:</p> <ul style="list-style-type: none"> • <i>The car parking demand likely to be generated by the use.</i>
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- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

Car Park Demand Assessment

A 'business as usual' approach to parking demand assessments is typically informed by a 'predict and provide' methodology which leverages current behaviour to inform future considerations.

This approach is characterised by mandatory minimum parking requirements, with each development (land use) expected to provide its own parking. The intent being that motorists should nearly always be able to easily find convenient, free parking at every destination.

Under this 'predict and provide' approach, parking planning is based on the premise that the 'parking problem' means 'inadequate supply', and consequently:

1. More parking is better.
2. Every destination should satisfy its own parking needs (minimum ratios).
3. Car parks should never fill.
4. Parking should always be free or subsidised or incorporated into building costs.

However, there is an increasing trend towards more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities, incorporated in a technique known as travel demand management (TDM).

TDM emphasises the movement of people and goods, rather than motor vehicles, and gives priority to more efficient travel and communication modes (such as walking, cycling, car sharing, public transport and telecommuting), particularly under congested conditions (Austroads Guide to Traffic Management Part 11: Parking).

In the decision of *Ronge v Moreland CC* [2017] VCAT 550 the Tribunal found that the 'business as usual' approach needs to be reconsidered especially in locations that are well served by a range of heavy and light rail services, where cycling and walking is a practical alternative to car travel, and where local policy advocates for car parking to be managed to optimise its use and encourage sustainable transport options. This decision and *Vincent Corporation Pty Ltd v Moreland CC (Includes Summary)* (Red Dot) [2015] VCAT 2049 are two decisions of the Tribunal that signal this change in the consideration of parking provision.

In *Ronge v Moreland CC*, the Tribunal commented as follows:

The recently released Plan Melbourne 2017-2050 is predicting that Melbourne's population will increase from approximately 5 million to 8 million people over the next 33 years. An additional 1.6 million dwellings will be required to house the extra population.

State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling. At the municipal level, Moreland has long been recognised as being at the forefront of encouraging less reliance on car based transport. For example, the

	<p><i>Moreland Integrated Transport Strategy 2010 includes a key principle that walking and cycling are the preferred modes of transport.</i></p> <p><i>Our roads are already congested and will be unimaginably so if a 'business-as usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.</i></p> <p><i>A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5. However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.</i></p> <p><i>Policy tells us the future must be different. Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.</i></p> <p><i>One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.</i></p> <p><i>In Vincent Corporation Pty Ltd v Moreland CC, the Tribunal found that:</i></p> <p><i>The decision discusses current policies for car parking and the consideration of both demand and supply management as sought by State policy for integrated transport and the application of this in the assessment of car parking in inner city activity centres such as Brunswick. The decision also reviews a number of other similar recent cases of the Tribunal, deriving some common themes in the consideration of reducing car parking rates in larger, particularly inner city, activity centres. These are:</i></p> <ul style="list-style-type: none"> <i>a. Parking across an activity centre needs to be addressed in a centre wide manner.</i> <i>b. Providing or restricting parking through the planning scheme, only forms one part of the overall management of car parking demand and supply in these centres.</i> <i>c. There are a number of alternative means of travel emerging. Most notable of these are share car arrangements and increased bicycle use, including electric bicycles. These have grown extensively in use in the past 10 years. Their impact on empirical demand is not yet known. Policies to minimise car dependency suggest it should lead to less demand.</i> <i>d. In areas of existing restricted on-street parking, the supply of on-street spaces for future occupants of a proposal is not particularly relevant to the assessment. In these locations, on-street road management restrictions can ensure future residents of a proposal are not able to rely on any spare capacity in on-street parking.</i> <i>e. While a current empirical demand may exist not every site can, or needs to, meet this demand. Some sites may have limited capacity to meet car parking needs, particularly small or constrained sites.</i> <i>f. A proposal for a reduced resident parking provision needs to consider:</i> <ul style="list-style-type: none"> <i>i. Access to public transport, in timing, diversity of routes and frequency.</i> <i>ii. Walkable access from the site to shops and facilities that provide for the</i>
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	<p><i>daily needs of residents.</i></p> <p><i>iii. Access to other transport options including good bicycle infrastructure and walkable access to publically available shared use cars.</i></p> <p><i>g. As with any proposal, a decision to reduce parking ultimately must be tested on its own merits with competing issues balanced to achieve net community benefit. Any potential adverse impacts from parking on-street will need to be assessed against the benefits a proposal may bring to the community where car parking forms only one part of a use or development proposal.</i></p> <p>The decisions clearly support a reduction of statutory car parking provision where the benefits of lesser car parking outweighs the compliance with the provision in Clause 52.06.</p> <p>The statutory parking provision rate of 3.5 spaces per 100 square metres typically aligns with parking demand in unconstrained scenarios in suburban and outer suburban areas. In inner city locations, demand rates lower than 3.5 spaces per 100 square metres are commonplace.</p> <p>The proposed car parking provision of one (1) car park is at a rate of 1.84 each 100sqm of leasable floor area</p> <p>The site is proximate to the Swan Street Major Activity Centre to the south and the Bridge Road Major Activity Centre to the north and therefore is ideally located to provide an accessible medical centre that can service local residents and workers and visitors to the activity centres. The convenient availability of high-capacity public transport access clearly then justifies lower car parking provision rates than would be expected due to higher levels of access and connectivity to high quality public transport services.</p> <p>Adaptive Chiropractic is seeking to commence practice as a chiropractic practice from the existing dwelling at No.276 Lennox Street, Richmond. The floor plan of the building is suitably laid out to allow for a waiting room in the front of the house, two treatment rooms downstairs and one treatment room upstairs.</p> <p>Typically, a maximum of two (2) practitioners will be treating at any one time; with 3 patients on site at any one time. On that basis a maximum of two (2) long term car spaces for practitioners and three (3) long term car spaces for patients. One (1) long term car space will be available on site for a practitioner in addition to bicycle spaces within the subject site as shown on the application plan.</p> <p>With the location of the subject site and the nature of the car parking in the area being short term, it is reasonable to assume that one practitioner will utilise alternate transport including public transport that is plentiful in the area.</p> <p>Short-term on-street car parking (2 hour) on Lennox and Gipps streets can accommodate patients who choose to travel by car, however they will more likely utilise alternate transport means including public transport that is plentiful in the area. Bicycle spaces are available within the front setback of the lot as shown on the application plan.</p> <p>The proposal includes a car parking space on site and bicycle spaces that we submit will satisfies the likely parking demand of the new use.</p>
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	<p><u>Appropriateness of Providing Fewer Car Spaces than the Demand Assessment</u></p> <p>The second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.</p> <p>As the Car Parking Demand Assessment indicates that adequate on-site car parking is provided, there is no need to assess the appropriateness of providing fewer car spaces than the number likely to be generated.</p> <p>In any event, the availability of short-term car parking spaces on street; bicycle parking provided on the site; location of the site in the PPTN area, therefore the site is well serviced by public transport services, ensures that the car parking provision, and alternate transport options will satisfy the likely parking demand.</p>
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For Council's consideration please find as part of the application material:

- An amended *Application for a Planning Permit* form
- A copy of the Caveat AV10666Y for the land
- Updated architectural plans prepared by Elevation 7.

We look forward to Council's further assessment and prompt decision making.

Should you have any further queries or require any further clarification on the above, please do not hesitate to contact me on 0407 077 224.

Yours sincerely



David Hickey
Urban Planner

Encl.



Application Information

Officer	Erryn Megennis
Council Reference	PLN22/0069
Subject Site	276 Lennox St, Richmond VIC 3121
Proposal	Use of the land for a medical centre (chiropractor), construction and display of one (1) business identification sign and a reduction in car parking
Zone	NRZ1 - Neighbourhood Residential Zone - Schedule 1
Overlay	DCPO1 - Development Contributions Plan Overlay - Schedule 1 (Development Contributions Plan) HO332 - Heritage Overlay (HO332) Contributory
Referral Information	IREF22/00891 – Heritage referral comments

Meeting Details

Date	21 June 2022
Referred Officer Name(s)	Michelle Bashta

Advice Provided at Meeting

The following elements of the proposal are supported and comply with policy:

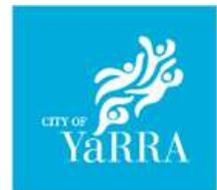
1. The proposed business identification sign has been appropriately sited. The sign is of low scale and does not disrupt views of the front window of entry.
2. The sign is consistent with the business identification sign character of Lennox Street in that it is of low scale and not illuminated.

Is further information required? Yes - Required or No - Not Required

Planner Signature:

Date: 21 June 2022

Development Engineering Formal Referral Response



Application Information	
Referral Officer	Erryn Megennis
Officer	Artemis Bacani
Council Reference	IREF22/00141
Address	276 Lennox St, Richmond
Application No.	PLN22/0069
Proposal	Use of the land for a medical centre (chiropractor), construction and display of one (1) business identification sign and a reduction in car parking
Comments Sought	<ul style="list-style-type: none">• The proposed car parking reduction; and• On-site car parking access and dimensions

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Shaped Consulting	Town Planning Report		2 February 2022
Elevation7	TP1 <i>Ground Floor Plan</i>	B	18 March 2022

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
Medical Centre	161 m ²	3.5 spaces per 100 m ² of leasable floor area	5	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 4 car spaces in the car parking requirements of Clause 52.06 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 Consideration	Details
<i>Parking Demand for the Medical Centre Use</i>	The on-site car space would be allocated for a medical practitioner use. Any overflow of car parking generated by the site would be accommodated on the street in the surrounding area.
<i>Availability of Public Transport in the Locality of the Land</i>	The following public transport services can be accessed to and from the site by foot: <ul style="list-style-type: none">▪ Swan Street trams – 180 metre walk▪ Richmond railway station – 370 metre walk▪ Hoddle Street buses – 430 metre walk▪ Church Street trams – 440 metre walk▪ East Richmond railway station – 450 metre walk▪ Bridge Road trams – 600 metre walk
<i>Multi-purpose Trips within the Area</i>	Visitors to the development could combine their visit by engaging in other activities of business whilst in the area.
<i>Convenience of Pedestrian and Cyclist Access</i>	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

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:

Consideration	Details
<i>Availability of Car Parking</i>	<p>Due to the COVID-19 restrictions, car parking occupancy surveys cannot be undertaken at this time as it would not provide an accurate representation of the 'normal' car parking demands in the surrounding area.</p> <p>The on-street parking demand in this part of Richmond is generally high during business hours. The area surrounding the subject site is blanketed in time-based parking restrictions which ensure that parking turns over frequently. Visitors to the site during business hours should be able to find an on-street car space near the site.</p>
<i>Relevant Local Policy or Incorporated Document</i>	<p>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.</p>

Adequacy of Car Parking

From a traffic engineering perspective, the reduction of car parking for the site is considered appropriate in the context of the development and the surrounding area. Visitors to the site would commute to and from the site by using sustainable transportation modes, such as take public transport or ride a bicycle. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

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

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Vehicle Crossing	Access to the on-site car space is provided from the existing 3.0 metre wide vehicle crossing.
Car Parking Modules	
Car Space	The dimension of the car space of 4.0 metres by 6.07 metres satisfies <i>Design Standard 2 – Car parking spaces</i> .

Engineer: Artemis Bacani

Signature: 

Date: 19 May 2022

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 1 of 2

VOLUME 04322 FOLIO 279

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LAND DESCRIPTION

Lot 1 on Title Plan 854915V.
PARENT TITLE Volume 02704 Folio 713
Created by instrument 0930626 24/03/1920

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
BENITA JAYE WILLIS of 276 LENNOX STREET RICHMOND VIC 3121
AH650404Q 03/12/2010

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AU566230D 12/07/2021
NATIONAL AUSTRALIA BANK LTD

CAVEAT AV106666Y 08/12/2021
Caveator
CHARLES HEIDSIECK PTY LTD ACN: 626214533
Grounds of Claim
AGREEMENT WITH THE FOLLOWING PARTIES AND DATE.
Parties
THE REGISTERED PROPRIETOR(S)
Date
28/10/2021
Estate or Interest
FREEHOLD ESTATE
Prohibition
ABSOLUTELY
Lodged by
WILLIS CONVEYANCING
Notices to
BRANDON OWENS of 196 MT DANDENONG TOURIST ROAD FERNY CREEK VIC 3786

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP854915V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER	STATUS	DATE
AV106666Y (E)	CAVEAT Registered	08/12/2021

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 276 LENNOX STREET RICHMOND VIC 3121

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 2 of 2

ADMINISTRATIVE NOTICES

NIL

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DOCUMENT END



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TITLE PLAN	EDITION 1	TP 854915V
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Location of Land

Parish : JIKA JIKA
 Township : -
 Section : -
 Crown Allotment : -
 Crown Portion : 22 (PT)

Last Plan Reference : -
 Derived From : VOL. 4322 FOL. 279

Depth Limitation : NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land/ Easement Information

As to the land colored blue-

Together with the use and enjoyment of the half of a party wall which half was on -
 the 4th December 1919 standing upon the land colored yellow on the said map - - - -

THIS PLAN HAS BEEN PREPARED BY
 LAND REGISTRY, LAND VICTORIA FOR
 TITLE DIAGRAM PURPOSES

COMPILED: Date 5/07/06
 VERIFIED: A. DALLAS
Assistant Registrar of Titles

ENCUMBRANCES

As to the land colored blue ----

THE PARTY WALL EASEMENT reserved by ----
 Instrument of Transfer Numbered 930626

COLOUR CODE

BL=BLUE G=GREEN
 BR=BROWN P=PURPLE
 Y=YELLOW R=RED
 H=HATCH CH=CROSS HATCH

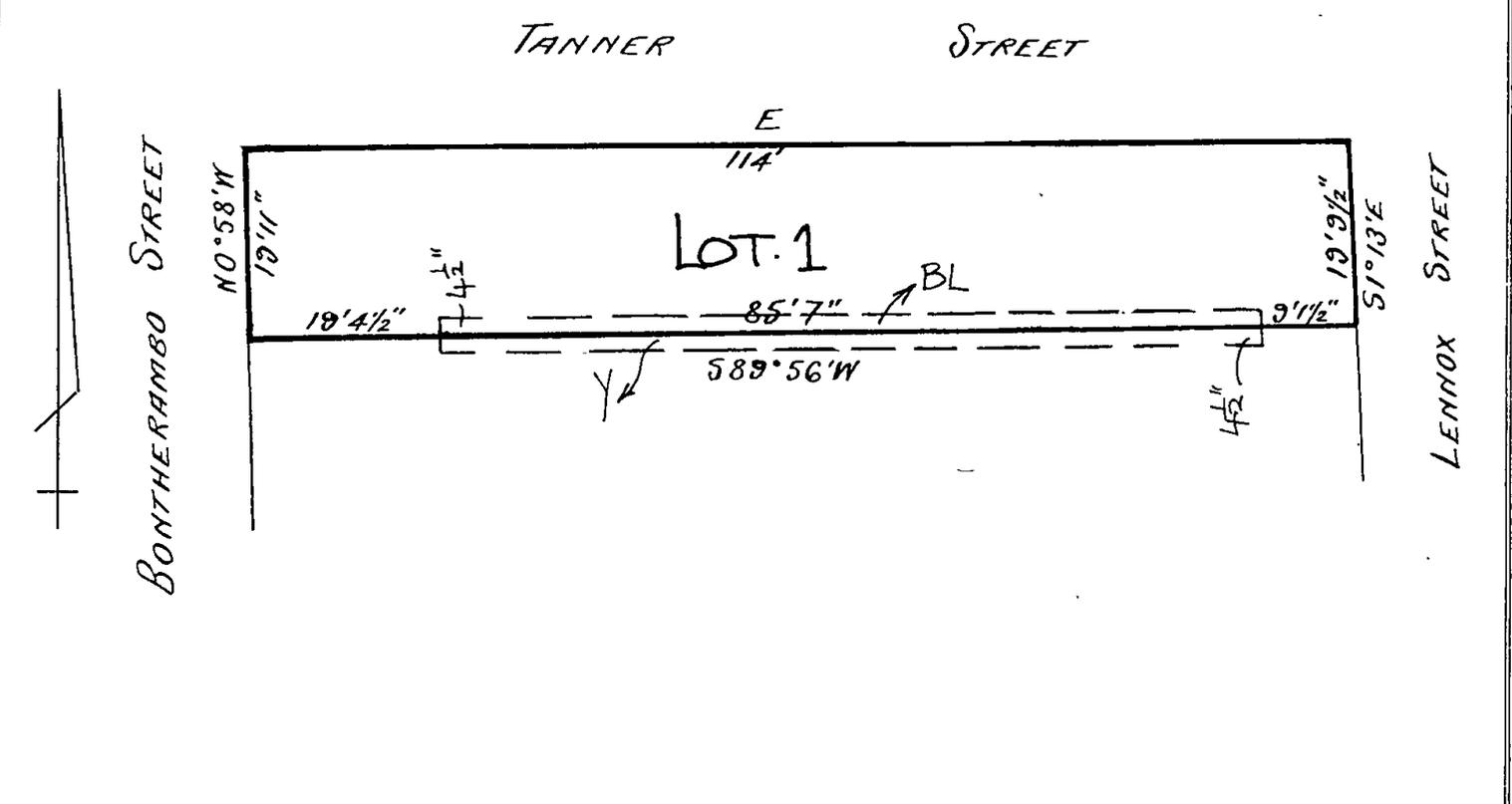


TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on the Title Plan this does Not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
LOT 1 = CROWN PORTION 22 (PT)