

17 December 2024

Aaron Gust
Neoscape
Sent via Email

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Proposed Scheme Amendments 32-38 & 40-50 Rokeby Street, Collingwood

Dear Aaron,

1. Introduction

As requested, Ratio Consultants has assessed the parking implications of the amendment application for the proposed mixed-use development at 32-38 & 40-50 Rokeby Street in Collingwood.

A Planning Permit (Permit No. PA2402824) has been issued for a mixed-use development scheme on the subject site. This Letter has been prepared to address the amendments sought to the approved scheme.

2. The Proposal

The proposed amendments to the approved scheme are minor in the overall context of the development. From a traffic perspective, the following key elements are relevant:

- An increased office net floor area of 772 sqm, for a total of 25,045 sqm.
- A decreased shop net leasable area of 2 sqm, for a total of 447 sqm.
- An increased car parking provision by 1 space, for a total of 170 spaces.
- An increased bicycle parking provision of 7 spaces, for a total of 241 spaces. This includes alterations to the bicycle parking layout.

The changes between the approved scheme and the amended scheme have been summarised in Table 1 below.

The implications of the amended proposal have been assessed for compliance against the relevant sections of the Yarra Planning Scheme in the following sections.

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Table 1: Summary of Changes

	Approved Scheme	Proposed Scheme	Difference (+/-)
Office NFA	24,273 sqm	25,045 sqm	+772 sqm
Shop NLA	449 sqm	447 sqm	-2 sqm
Overall Car Parking Provision	169 spaces	170 spaces	+1 space
Office Car Parking Allocation	164 spaces 0.68 spaces per 100sqm	165 spaces 0.66 spaces per 100sqm	+1 space -0.02 spaces per 100sqm
Shop Car Parking Allocation	5 spaces 1.11 spaces per 100sqm	5 spaces 1.12 spaces per 100sqm	No change in spaces +0.01 spaces per 100sqm
Bicycle Parking Provision	234 spaces	241 spaces	+7 spaces

3. Car Parking Assessment

3.1 Statutory Car Parking Requirement – Clause 52.06-5

The statutory car parking requirement against the amended proposal has been summarised in Table 2.

Table 2: Statutory Car Parking Requirement

Land Use	Size / Number	Statutory Parking Rate	Statutory Requirement
Office	25,045 sqm	3 spaces per 100sqm of net floor area	751 spaces
Shop	447 sqm	3.5 spaces per 100sqm of leasable floor area	15 spaces
Statutory Car Parking Requirement			766 spaces

Accordingly, the amended proposal has a statutory car parking requirement of 751 spaces for office use and 15 spaces for shop use, with an overall requirement of 766 spaces.

The proposed 170 on-site car parking spaces are to be allocated to each land use as per Table 3 below.

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Table 3: Proposed Car Parking Provision

Land Use	Size / Number	Proposed Parking Rate	Car Parking Provision
Office	25,045 sqm	0.66 spaces per 100sqm of net floor area	165 spaces
Shop	447 sqm	1.12 spaces per 100sqm of net floor area	5 spaces

As summarised in Table 1, on comparison with the approved development, the proposed amendment application proposes a further reduction of car parking spaces for office use resulting in a decrease in the office car parking provision of 0.02 spaces per 100 sqm, for a total of 5 spaces.

The car parking provision rate for the shop is generally consistent with the approval, however, the additional reduction in car parking sought for office use must be assessed against the requirements of Clause 52.06-7 of the Yarra Planning Scheme. This is carried out in the following section.

3.2 Adequacy of Car Parking Provision

A Car Parking Demand Assessment has been undertaken in the previous Traffic Report prepared by Ratio Consultants for the approved scheme (19713T-REP02-F02), in which the following key factors were drawn upon to justify the reduction in car parking for the office use against the statutory requirements of Clause 52.06-5 of the Yarra Planning Scheme:

- The highly constrained nature of on-street car parking in the vicinity of the site will result in staff not being allocated a car parking space to utilise alternate modes of transport to travel to/from the site, resulting in lower car parking demand.
- The site is located proximate to various train, tram and bus services which provides staff with sufficient opportunities to utilise these modes of transport to travel to/from the site.
- The site is well supported by pedestrian and bicycle infrastructure, and the proposal consists of bicycle parking in excess of the statutory requirements.
- The site's location and accessibility to alternative modes of transport indicate that car parking demand generated by office staff will be less than the statutory car parking rate.
- Journey to Work data from 2016 indicates that 52% of employees in Collingwood and the City of Yarra use a motor vehicle to travel to work, and one in four employees in Collingwood use public transport to travel to work.
- There are various Local Policies, including Yarra's Transport Strategy, which outlines goals and strategies in alignment with the intentions of the proposal.

On the basis of the above, the amended car parking provision for office use will meet the demands of office staff and is considered appropriate.

4. Bicycle Parking Assessment

4.1 Statutory Bicycle Parking Assessment

The amended proposal has been assessed against the bicycle parking requirements of Clause 52.34-5 of the Yarra Planning Scheme in Table 4 below.

Table 4: Statutory Bicycle Parking Requirement

Land Use	Size / Number	User Class	Statutory Parking Rate	Statutory Requirement
Office	25,045 sqm	Staff	to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	84 spaces
		Visitor	1 to each 1,000 sqm of net floor area if the net floor area exceeds 1,000 sqm	25 spaces
Shop	447 sqm	Staff	1 to each 300 sqm of leasable floor area	2 spaces
		Visitor	1 to each 500 sqm of leasable floor area	1 space
Statutory Car Parking Requirement				112 spaces (86 staff spaces and 26 visitor spaces)

Based on the above, the amended proposal has a statutory requirement to provide 86 staff spaces and 26 visitor spaces for a total of 112 bicycle parking spaces.

The proposed provision of bicycle parking has increased by 7 spaces from the approved scheme to a total of 241 spaces with 197 spaces allocated to staff and 44 spaces allocated to visitors readily exceeds the statutory requirement and is considered satisfactory.

4.2 Bicycle Parking Layout

The proposed bicycle parking layout is generally consistent with the approved scheme, with the following changes:

- Introduction of 18 bicycle parking spaces within 9 x two-tier horizontal bicycle parking racks, on Basement 3.
- Introduction of 8 bicycle parking spaces within 4 x “Arc de Triomphe” floor-mounted horizontal bicycle parking racks on Basement 2.
- Relocation of 8 bicycle parking spaces from the Ground Floor to Basement 1, within 4 x “Arc de Triomphe” floor-mounted horizontal bicycle parking racks.
- Relocation of 8 bicycle parking spaces from the Ground Floor to the Laneway, within 4 x “Arc de Triomphe” floor-mounted horizontal bicycle parking racks.

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The bicycle parking layout has been designed in accordance with the requirements of the Yarra Planning Scheme and/or AS2890.3:2015 and is appropriate.

4.3 End of Trip Facility Requirements

An assessment of the amended proposal against the End of Trip Facility Requirements pursuant to Clause 52.34-5 is outlined in Table 5 below.

Table 5: Statutory End of Trip Facility Requirement

Component	Statutory Rate	Required Measure	Requirement
Showers	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	84 employee spaces	9 showers
Change Rooms	1 change room or direct access to a communal change room. The change room may be a combined shower and change room.	9 showers	9 change rooms (or direct access to a communal change room)

The amended scheme is consistent with the approved scheme in this regard and is therefore considered satisfactory.

5. Conclusion

A minor amendment to the approved scheme is sought for the proposed mixed-use development at 32-38 & 40-50 Rokeby Street in Collingwood.

The proposed increase in a floor area is minor in the context of the overall development and continues to provide an excellent outcome in terms of accessibility for all users. The car parking provided for office use relies on the principles consistent with the approved scheme and is considered appropriate in this instance based on the following.

- The highly constrained nature of on-street car parking in the vicinity of the site will result in staff not being allocated a car parking space to utilise alternate modes of transport to travel to/from the site, resulting in lower car parking demand.
- The site is located proximate to various train, tram and bus services which provides staff with sufficient opportunities to utilise these modes of transport to travel to/from the site.
- The site is well supported by pedestrian and bicycle infrastructure, and the proposal consists of bicycle parking in excess of the statutory requirements.
- The site’s location and accessibility to alternative modes of transport indicate that car parking demand generated by office staff will be less than the statutory car parking rate.

- Journey to Work data from 2016 indicates that 52% of employees in Collingwood and the City of Yarra use a motor vehicle to travel to work, and one in four employees in Collingwood use public transport to travel to work.
- There are various Local Policies, including Yarra's Transport Strategy, which outlines goals and strategies in alignment with the intentions of the proposal.
- The additional reduction in car parking sought for office use in comparison to the approved scheme is quite marginal (0.02 spaces per 100 sqm i.e. 5 spaces).
- The amended scheme consists of an increased bicycle parking provision which is in excess of the statutory requirements of Clause 52.34-5 of the Yarra Planning Scheme.
- The End of Trip facilities meet the statutory requirements of Clause 52.34-5 of the Yarra Planning Scheme.

Based on the above, it is expected that the amended scheme is appropriate and will not create any adverse impacts on the amenities of the surrounding context.

Should you have any questions regarding the above please contact Satish Dangol or the undersigned on 9429 3111.

Yours sincerely,

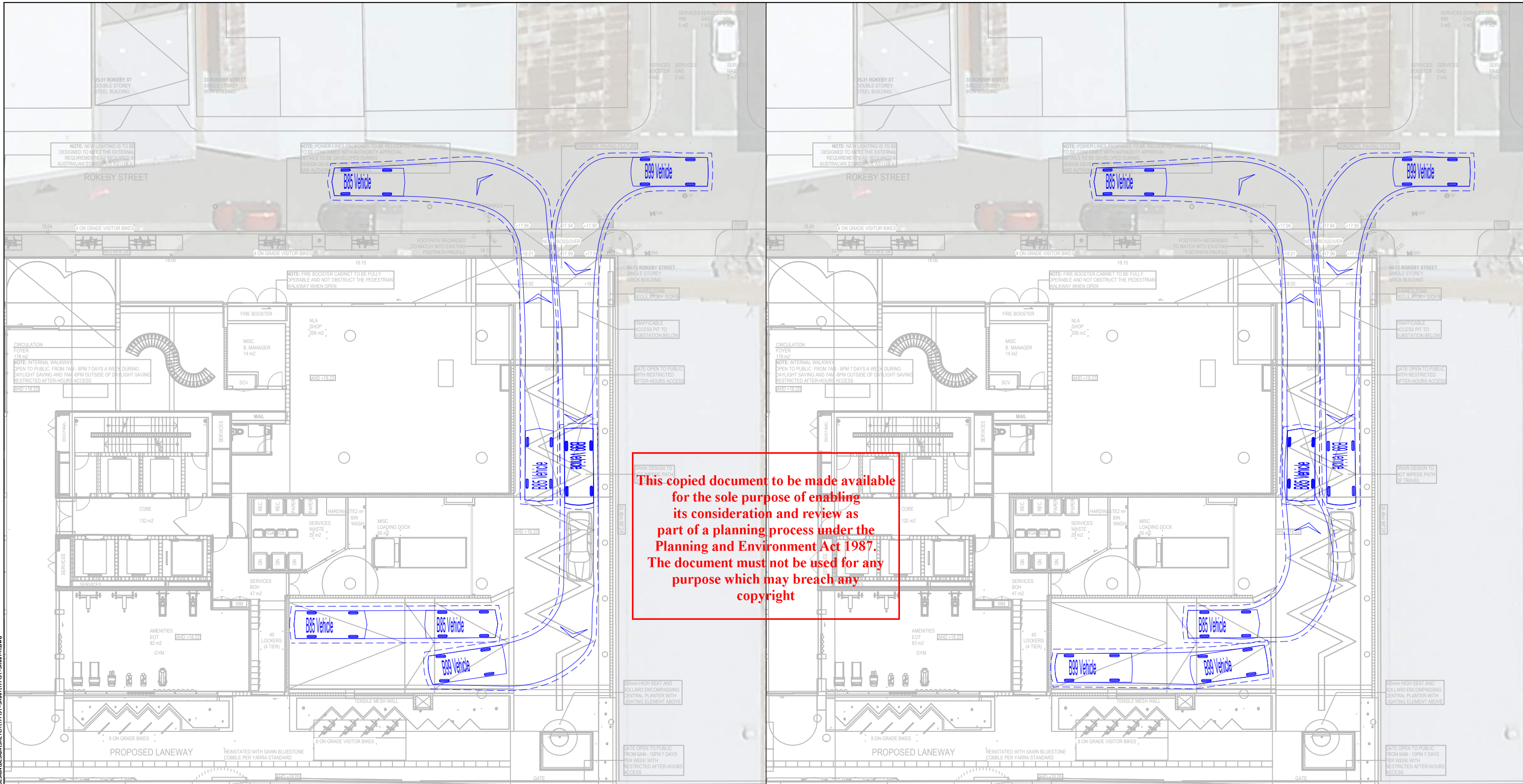


Brett Young
Director: Transport
Ratio Consultants

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Encl. Swept Path Assessment

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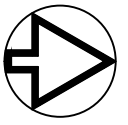
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	300mm CLEARANCE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
	300mm CLEARANCE (REVERSE)
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

B85 Vehicle (AS/NZS2890.1:2004)	
	VEHICLE ENVELOPE (FORWARD)
	300mm CLEARANCE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
	300mm CLEARANCE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Ground Floor

NOTE:
1) Base Plan Supplied By MA+Co Architects on 2024.09.13
2) Maximum Design Speed 10km/h

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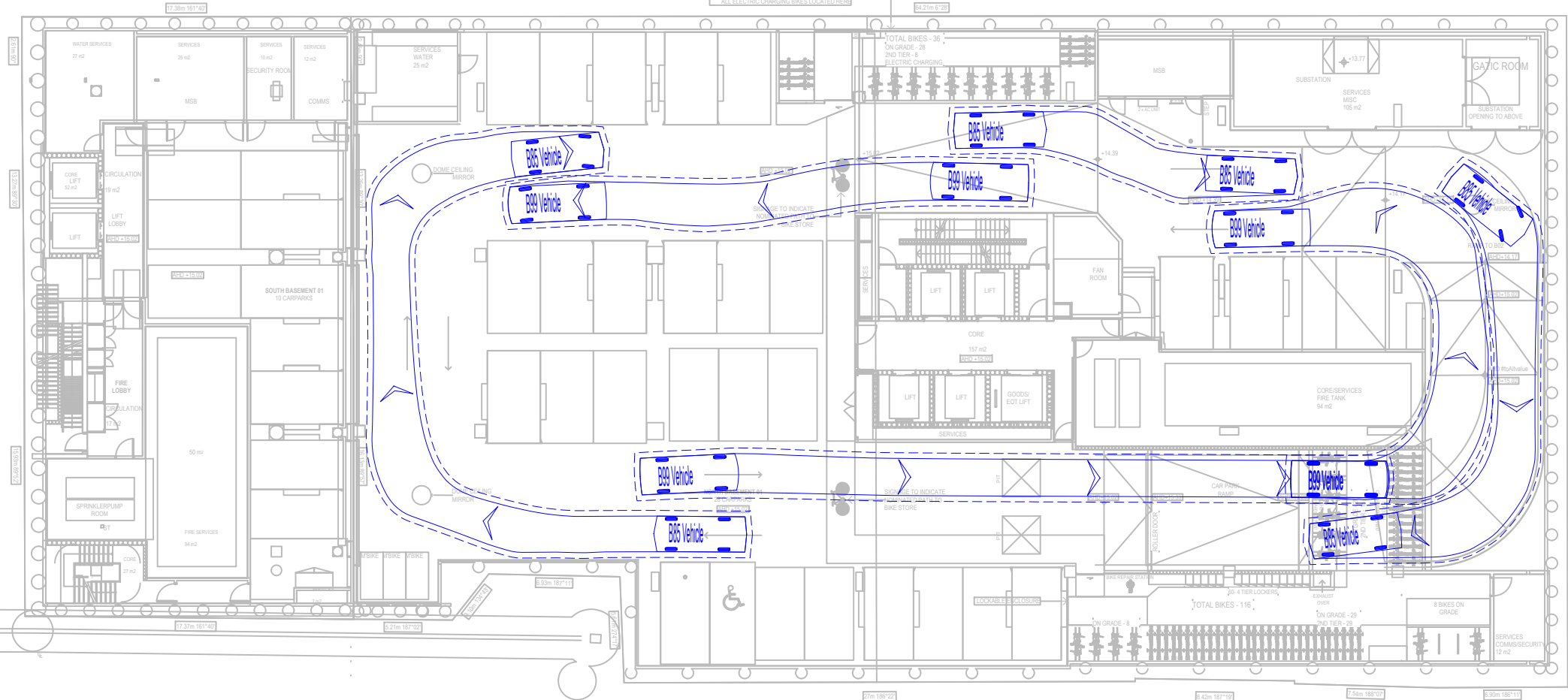
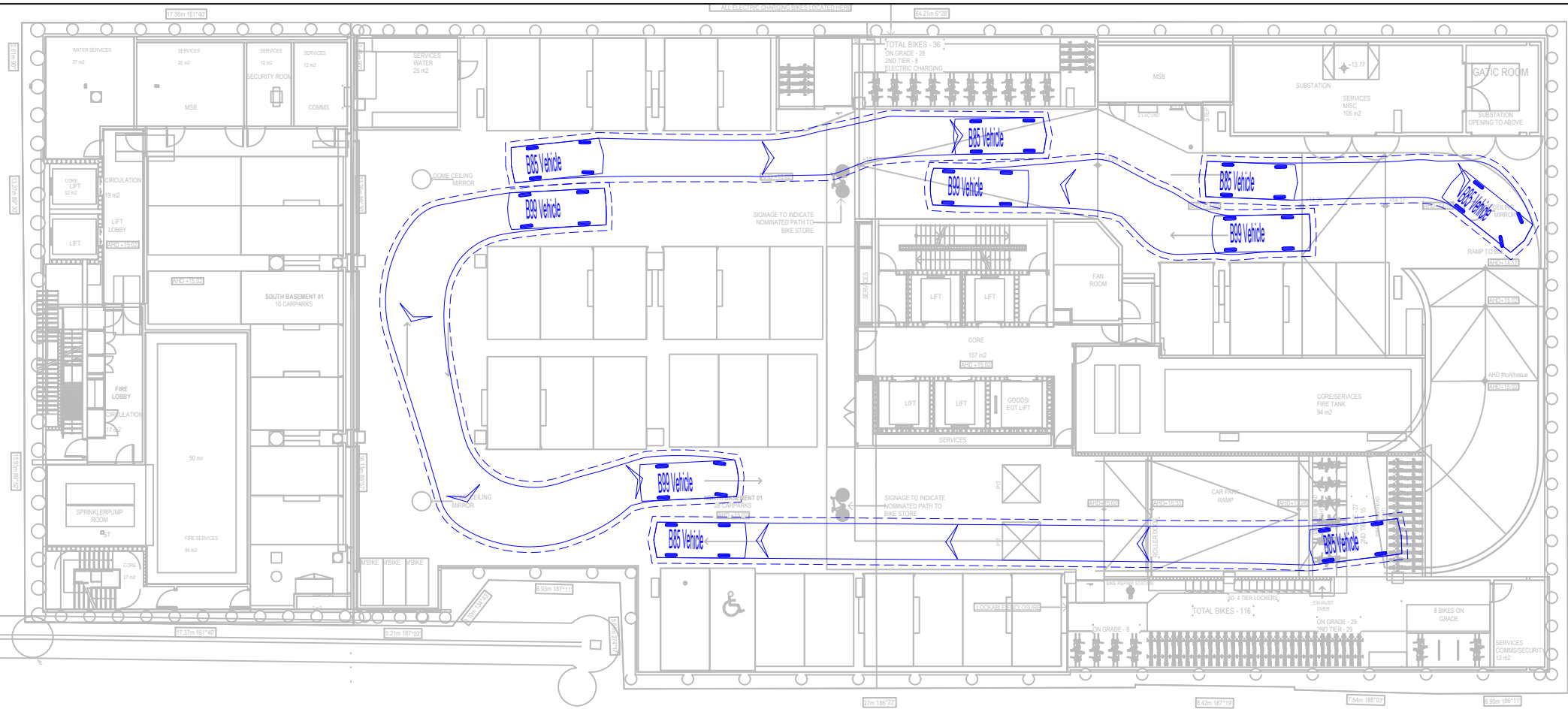
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TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

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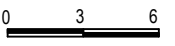


B85 Vehicle (AS/NZS2890.1:2004)

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	VEHICLE ENVELOPE (REVERSE)
2.8	300mm CLEARANCE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)

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5.2	300mm CLEARANCE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
3.05	300mm CLEARANCE (REVERSE)
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

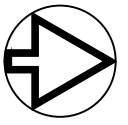


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Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 1

NOTE:
 1) Base Plan Supplied By MA+Co Architects on 2024.09.13
 2) Maximum Design Speed 10km/h

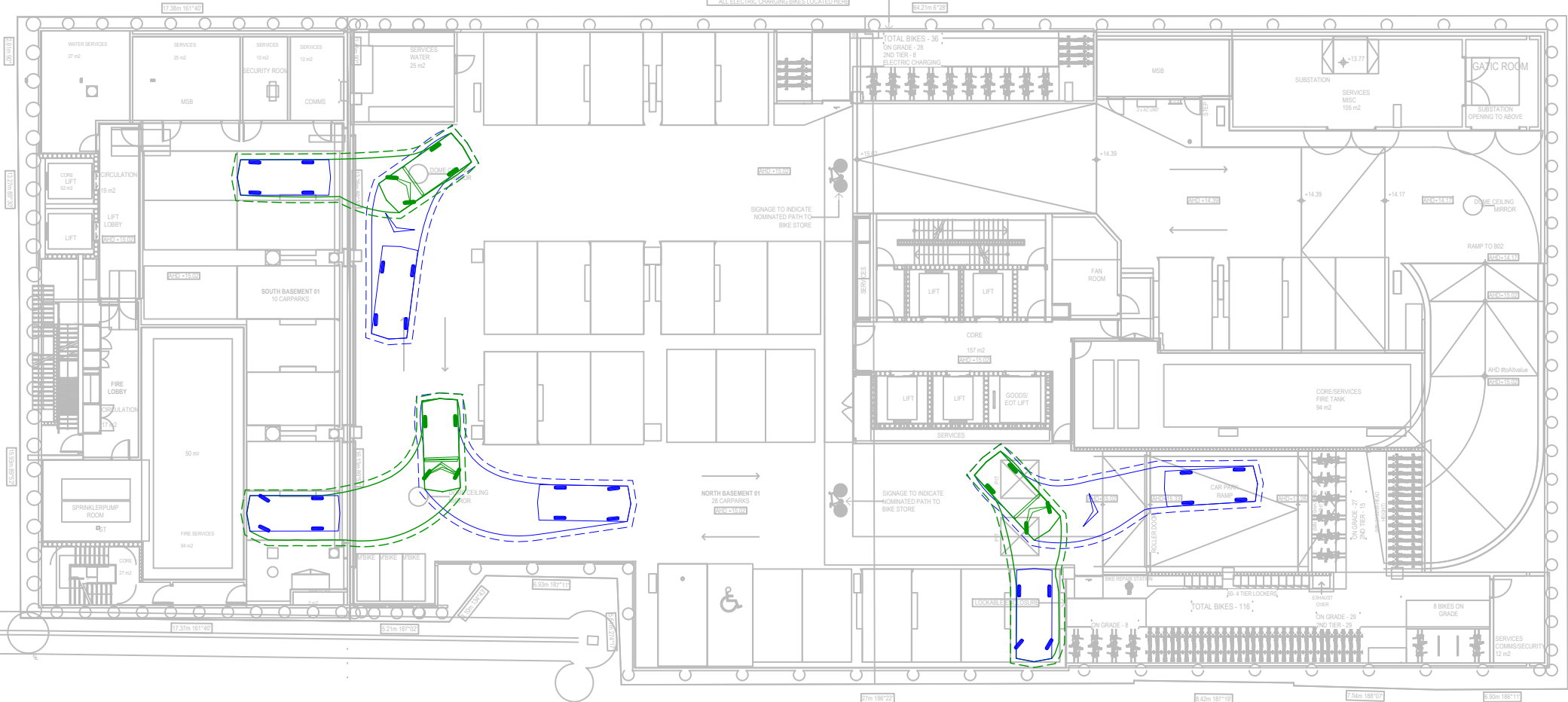
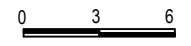
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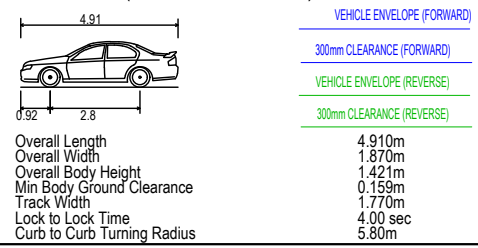
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Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 1

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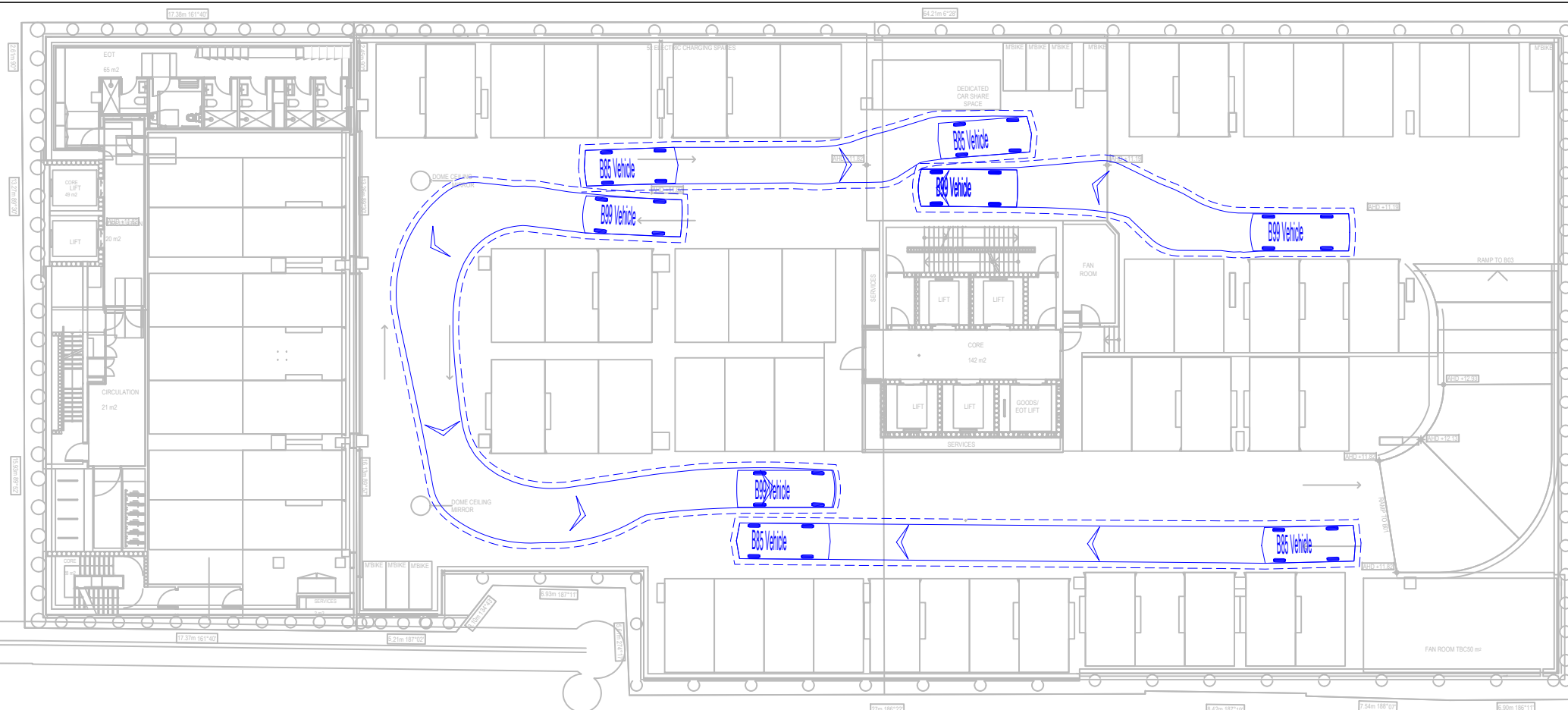
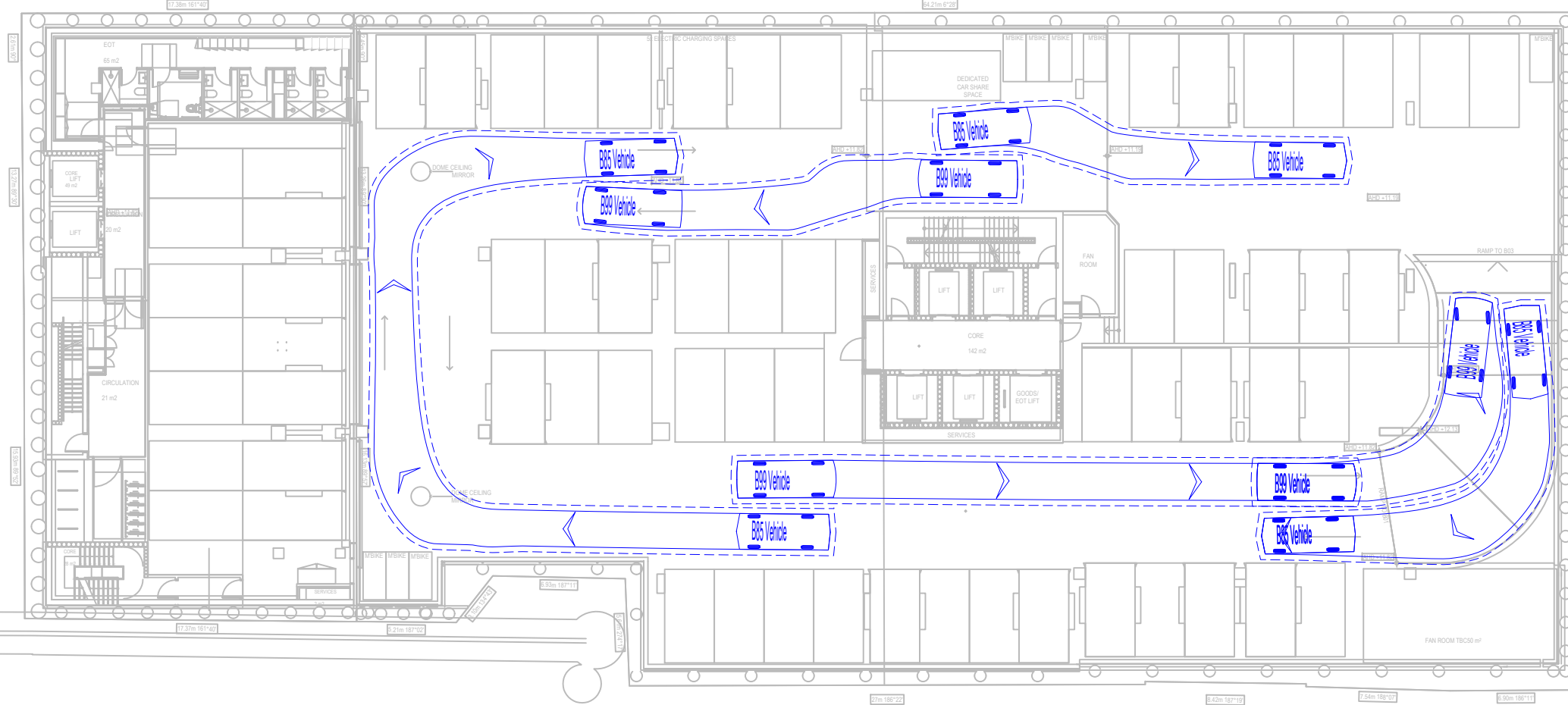
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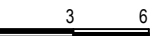


B85 Vehicle (AS/NZS2890.1:2004)

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	300mm CLEARANCE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
	300mm CLEARANCE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)

	VEHICLE ENVELOPE (FORWARD)
	300mm CLEARANCE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
	300mm CLEARANCE (REVERSE)
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m



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Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 2

NOTE:
 1) Base Plan Supplied By MA+Co Architects on 2024.09.13
 2) Maximum Design Speed 10km/h

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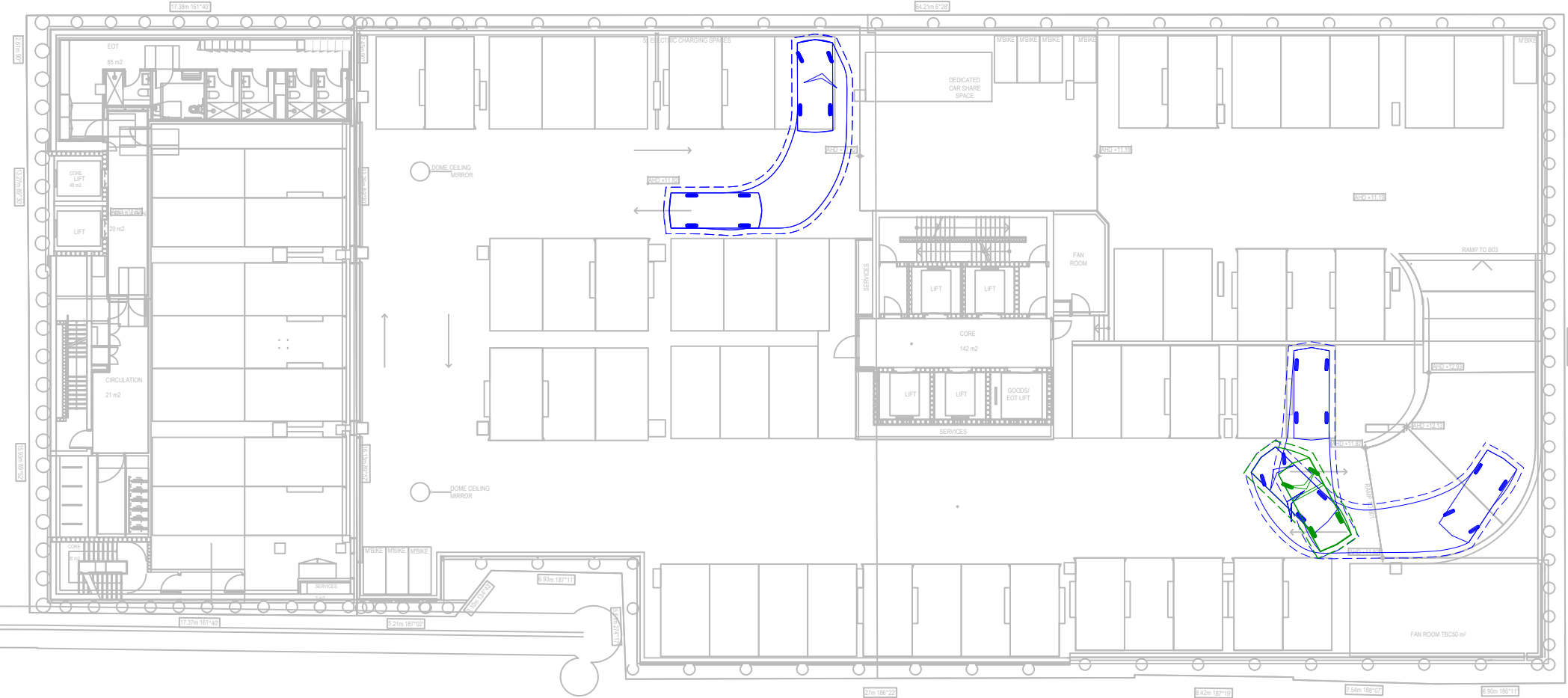
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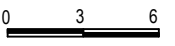
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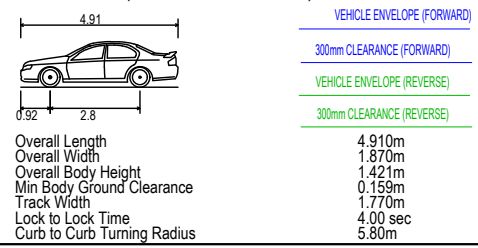


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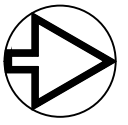
B85 Vehicle (AS/NZS2890.1:2004)



Proposed Mixed Use Development
 32-38 & 40-50 Rokeby Street, Collingwood
 Swept Path Assessment - Basement Level 2

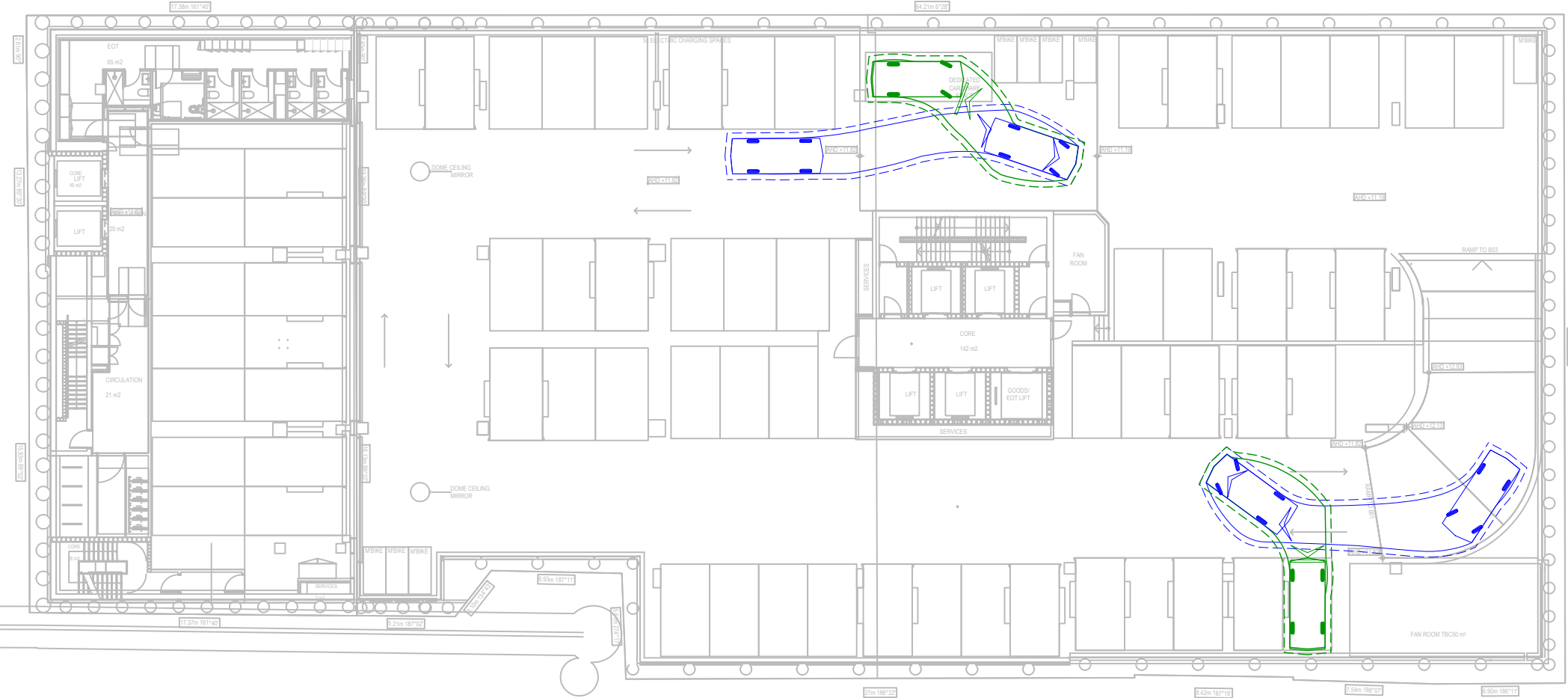
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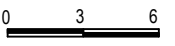


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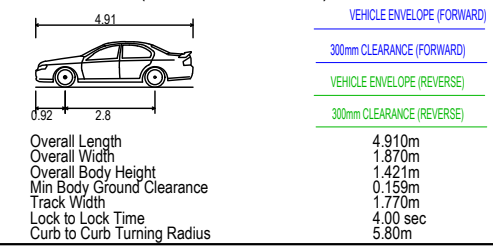


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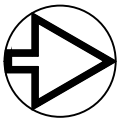
B85 Vehicle (AS/NZS2890.1:2004)



Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 2

NOTE:
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 2) Maximum Design Speed 10km/h

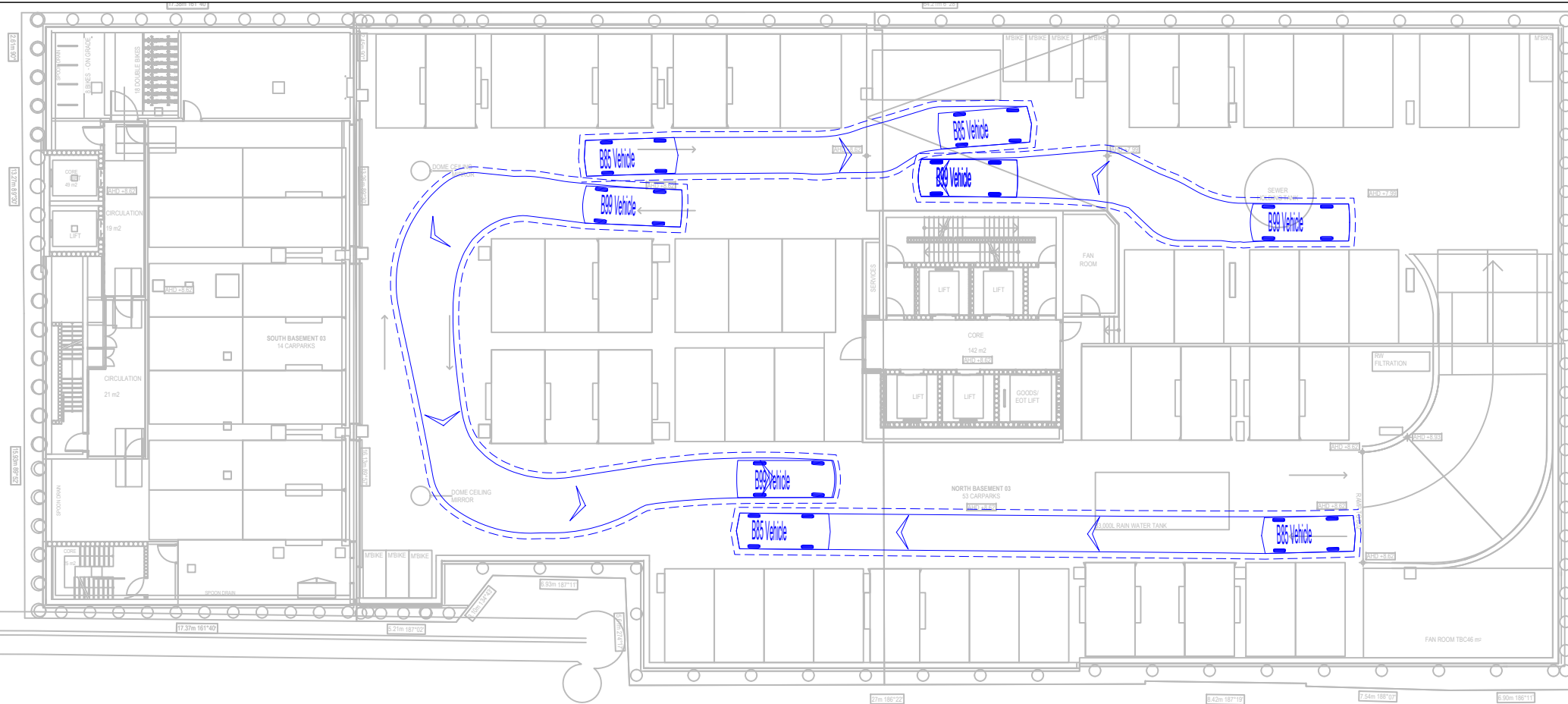
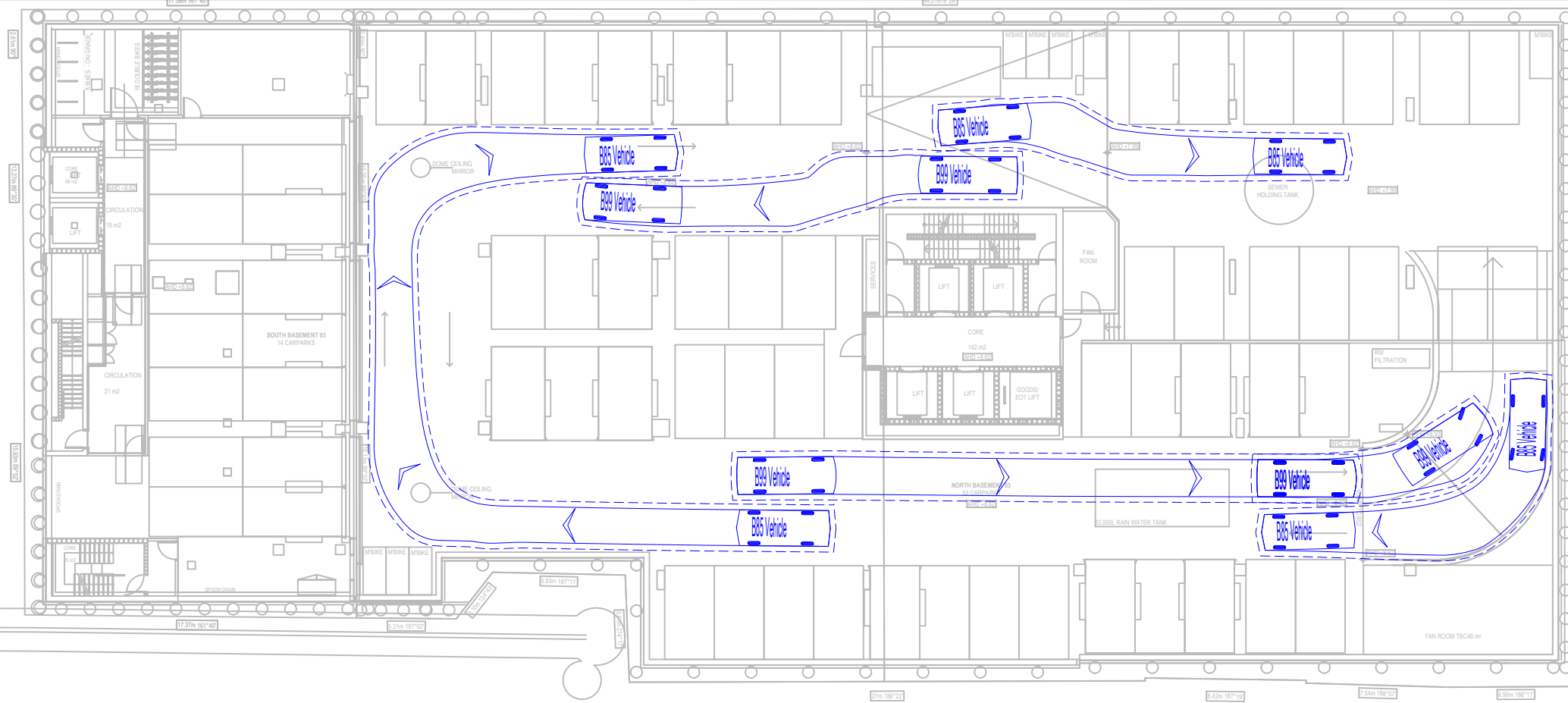
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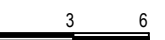


B85 Vehicle (AS/NZS2890.1:2004)

	VEHICLE ENVELOPE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)

	VEHICLE ENVELOPE (FORWARD)
	VEHICLE ENVELOPE (REVERSE)
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m



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Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 3

NOTE:
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 2) Maximum Design Speed 10km/h

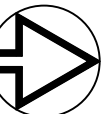
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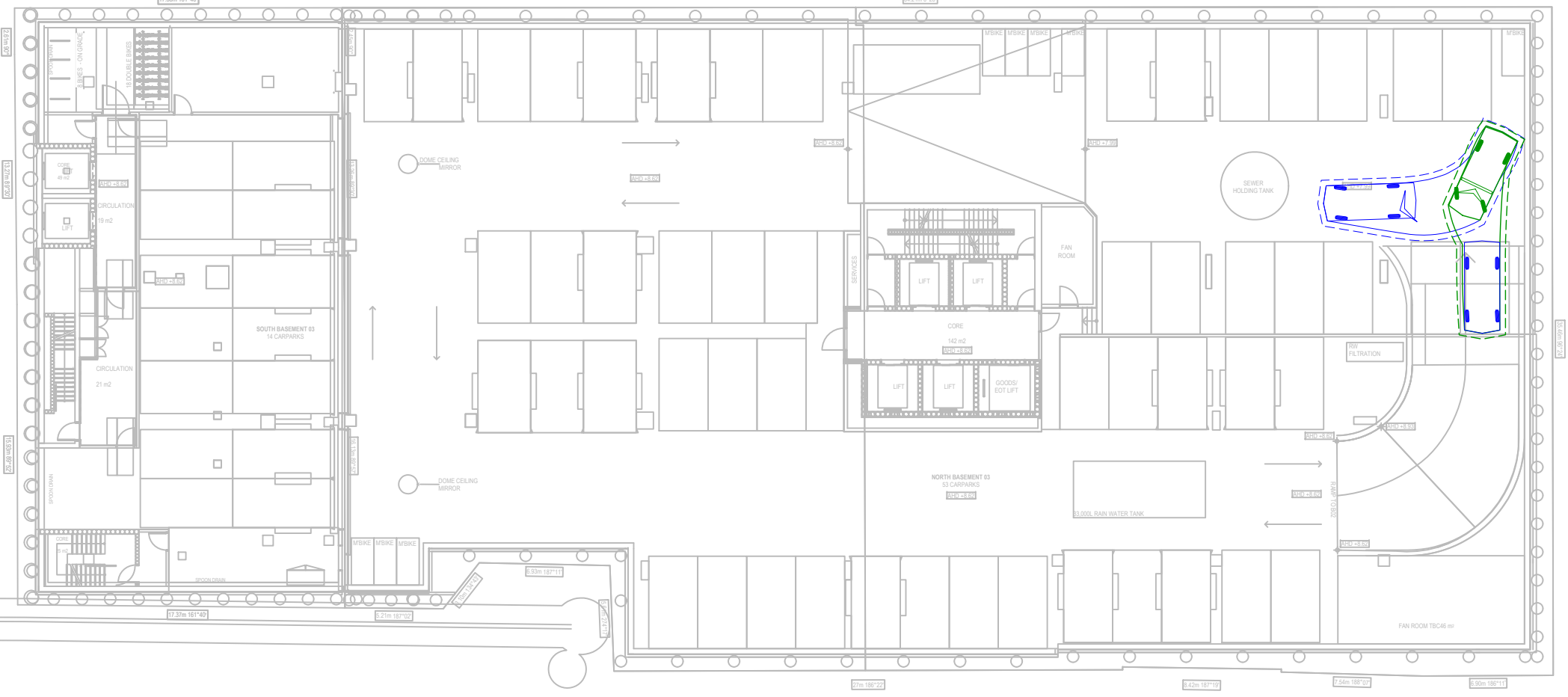
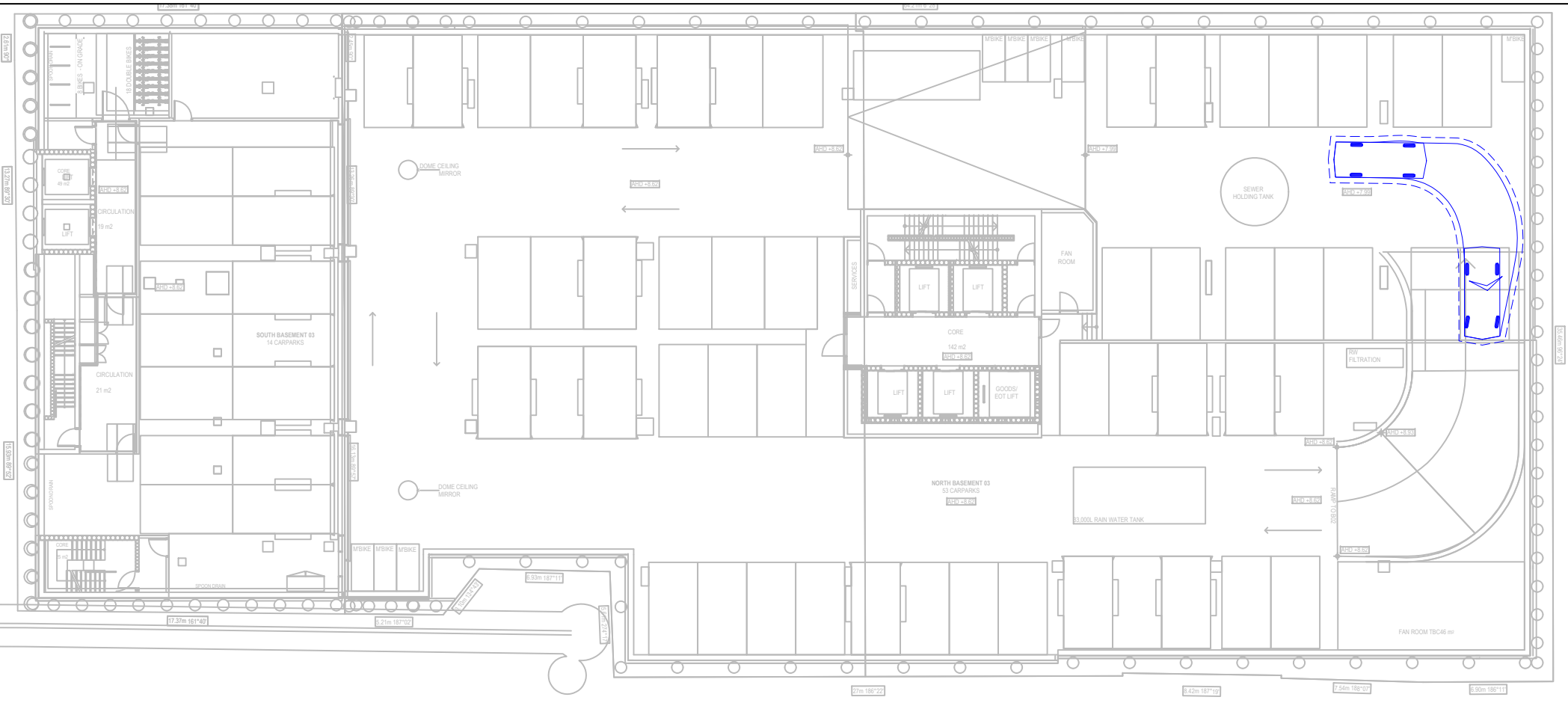
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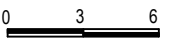
DATE
 30/09/2024



ADVERTISED PLAN



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 ABN 005 422 104
 LEVEL 5, 65 DOVER STREET
 CREMORNE, VICTORIA 3121
 TELEPHONE (03)9429 3111
 FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)

	<p>VEHICLE ENVELOPE (FORWARD)</p> <p>300mm CLEARANCE (FORWARD)</p> <p>VEHICLE ENVELOPE (REVERSE)</p> <p>300mm CLEARANCE (REVERSE)</p>
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Proposed Mixed Use Development 32-38 & 40-50 Rokeby Street, Collingwood Swept Path Assessment - Basement Level 3

NOTE:
 1) Base Plan Supplied By MA+Co Architects on 2024.09.13
 2) Maximum Design Speed 10km/h

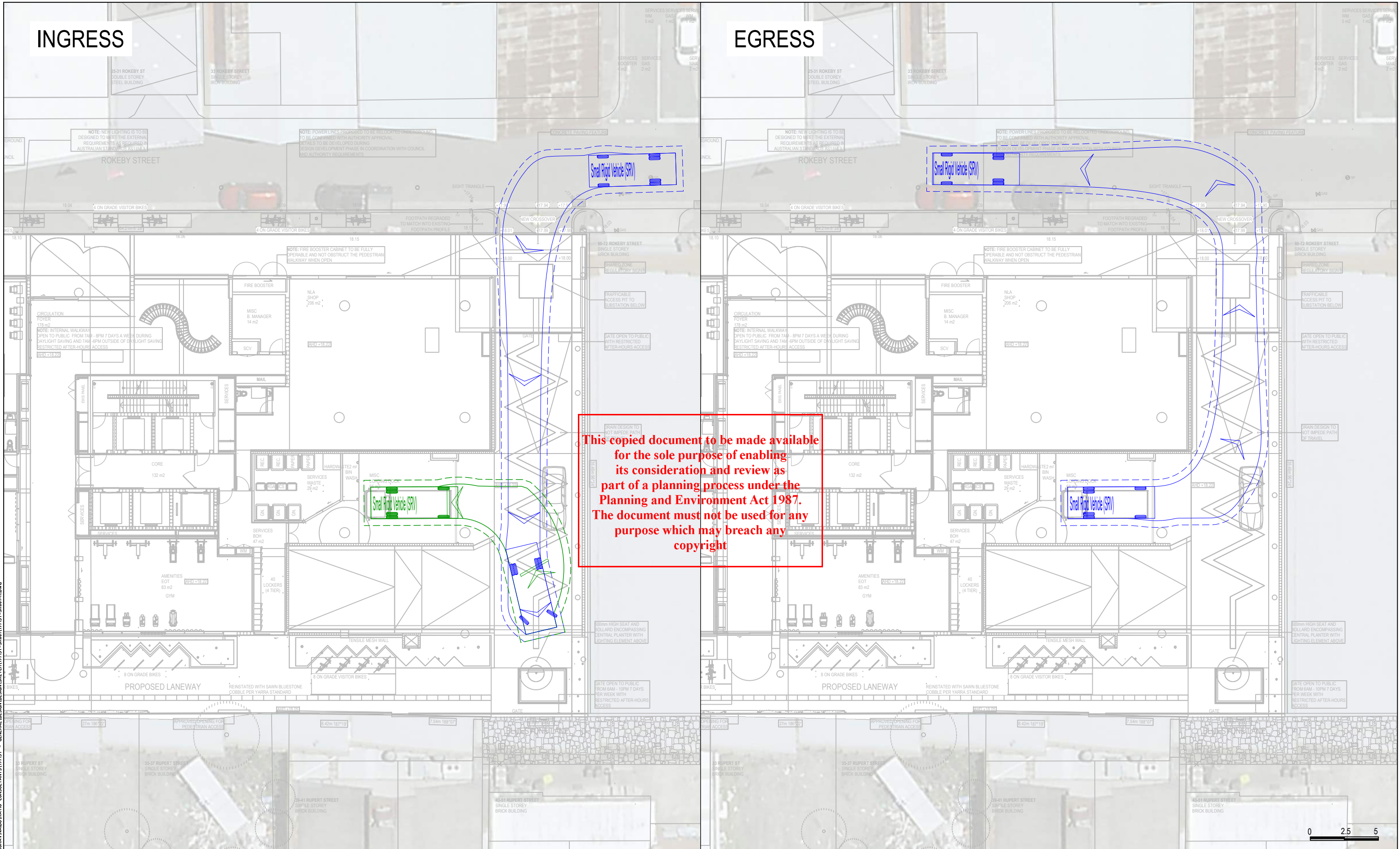
RATIO REFERENCE 19713T-SK001-H	SHEET No. 8 of 10	PREPARED BY S.N.	SCALE ####@A3	DATE 30/09/2024
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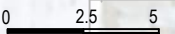
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INGRESS

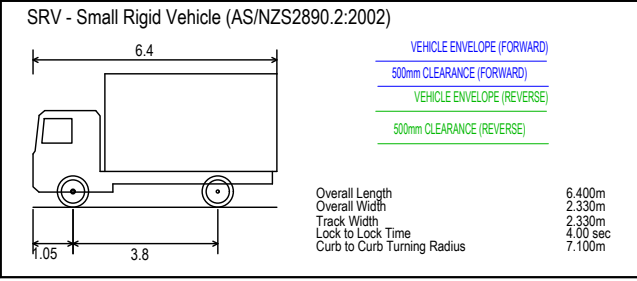
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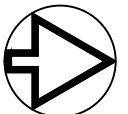


Proposed Mixed Use Development
 32-38 & 40-50 Rokeby Street, Collingwood
 Swept Path Assessment - Ground Floor

NOTE:
 1) Base Plan Supplied By MA+Co Architects on 2024.09.13
 2) Maximum Design Speed 10km/h

ADVERTISED PLAN

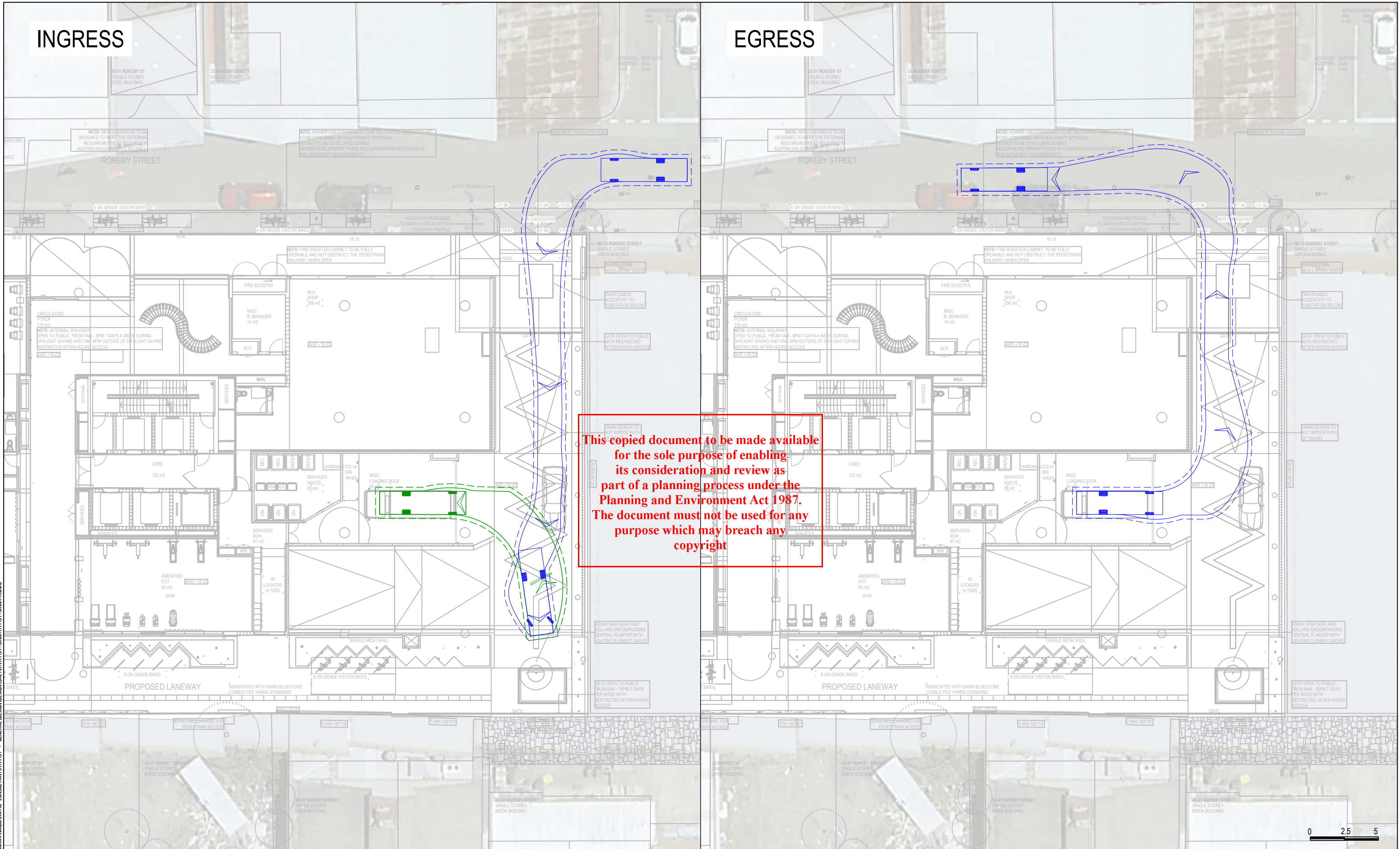
RATIO REFERENCE 17173T-SK001-H	SHEET No. 9 of 10	PREPARED BY S.N.	SCALE 1:250@A3	DATE 30/09/2024
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INGRESS

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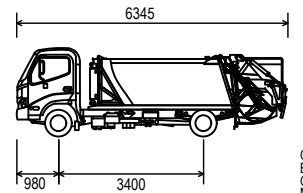


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Mini-Rear Loader Waste Collection Vehicle

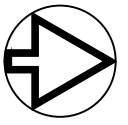


- VEHICLE ENVELOPE (FORWARD)
- 300mm CLEARANCE (FORWARD)
- VEHICLE ENVELOPE (REVERSE)
- 300mm CLEARANCE (REVERSE)

Proposed Mixed Use Development
 32-38 & 40-50 Rokeby Street, Collingwood
 Swept Path Assessment - Ground Floor

NOTE:
 1) Base Plan Supplied By MA+Co Architects on 2024.09.13
 2) Maximum Design Speed 10km/h

ADVERTISED PLAN



RATIO REFERENCE 17173T-SK001-H	SHEET No. 10 of 10	PREPARED BY S.N.	SCALE 1:250@A3	DATE 30/09/2024
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