

14 May 2026

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Proposed Mixed Use Development – s72 Application
251 Lygon Street and 1A Pitt Street, Brunswick East

Dear Claudia,

As requested, Ratio Consultants has reviewed the s72 Application for the proposed amendments to the approved mixed-use development on the site located at 251 Lygon Street and 1A Pitt Street, Brunswick East.

1. Background

A Planning Permit (PA2403218) was originally issued on 28 February 2025 by the Minister of Planning for a proposed mixed-use development on the subject site, comprising predominantly residential uses, ground floor retail, and associated car parking within a basement car park.

Subsequently, an amendment to the Planning Permit was approved on 05 September 2025 for the following development:

- 134 affordable housing dwellings, comprising:
 - 78 x one-bedroom dwellings.
 - 56 x two-bedroom dwellings.
- Four (4) retail tenancies with a total leasable floor area of 1,040 square metres, located on ground level.
- A total of 108 car parking spaces (inclusive of one DDA parking space and six electric vehicle charging bays), provided across two basement levels.
- A total of three motorcycle parking spaces is provided within the basement car park.
- A total of 144 bicycle parking spaces across the ground level, including 8 spaces along the footpath on Lygon Street frontage.

The amended plans were prepared by Pace (Rev A, dated 6 June 2025) and endorsed by the Minister for Planning with a stamp dated 5 September 2025 and provided in Appendix A.

2. The Proposal

It is proposed to consolidate three of the approved retail tenancies into a single supermarket tenancy, and to convert the fourth tenancy into a Pilates studio (Restricted Recreation Facility). Specifically, the proposed development comprises:

- Maintain approved 134 affordable housing dwellings, comprising:
 - 78 x one-bedroom dwellings.
 - 56 x two-bedroom dwellings.
- A supermarket tenancy with a total floor area of 740.3 sqm.
- A Pilates and Wellness Studio with a total floor area of 338.1 sqm.
- The Pilates and Wellness Studio will have the following operations:
 - A maximum of 50 patrons at any one time with

Car Parking Spaces	108 car parking spaces (inclusive of one DDA parking space and six electric vehicle charging bays)	108 car parking spaces (inclusive of one DDA parking space, six electric vehicle charging bays and one small car space)	Conversion of one standard car space to a small car space
Bicycle Parking Spaces	144 bicycle parking spaces	142 bicycle parking spaces	-2 bicycle spaces
Motorcycle Parking Spaces	3 motorcycle spaces	3 motorcycle spaces	-

Notably, aside from the land use changes, there were also minor changes to the car parking layout, with the provision of security gates to segregate the residential and public uses.

As such, the number of car parking spaces required for the specified uses is listed under former Column B of Table 1 of Clause 52.06. The application of the relevant rates to the proposed development is detailed in Table 3.1.

Table 3.1: Car Parking Requirements

Land Use	Size/Number	Former Column B Parking Rate	Parking Requirement
Residential (Affordable Housing)	78 one-bedroom dwellings	1 space to each one or two-bedroom dwelling	78 spaces
	56 two		

detailed assessment of car parking demand for this land use is considered necessary within this letter.

Supermarket Demand

Ratio Consultants have collected supermarket parking demand rates from multiple Coles and Woolworths stores across Metropolitan Melbourne. The case study data is summarised below:

Supermarket	Site Location	AM Peak Parking Rate (spaces per 100sqm)	PM Peak Parking Rate (spaces per 100sqm)	Weekend Peak Parking Rate (spaces per 100sqm)
Wool				

Pilates and Wellness Studio Demand

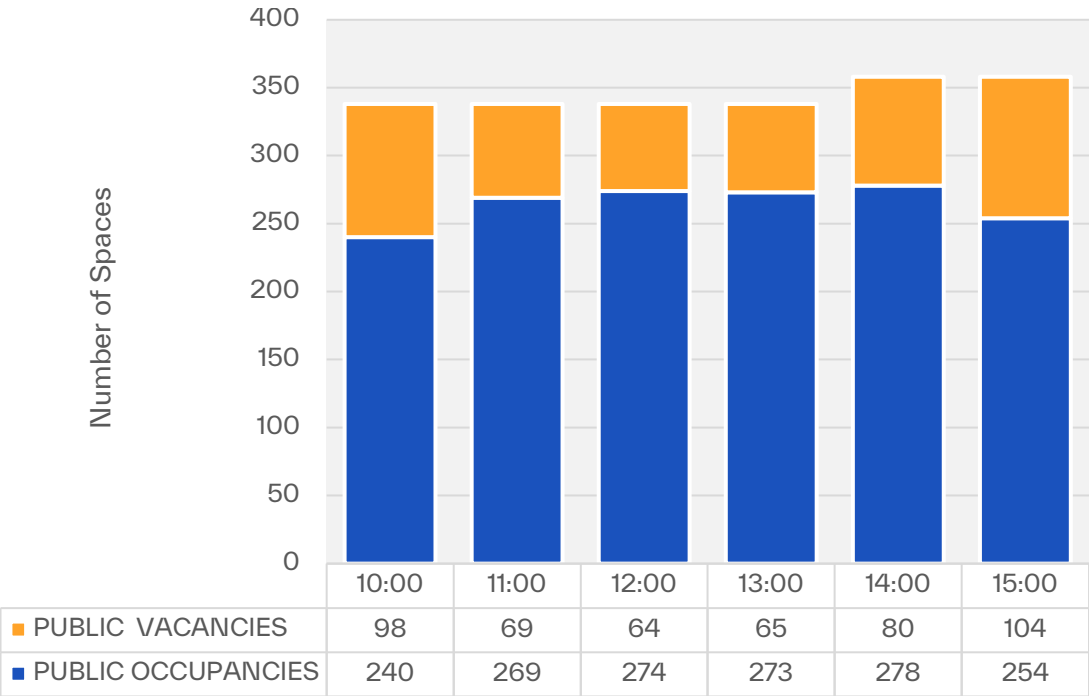
It is proposed to provide two (2) staff car spaces for the Pilates Studio with no provision of on-site parking for visitors. To understand the temporal profile of the proposed Pilates studio, the temporal profiles of Pilates studios in the surrounding area were taken into consideration and are shown below:

Figure 3.1: Temporal Profiles of Nearby Pilates Studios

Armature Pilates – Brunswick East



Figure 3.3: Saturday 13 November 2021 - Temporal Profile of Parking Demand



3.2 Summary

The proposed provision of 108 car parking spaces on-site is expected to meet the car parking demands associated with the proposed on-site uses based on the following:

- The car parking provision for the residential (affordable housing) component is consistent with the approved development, with no associated changes in car parking provision.
- Based on empirical data collected for comparable supermarkets across Victoria, there is ample on-site car parking to meet the anticipated demand for the proposed supermarket. Notably, the provision of 26 car spaces for the supermarket is anticipated to meet the peak Saturday demand of 23 spaces, with generous capacity during other periods.
- The provision of 2 staff car spaces for the Pilates Studio and absence of visitor parking is appropriate, noting

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Supermarket	Staff	740.3 sqm	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	-
	Customer		1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	-
Pilates Studio	Staff	338.1 sqm	1 per 4 employees	2 spaces
	Patrons	6 staff	1 to each 200 sq m of net floor area	

Loading and unloading activities for the supermarket will occur on a scheduled basis associated with the delivery of supplies for vehicles up to the size of a 8.8m long Medium Rigid Vehicle (MRV).

The loading and unloading demands of the proposed development can be appropriately accommodated on-street. An existing on-street Loading Zone is located in close proximity to the site along Pitt Street (operating from 8:00am to 6:00pm, Monday to Friday), which can service delivery activities. In addition, the on-site waste collection bay can be utilised by vans and small trucks for deliveries.

Furthermore, a large proportion of the surrounding on-street parking is subject to short-term restrictions, which promote a high turnover of spaces and help maintain availability for deliveries. This arrangement is typical of the commercial frontages along Lygon Street and is considered appropriate.

7.2 Traffic Generation

Proposed Development Traffic – Residential

In consideration of the locality of the site and based on surveys of residential dwellings conducted by Ratio Consultants and others, it is estimated that the proposed dwellings could be expected to generate traffic at a daily rate of 3.0 vehicle movements per car spaces per day. per day, noting the ample alternative transport modes available to residents as well as the context of the subject site within a commercial area.

Therefore, the 80 residential car spaces would be anticipated to generate in the order of 240 vehicle trips per day. Generally, 10 percent of the trips, which equ

Table 7.2: Supermarket Traffic Generation

Direction	AM Peak	PM Peak	Saturday Peak
Arriving Trips:	10 vph	25 vph	27 vph
Departing Trips:	9 vph	24 vph	28 vph
Total Trips:	19 vph	49 vph	55 vph

Proposed Development Traffic – Pilates Studio</

Total	17	30	47	41	36	77	43	40	83
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On the basis of the above, it is anticipated that the development will generate traffic in the order of 47 vehicle movements during the AM weekday peak, 77 vehicle movements during the PM weekday peak and 83 vehicle movements during the Saturday peak.

Noting a previous peak

SIDRA Parameters

The key parameters used to determine the operational capacity of an intersection are queue length, average delay and degree of saturation (or volume to capacity ratio).

Degree of Saturation is a ratio of arrival (or demand) flow to capacity. Degrees of saturation above 1.0 represent oversaturated conditions and degrees of saturation below 1.0 represent undersaturated conditions. The operational rating associated with the degree of saturation is summarized in Table 7.5 below.

Table 7.5: Ratings of Degree of Saturation

Degree of Saturation (DOS)	Rating</
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Table 7.6: SIDRA Results – Lygon Street / Evans Street (Existing)

Approach	Existing Weekday Volumes AM Peak			Existing Weekday Volumes PM Peak			Existing Saturday Peak Volumes		
	D.O.S.	95%ile Queue (m)	Avg Delay (s)	D.O.S.	95				

occur using the existing on-street Loading Zone and the on-site waste be utilised by vans and small trucks for deliveries where required.

- An updated traffic assessment was undertaken including a SIDRA assessment, and it is anticipated that the level of traffic generated by the development will not result in adverse impacts on the operation of the wider road network.

Overall, the proposed amended development is not expected to create any adverse traffic or parking impacts in the precinct.

Yours sincerely,



Appendix A Previous Approved Development

Appendix B Proposed S72 Plans

Appendix C Car Parking Surveys

Table A1

1	AB		From #19 To Lygon St	S	1P 8am-11pm		19	14	16	17	18	18	16
1	AC		From Leinster Gr To #19	N	1P 8am-11pm		7	6	6	6	6	6	6
1	AD</												

Appendix D Swept Path Assessment

