

7-15 Horne Street, Elsternwick

Transport Impact Assessment

12 June 2026

Prepared for: Auyin Property Development

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



Urbis staff responsible for this report were:

Director	Manesha Ravji, RPEV, MIEAust CPEng NER
Senior Consultant	James Ramm
Project Code	P0061873
Report Number	Revision 2

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.
You must read the important disclaimer appearing within the body of this report.

urbis.com.au

Contents

1	Introduction	4
2	Existing Conditions	5
2.1	Site Location	5
2.2	Surrounding Land Uses	6
2.3	Public Transport	7
2.4	Active Transport	8
2.5	Road Network	8
2.6	Casualty Crash History	10
3	Strategic Context	12
4	Approved Development	13
5	The Proposal	14
6	Car Parking Provision	16
6.1	Planning Scheme Car Parking Requirement	16
6.2	Planning Permit Car Parking Requirement	17
6.3	Adequacy of Car Parking	17
7	Bicycle Parking	18
8	Traffic Generation and Impact	19
8.1	Traffic Generation	19
8.2	Traffic Impact	20
9	Conclusions	21
	Disclaimer	22

Appendices

Appendix A – Swept Path Analysis (prepared by Ratio Consultants)

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

Figures

Figure 1	Location of subject site	5
Figure 2	Aerial image of subject site	6
Figure 3	Zoning map near the subject site	6
Figure 4	Public transport services near the subject site	7
Figure 5	Bicycle infrastructure near the subject site	8
Figure 6	Horne Street facing south-east	9
Figure 7	Horne Street facing north-west	9
Figure 8	Lois Lane facing north-east	10
Figure 9	Lois Lane facing north-west	10
Figure 10	Unnamed Right of Way facing south-east	10
Figure 11	Unnamed Right of Way facing north-west	10
Figure 12	Casualty crash history near the subject site	11
Figure 13	Recommended future laneway network from Elsternwick Structure Plan Transport Study (2022)	12
Figure 14	Extract of endorsed ground floor plan	13
Figure 15	Extract of proposed ground floor plan	15

Tables

Table 1	Public transport services near subject site	7
Table 2	Approved and proposed development summary	14
Table 3	Statutory car parking requirement	16
Table 4	Planning permit car parking requirement	17
Table 5	Statutory bicycle parking requirement	18
Table 6	Residential peak hour trip generation	19
Table 7	Total peak hour trip generation	20

1 Introduction

Urbis has been engaged by Auyin Property Development to prepare a Transport Impact Assessment report for the proposed residential development at 7-15 Horne Street, Elsternwick. The report assesses the traffic and parking impacts of the proposed development based on:

- An inspection of the subject site and surrounding area undertaken on 5 February 2026
- Plans prepared by CBG Architects & Interior Designers (dated 5 June 2026)
- The existing planning permit for the subject site GE/DP-32409/2018/C
- Endorsed plans for the subject site prepared by CBG Architects & Interior Designers (Revision K dated 19/11/2024)
- The Transport Impact Assessment report accompanying the approved development (14988T-REP04-F01 prepared by Ratio Consultants)

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

2 Existing Conditions

2.1 Site Location

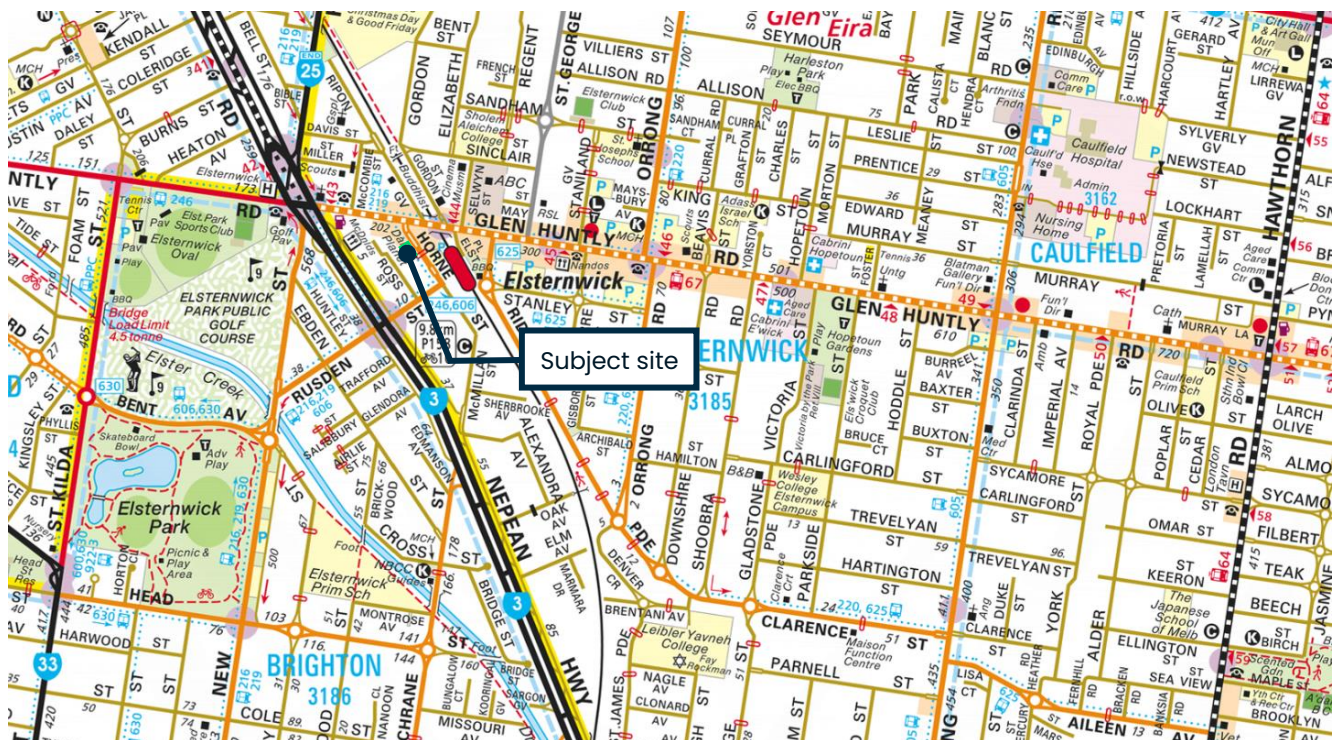
The subject site is located on the south-western side of Horne Street, approximately 50 metres south-east of Glen Huntly Road. It is rectangular in shape with a frontage of approximately 44.2 metres to Horne Street, comprising a total site area of approximately 1,280 square metres.

The location of the subject site with respect to the wider road network is shown in **Figure 1**.

The subject site is currently occupied by the Daily Planet building and retail / office tenancies.

An aerial view of the subject site is provided in **Figure 2**.

Figure 1 Location of subject site



Source: Melways Publishing Pty Ltd

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED
PLAN

ADVERTISED PLAN

Figure 2 Aerial image of subject site

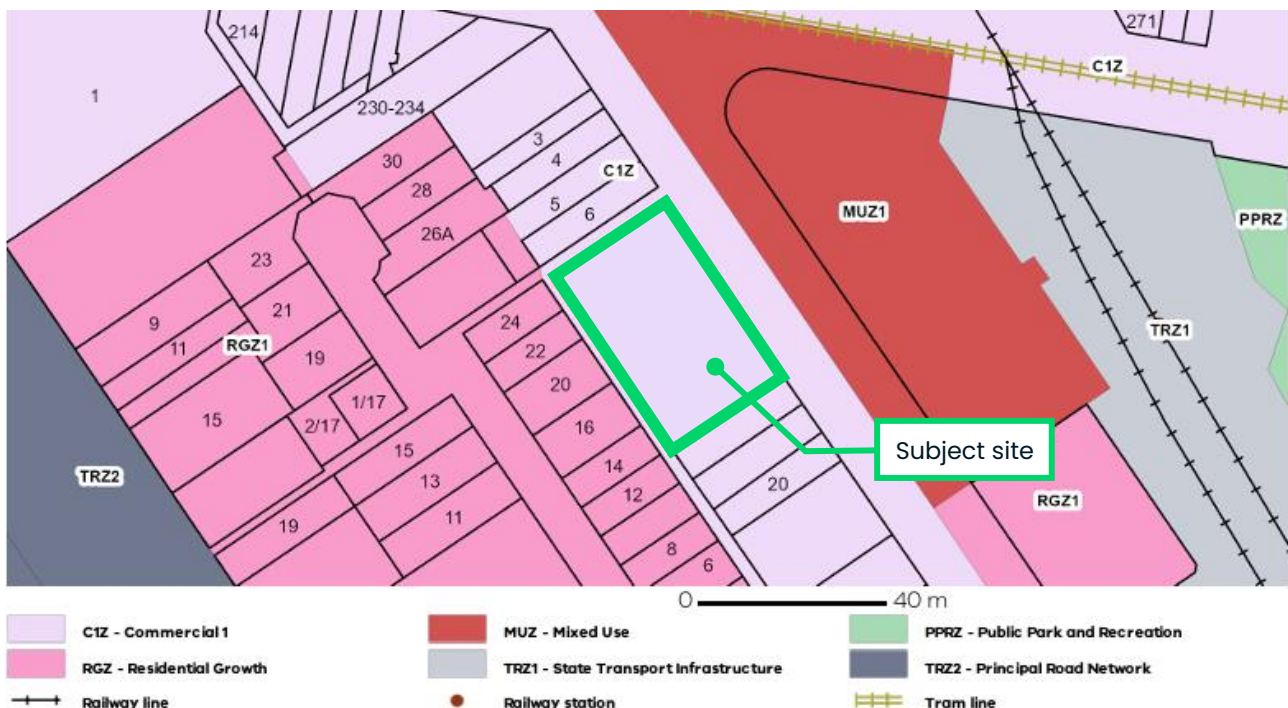


Source: Nearmap

2.2 Surrounding Land Uses

The subject site is located within the Commercial 1 Zone (C1Z) under the Glen Eira Planning Scheme and is subject to the Parking Overlay – Schedule 2 – Precinct 2-3 (PO2-3). It is surrounded by a mixture of residential and commercial uses to the north and east, conducive to an inner-suburb activity centre. Land uses to the south and west of the subject site is typically residential, comprising a mixture of detached dwellings and multi-unit developments. A zoning map of the subject site and surrounding area is provided in **Figure 3**.

Figure 3 Zoning map near the subject site

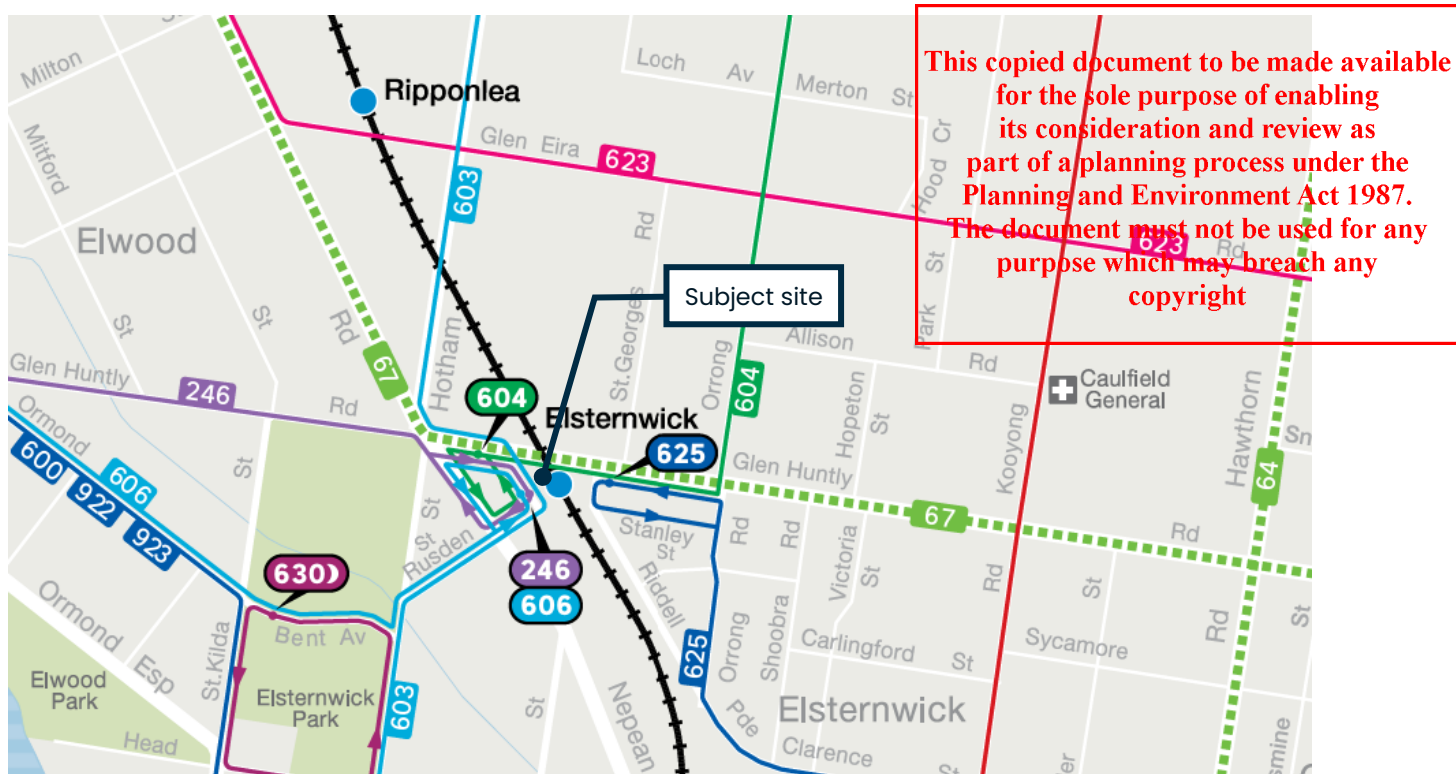


Source: VicPlan

2.3 Public Transport

The subject site has excellent access to public transport and is located within the Principal Public Transport Network (PPTN) area. The existing public transport in the vicinity is shown in **Figure 4**.

Figure 4 Public transport services near the subject site



Source: Transport Victoria

Elsternwick Train Station is located immediately to the east of the subject site, providing services on the Sandringham Line. The No. 67 tram stops on Glen Huntly Road approximately 140 metres walk from the subject site, and a number of bus routes also stop near the station on Horne Street and Glen Huntly Road. A summary of public transport services near the site is provided in **Table 1**.

Table 1 Public transport services near subject site

Service	Description	Walking distance from subject site	Typical weekday off-peak frequency
Elsternwick Train Station	Sandringham Line	140 metres	15 minutes
Tram No. 67	Melbourne University to Carnegie	140 metres	10-15 minutes
Bus Route 246	Elsternwick – Clifton Hill via St Kilda	40 meters	10 minutes
Bus Route 603	Brighton Beach – Burnley Station via Elsternwick Station	40 meters	20 minutes
Bus Route 604	Elsternwick Station – Anzac Station via Toorak Station	40 meters	20 minutes
Bus Route 606	Elsternwick Station – Fishermans Bend	40 meters	30 minutes
Bus Route 625	Elsternwick – Chadstone via Ormond & Oakleigh	270 metres	30 minutes

2.4 Active Transport

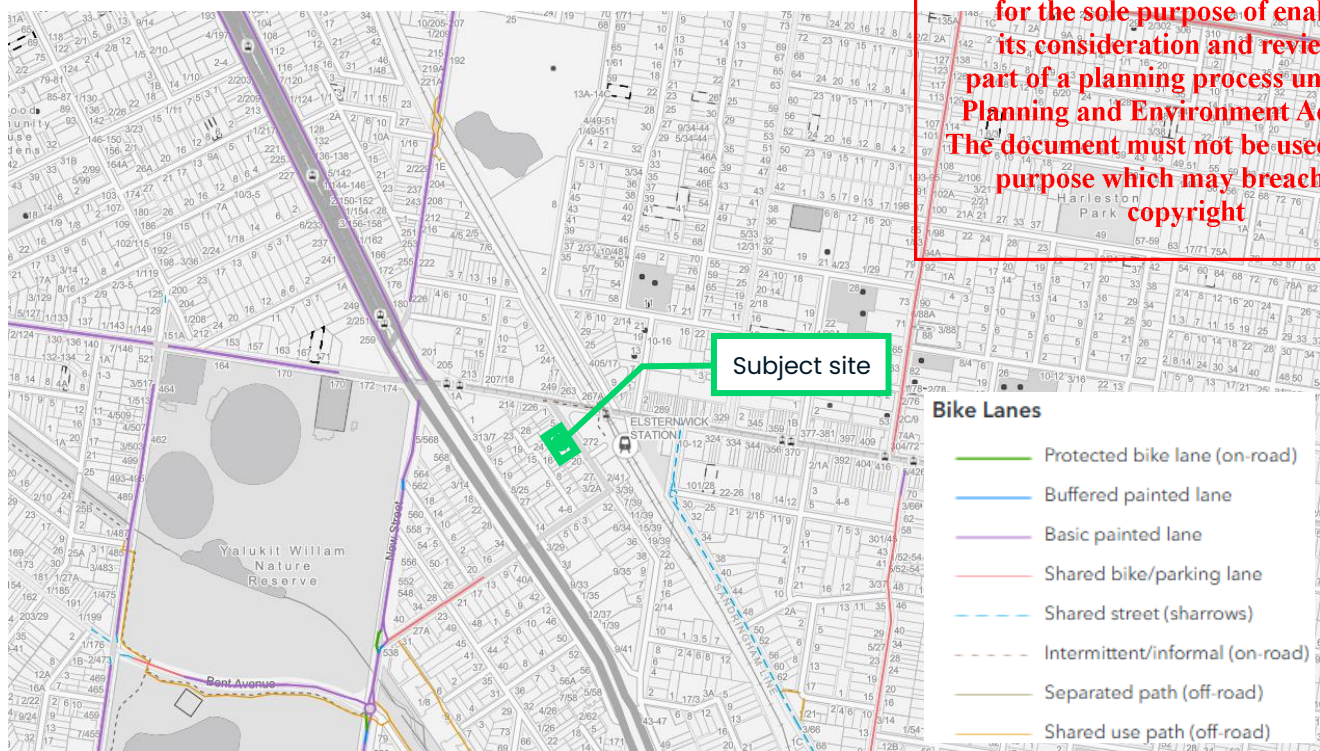
Footpaths are provided on both sides of the majority of roads in the vicinity of the subject site. A raised wombat pedestrian crossing is provided on Horne Street to the south-east of the subject site, providing a safe crossing opportunity and connection to bus stops on the opposite side of the road.

Walk Score is an online platform which measures the walkability of a particular site. The score is based on potential walking routes between the site and nearby amenities and public space. The subject site has a Walk Score of 97 out of 100, suggesting that a car is not necessary to complete most daily errands.

The subject site has limited access to safe and attractive bicycle infrastructure. Painted bicycle lanes are provided on Nepean Highway to the north of Glen Huntly Road, on New Street to the south of Glen Huntly Road, and Glen Huntly Road to the west of the Nepean Highway, however these facilities would typically be used by strong and confident riders. A map of the existing bicycle infrastructure in the vicinity of the subject site is provided in **Figure 5**.

Glen Huntly Road is part of the Principal Bicycle Network and it therefore may see future investment into bicycle facilities.

Figure 5 Bicycle infrastructure near the subject site



Source: Transport Victoria

2.5 Road Network

2.5.1 Horne Street

Horne Street is classified as a "Link" street near the subject site under the Glen Eira Register of Public Roads and falls under the management of Council. It features a carriageway width of approximately 12.5 metres, providing one traffic lane in each direction separated by a raised central median. Kerbside parking is typically permitted on the south-western side of the street, subject to a 2P restriction during the day on weekdays and on Saturday mornings. The north-eastern side of the street is restricted to Bus Zones near the site.

Horne Street is subject to the default urban speed limit of 50 kilometres per hour.

Views of Horne Street are provided in **Figure 6** and **Figure 7**.

**ADVERTISED
PLAN**

Figure 6 Horne Street facing south-east



Figure 7 Horne Street facing north-west



2.5.2 Lois Lane

Lois Lane abuts the subject site to the north-west and falls under the care and management of Council. It has a typical width of approximately 3.4 metres and features bolt-down speed humps. Views of Lois Lane near the subject site are provided in **Figure 8** and **Figure 9**.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 8 Lois Lane facing north-east



Figure 9 Lois Lane facing north-west



2.5.3 Right of Way

An unnamed Right of Way abuts the subject site to the south-west and falls under the care and management of Council. It has a varying cadastral width between 2.2 to 3.0 metres however generally provides a wider functional carriageway due to property setbacks. Views of the Right of Way near the subject site are provided in **Figure 10** and **Figure 11**.

Figure 10 Unnamed Right of Way facing south-east



Figure 11 Unnamed Right of Way facing north-west



2.6 Casualty Crash History

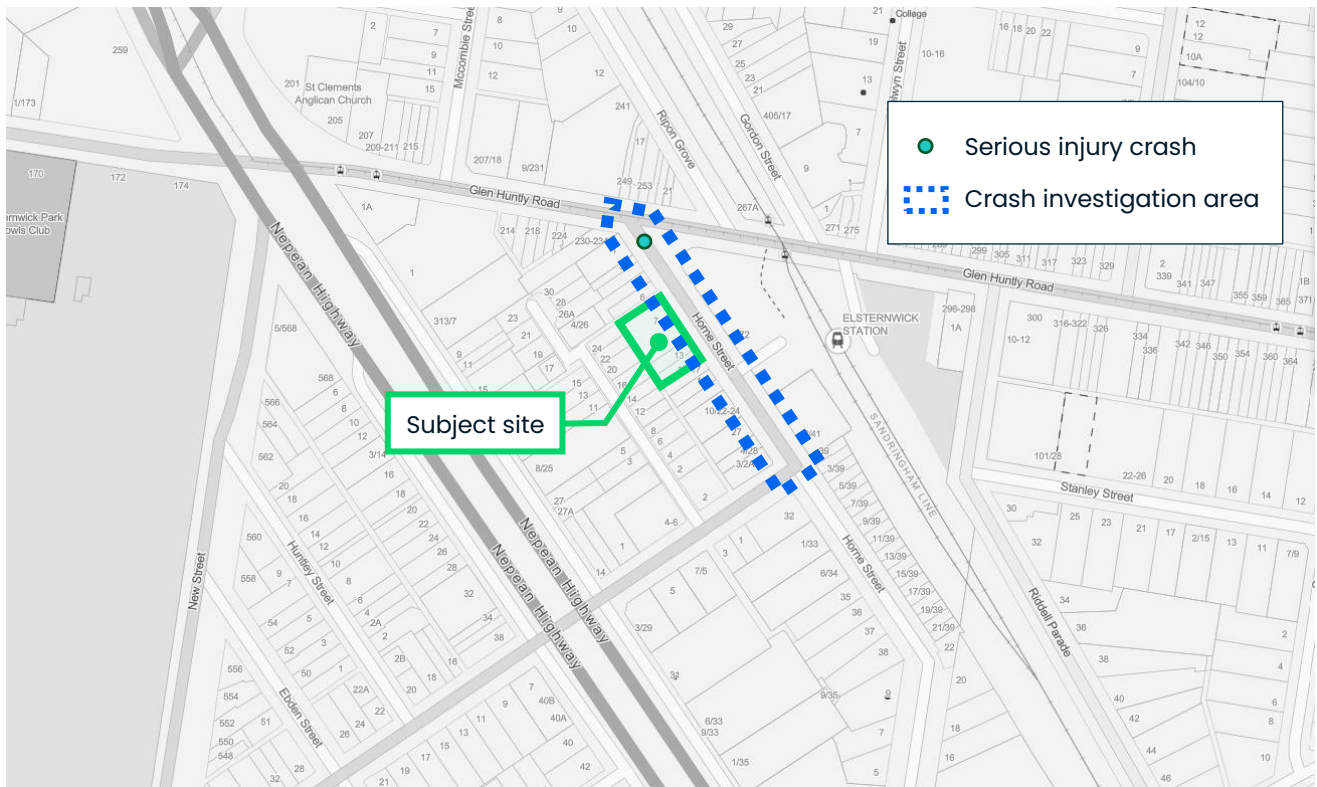
A review of casualty crash data has been conducted along Horne Street in the vicinity of the subject site. Crash statistics for the most recently available five-year period between June 2020 and May 2025 have been extracted from the Department of Transport and Planning's open-source database.

The crashes recorded within the investigation area are presented in **Figure 12**.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

Figure 12 Casualty crash history near the subject site



Source: Transport Victoria (modified by Urbis)

The crash investigation area includes Horne Street between Glen Huntly Road and Rusden Street, inclusive of each intersection.

One crash was recorded across the study period. The crash occurred on Horne Street just south of Glen Huntly Road at 3:30pm on Saturday 17 October 2020. It involved a single motorcyclist losing control on the carriageway and resulted in a 'Serious injury' to the motorcyclist.

This single recorded accident does not indicate any inherent road safety issues or trends that would be exacerbated by the development of the subject site.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

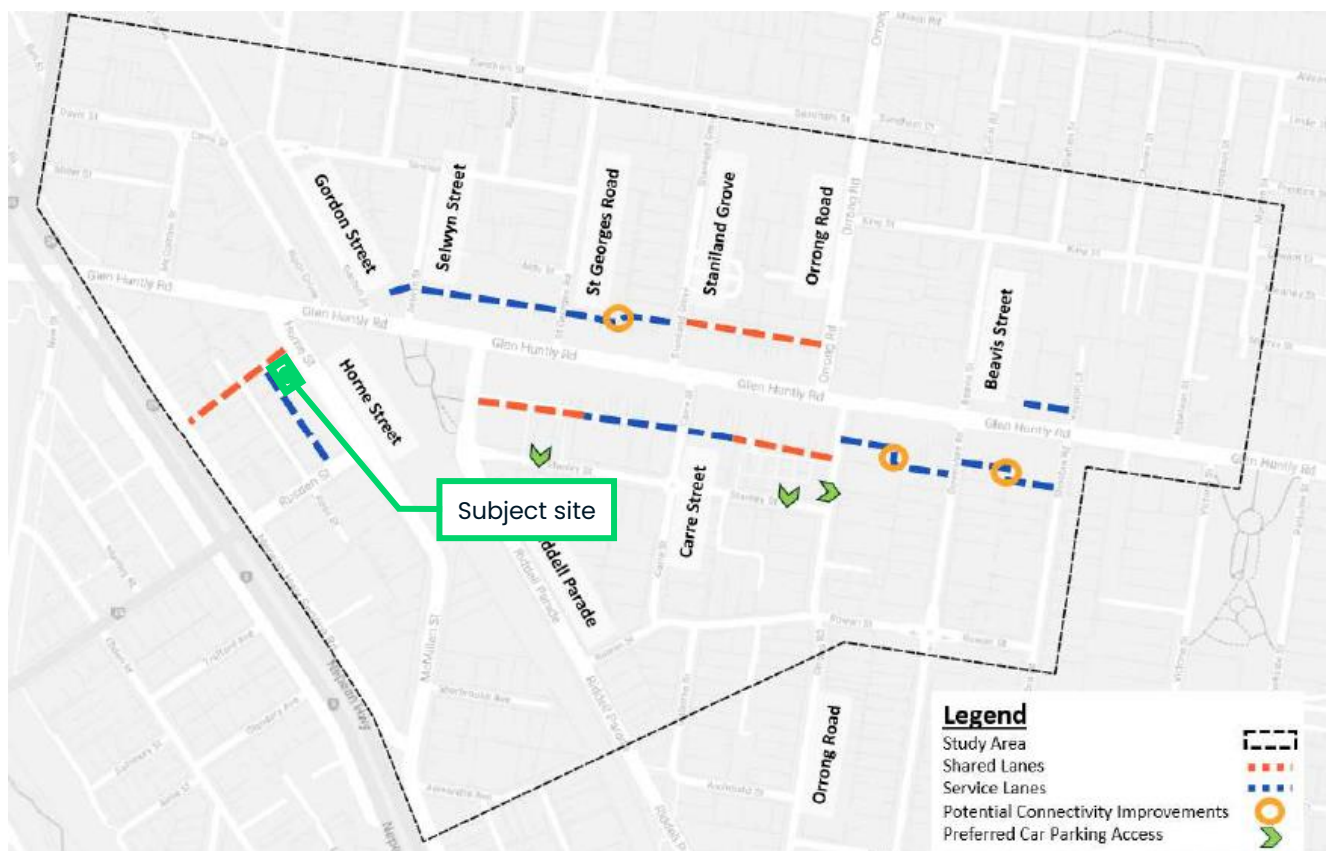
3 Strategic Context

The subject site is located within the Elsternwick Major Activity Centre and within the Elsternwick Structure Plan area. Whilst the structure plan was adopted by Glen Eira City Council in August 2023, the Department of Transport and Planning announced in February 2025 that it would lead structure planning for Elsternwick as part of its Activity Centres Program.

The Elsternwick Activity Centre is included under Stage 2 of the Activity Centre Program, and as such plans have not been finalised at the time of writing this report. Nevertheless, it is expected that the transport elements of the structure planning will largely align with the objectives of the original Elsternwick Structure Plan.

The Elsternwick Structure Plan Transport Study was completed in 2022 to inform the development of the wider structure plan. Amongst the establishment of broader transport recommendations, the study established a recommended future laneway network (shown in **Figure 13**).

Figure 13 Recommended future laneway network from Elsternwick Structure Plan Transport Study (2022)



Source: Glen Eira City Council, originally prepared by Ratio Consultants

The Right of Way abutting the subject site to the north-west is earmarked as a “shared lane” which should encourage active frontages and the sharing of space between motorised and non-motorised traffic.

The Right of Way abutting the subject site to the south-west is labelled as a “Service Lane” which should encourage vehicle access for servicing and waste collection.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

4 Approved Development

The existing planning permit GE/DP-32409/2018/C and corresponding endorsed documentation allows for construction of a multi-storey mixed use building on the subject site.

The approved development includes:

- 30 apartments (16 x two-bedroom and 14 x three-bedroom)
- A ground floor café/restaurant comprising 190 square metres
- A total of 60 car parking spaces, including:
 - 58 spaces allocated to residents across two basement levels
 - Two spaces allocated to the café/restaurant on ground level, including one accessible space
- A total of 44 bicycle parking spaces, including:
 - 32 resident spaces within a secure compound on the upper ground floor
 - Two bicycle hoops (providing four spaces) for residential visitors on the lower ground floor
 - Three bicycle hoops (providing six spaces) on the Horne Street footpath outside the subject site
 - One bicycle hoop (providing two spaces) outside the rear lobby entry to the south-western laneway.

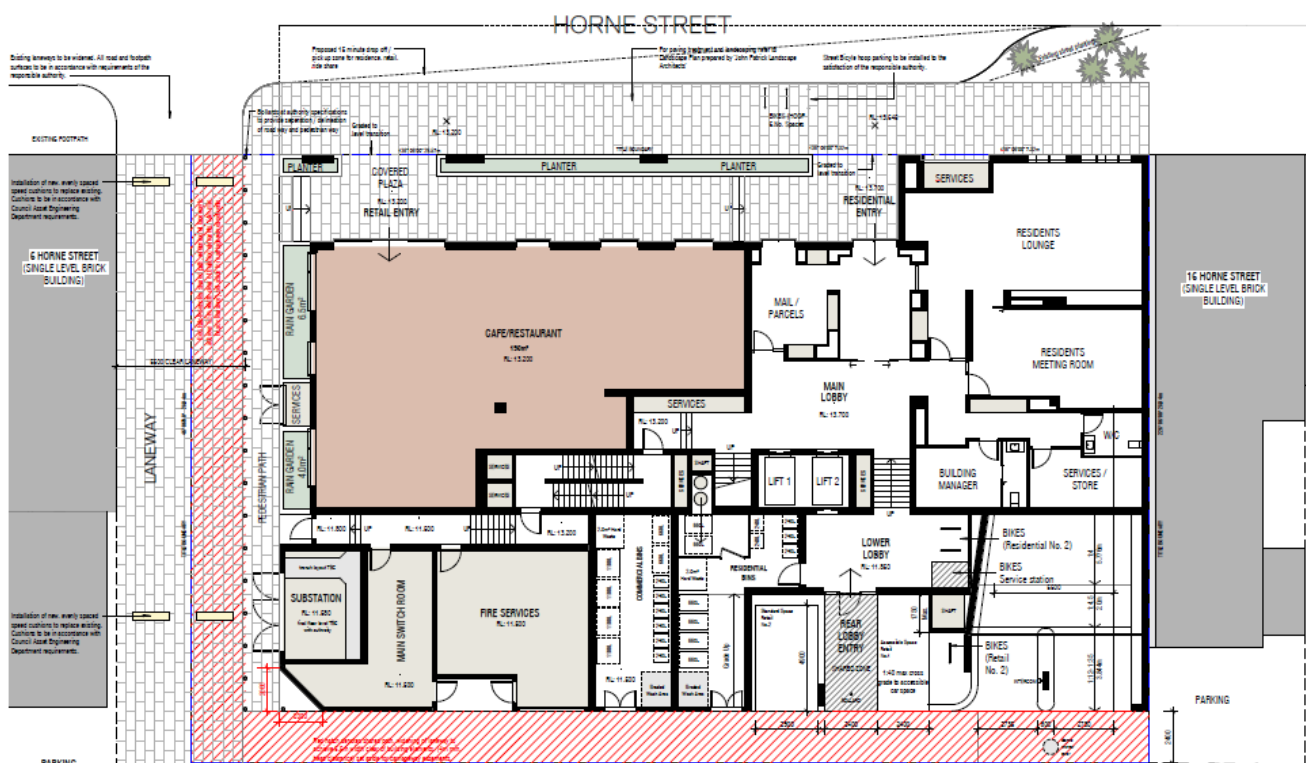
This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Vehicle access to the ground level car parking and basement ramp is approved via the rear laneway along the south-western boundary of the subject site. To enable two-way vehicle movements, the approval includes widening this laneway to achieve a minimum 5.5 metre clear width. New speed cushions are also proposed along the laneway in accordance with Council Asset Engineering Department requirements.

The endorsed plans also change the parking restriction on Horne Street to "15 minute P" adjacent to the site to facilitate drop-off and pick-up.

An extract of the endorsed ground floor plan is provided in **Figure 14**.

Figure 14 Extract of endorsed ground floor plan



Plans prepared by CBG Architects & Interior Designers (Revision K dated 19/11/2024)

P0061873 7-15 Horne Street, Elsternwick TIA 260612

Approved Development

13

5 The Proposal

The proposal seeks to modify the existing development approval to increase the building from eight storeys to 12 storeys. This will facilitate 10 additional apartments and 8.5 square metres of additional non-residential uses on the ground floor. Enhanced public realm improvements including a covered plaza in the northern corner of the site are also proposed. **Table 2** provides a summary of the approved and proposed development.

Table 2 Approved and proposed development summary

	Approved Development	Proposed Development	Change
Apartments	30 dwellings 16 x two-bedroom 14 x three-bedroom	40 dwellings 25 x two-bedroom 15 x three-bedroom	+10 dwellings +9 two-bedroom +1 three-bedroom
Café/Restaurant	190 square metres	116 square metres	-74 square metres
Retail	Nil	82.5 square metres	+82.5 square metres
Car parking	60 spaces 58 residential, 2 retail	60 spaces 58 residential, 2 retail	None
Bicycle parking	32 resident spaces 4 resident visitor spaces 2 retail spaces 6 spaces on Horne Street	40 resident spaces 4 resident visitor spaces 2 retail spaces 6 spaces on Horne Street	+8 resident spaces

The following elements of the approved development are retained in the proposal with no changes:

- Location and design of the basement car park access
- The layout and design of basement circulation ramps and most car parking
- The layout and design of ground level car parking, including retention of the accessible parking space
- The widening of abutting laneways to a minimum 5.5 metre clear width
- The 15-minute restricted parking spaces on the south-western side of Horne Street

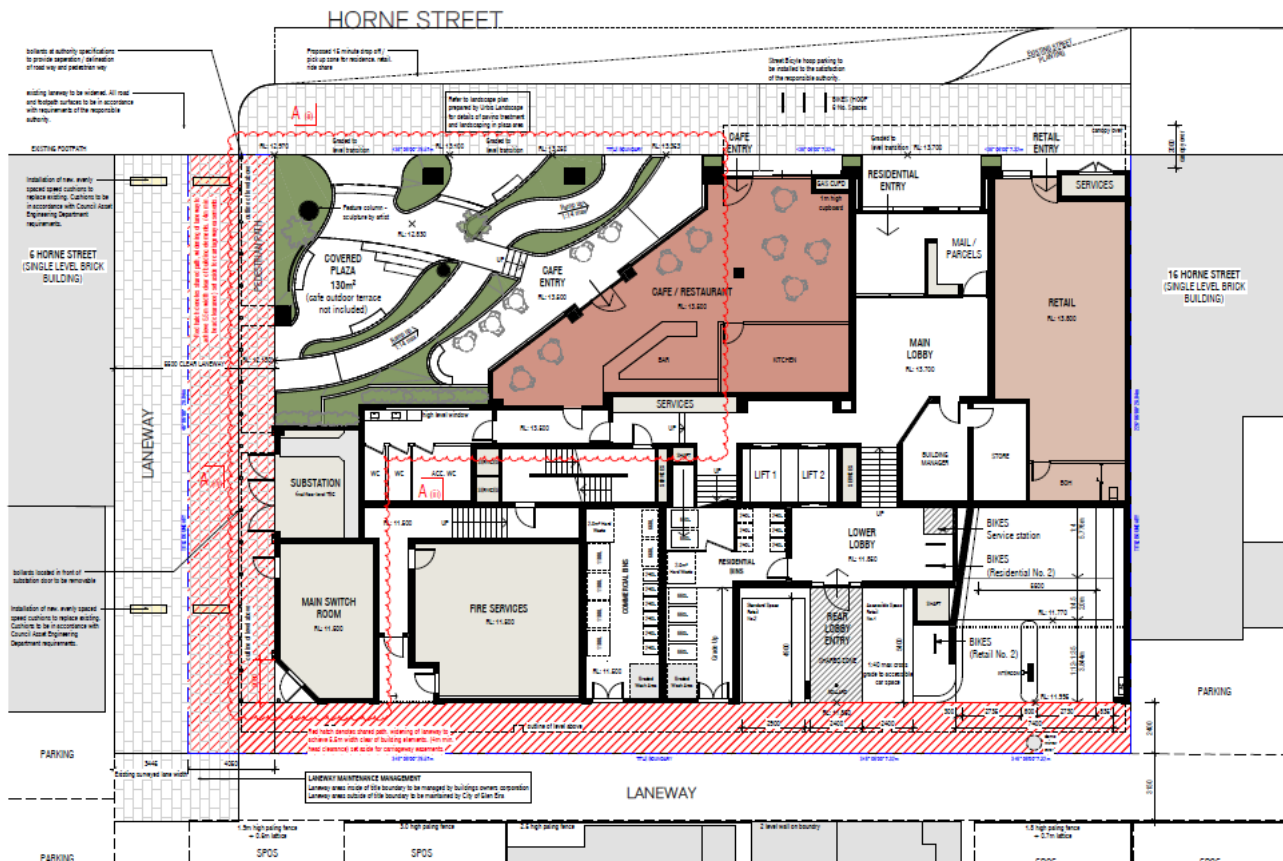
Following advice provided by DTP's Development Facilitation Program (DFP) Urban Design team, minor alternations to the basement car parking layout have been made. This included the removal of two garage areas and replacement with standard car parking spaces. The proposed re-arrangement of car parking increases the functionality of the car park by providing spaces in accordance with Clause 52.06-9 of the Glen Eira Planning Scheme.

Appendix A provides a copy of the approved swept path analysis prepared by Ratio Consultants for the proposed car park access and layout design. Two of the swept paths completed for this work are flagged as redundant given the removal of two garages.

An extract of the proposed ground floor plan is shown in **Figure 15**.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 15 Extract of proposed ground floor plan



Plans prepared by CBG Architects & Interior Designers (dated 5/06/2026)

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED
PLAN

6 Car Parking Provision

6.1 Planning Scheme Car Parking Requirement

Clause 52.06 of the Glen Eira Planning Scheme sets out car parking requirements for new use developments. The purpose of this clause, amongst other things, is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework
- 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
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use

The car parking requirement for a use specified in Table 1 of clause 52.06-5 does not apply if a schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

The site is subject to Schedule 2 of the Parking Overlay – Precinct 2-3 (PO2-3) under the Glen Eira Planning Scheme. This Parking Overlay specifies car parking rates for student housing accommodation and applies the Column B rate in Table 1 of clause 52.06-5 for all other uses.

VC277 was gazetted into the Victorian Planning Provisions in December 2025. This amendment affected clause 52.06 and introduced new car parking categories and rates based on a site's public transport accessibility level. Under Transitional Provision C in clause 52.06-12, any reference in a Parking Overlay to 'clause 52.06-5' is taken to be a reference to the former clause (i.e. clause 52.06-5 as in force immediately before the day Amendment VC277 came into operation).

On this basis, the proposed development is subject to the minimum car parking requirements as specified in the former *Column B* of Table 1 in clause 52.06-5. These statutory minimum requirements for the proposed development are summarised in **Table 3**.

Table 3 Statutory car parking requirement

Land use	Size	Minimum car parking rate	Statutory minimum requirement
Dwelling	25 x two-bedroom	1 space to each dwelling	25 spaces
	15 x three-bedroom	2 spaces to each dwelling	30 spaces
Food and drink premises	116 m ² net floor area	3.5 spaces per 100 m ² net floor area	4 spaces
Shop	82.5 m ² leasable floor area	3.5 spaces per 100 m ² leasable floor area	2 spaces
Total			61 spaces

The proposal triggers a statutory minimum car parking requirement of 55 spaces for the residential component. Given 58 car parking spaces are proposed on-site for resident use, the residential use of the development meets its minimum statutory car parking requirement.

The proposal triggers a statutory minimum car parking requirement of six spaces for the Food and drink premises and Shop uses. Given two spaces are proposed on-site for these uses, a total reduction of four car parking spaces is sought for these uses.

6.2 Planning Permit Car Parking Requirement

The existing development approval includes a reduction from the statutory car parking requirement. Condition 10 of planning permit GE/DP-32409/2018/C specifies the required allocation of car parking spaces within the development:

- One car space for each one or two bedroom apartment
- Two car spaces for each three or more bedroom apartment
- 1.0 car spaces to each 100sqm of leasable floor area for the shops

Table 4 summarises the proposal against the allocation of on-site car parking required under the planning permit:

Table 4 Planning permit car parking requirement

Land use	Size	Permit minimum rate	Permit minimum requirement	Proposed provision
Dwelling	25 x two-bedroom	1 space to each dwelling	25 spaces	58 spaces
	15 x three-bedroom	2 spaces to each dwelling	30 spaces	
Food and drink premises	116 m ² leasable floor area	1 space per 100 m ²	2 spaces	2 spaces
Shop	82.5 m ² leasable floor area			
Total			57 spaces	60 spaces

The proposed development meets the minimum car parking allocation specified in the planning permit for the subject site.

6.3 Adequacy of Car Parking

Assessing the proposal from first principles results in a shortfall from the statutory minimum car parking requirement. However, the existing planning permit allows for the development of a mixed-use building on the subject site with a reduction in car parking. This planning permit establishes minimum car parking allocations which are discussed in **Section 6.2**. The proposed development meets the minimum requirements specified within the existing planning permit, providing 58 car parking spaces for the residential component and two car parking spaces for the ground floor Food and drink premises/Shop uses.

On this basis, the proposed provision of car parking is considered adequate.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

7 Bicycle Parking

Clause 52.34 of the Glen Eira Planning Scheme sets out statutory bicycle parking requirements for new use developments. The statutory bicycle parking requirement for the proposed development is provided in **Table 5**.

The proposed “Food and drink premises” and “Shop” uses are nested under “Retail premises” in clause 73.04 of the Glen Eira Planning Scheme. Therefore the rate for “Retail premises” is applied to both uses.

Table 5 Statutory bicycle parking requirement

Land use	Size	Statutory bicycle parking rate		Statutory bicycle parking requirement	
		Resident/ Employee	Visitor	Resident/ Employee	Visitor
Dwelling	40 dwellings	1 to each 5 dwellings	1 to each 10 dwellings	8 spaces	4 spaces
Food and drink premises	116 m ² leasable floor area	1 to each 300 m ² leasable floor area	1 to each 500 m ² leasable floor area	0 spaces	0 spaces
Shop	82.5 m ² leasable floor area	1 to each 300 m ² leasable floor area	1 to each 500 m ² leasable floor area	0 spaces	0 spaces

It is proposed to provide a total of 52 bicycle parking spaces on-site, including:

- 40 resident spaces
- Four residential visitor spaces
- Two retail spaces
- Six public spaces on Horne Street

This proposed bicycle parking provision exceeds the statutory requirement and is considered suitable to accommodate the needs of future residents, employees and visitors.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

8 Loading

Clause 65.01 of the Glen Eira Planning Scheme requires that before deciding on an application or approval of a plan, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

All loading and unloading activities associated with the 'Food and drink premises' and 'Shop' tenancies are expected to be undertaken from Horne Street. Activities will be primarily related to the delivery of goods to each tenancy, which will likely be undertaken by small and medium rigid trucks and vans. There is an existing Loading Zone located approximately 20 metres south-east of the subject site that cater to the service and delivery vehicles associated with the tenancies.

On this basis, it is considered appropriate for loading associated with the 'Food and drink premises' and 'Shop' uses to occur from the existing Loading Zone on Horne Street. The proposed loading arrangement is considered appropriate and is consistent with the existing approved development for the site.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

9 Traffic Generation and Impact

9.1 Traffic Generation

9.1.1 Residential Trips

Vehicle traffic is primarily expected to be generated by residents. There is currently limited publicly available and consolidated case study data for traffic generation in Victoria, particularly for high-density residential developments. Conversely the Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* provides average trip generation rates based on surveyed developments across Sydney and regional NSW. These rates are considered appropriate to apply in the wider Australian context, and particularly within metropolitan Melbourne.

High density residential developments (six storeys or more) with high public transport accessibility (within 800 metres of multiple public transport services) generate an average of 0.19 vehicle trips per dwelling in the AM peak hour, and 0.15 vehicle trips per dwelling in the PM peak hour. To take a conservative approach, a vehicle trip generation rate of 0.20 trips per peak hour has been adopted. The expected directional splits of these residential trips are:

- AM peak hour: 20 per cent inbound, 80 per cent outbound
- PM peak hour: 60 per cent inbound, 40 per cent outbound

A summary of the residential traffic generation is provided in **Table 6**.

Table 6 Residential peak hour trip generation

Direction	AM peak hour	PM peak hour
Inbound trips	2 vehicles per hour	5 vehicles per hour
Outbound trips	6 vehicles per hour	3 vehicles per hour
Total	8 vehicles per hour	8 vehicles per hour

9.1.2 Retail Trips

The proposal provides two on-site car parking spaces for retail staff use. Each car parking space will therefore likely generate up to one inbound trip during the AM peak and one outbound trip during the PM peak hour.

9.1.3 Total Trips

It is conservatively assumed that the AM and PM peak hour traffic generation of the residential and retail uses will align. On this basis, a summary of the total trips generated by the proposal during the AM and PM peak hour is provided in **Table 7**. The traffic generated by the approved development of the site is also provided, allowing for the additional traffic generated by the proposal to be assessed.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

Table 7 Total peak hour trip generation

Direction	Approved development ¹		Proposed development	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Inbound trips	5 vehicles per hour	5 vehicles per hour	4 vehicles per hour	5 vehicles per hour
Outbound trips	10 vehicles per hour	10 vehicles per hour	6 vehicles per hour	5 vehicles per hour
Total	15 vehicles per hour	15 vehicles per hour	10 vehicles per hour	10 vehicles per hour

1. Extracted from Transport Impact Assessment report for approved development (14988T-REP04-F01 prepared by Ratio Consultants)

9.2 Traffic Impact

As shown in **Table 7**, an assessment of the proposed development against average trip generation rates presented in the TfNSW *Guide to Transport Impact Assessment* reveals lower peak hour vehicle trip generation than has been previously proposed for the site. As such, the proposal generates no additional vehicle traffic from what is approved.

The Transport Impact Assessment report for the approved development was prepared by Ratio Consultants and preceded the release of the *Guide to Transport Impact Assessment* by TfNSW. Whilst the requirements of this document do not directly apply to development assessments in Victoria, it provides commonly used data for vehicle trip generation.

As such, whilst the proposed development yield is higher than the approved development, the proposed development is expected to generate fewer vehicle trips than has been approved for the site. This is due to the release of more recent data (via the TfNSW *Guide to Transport Impact Assessment*) for high-density residential development since the assessment for the approved development.

On this basis, the proposed development is not expected to result in any additional traffic impact to the surrounding road network. Previously approved traffic mitigation measures are retained for the proposed development, including the widening of the Right of Ways adjacent to the site to support two-way vehicle movements.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

10 Conclusions

The proposal is considered supportable from a transport perspective. There are no traffic or parking grounds to prevent the proposal from being approved.

The Proposal

It is proposed to increase the yield of the approved development on the site from 30 apartments to 40 apartments and introduce 8.5 square metres of additional non-residential use on the ground floor. No changes are proposed to on-site car or bicycle parking provision.

The approved vehicle access and car park layout is also generally retained, with minor alterations to the basement car park layout in alignment with comments from the DFP Urban Design team. The re-arranged car parking spaces are dimensioned in accordance with Clause 52.06-9 of the Glen Eira Planning Scheme.

Car Parking

The proposal is located within a Parking Overlay which applies the *Column B* statutory minimum car parking rates of the former clause 52.06 provisions.

The development triggers a minimum requirement of 55 car parking spaces for the residential use. Given 58 spaces are proposed to be allocated to residents, the statutory minimum car parking requirement is satisfied.

The development triggers a statutory minimum requirement of six car parking spaces for the "Food and drink premises" and "Shop" uses. Given only two car parking spaces will be allocated for these uses, a reduction of four spaces is sought. This reduction is considered appropriate as it has been assessed in previous development applications for the site, evidenced by Condition 10 in planning permit GE/DP-32409/2018/C which establishes alternate car parking rates. Given the proposal meets the car parking requirements specified in the existing planning permit applicable to the site, the provision of on-site car parking is considered adequate.

Bicycle Parking

The proposed development exceeds its statutory minimum bicycle parking requirement.

Traffic Impact

Based on a revised assessment of the traffic generating potential of the proposed development using case study data, no additional peak hour traffic will be generated when compared to the approved development for the site.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

Disclaimer

This report is dated 12 June 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Auyin Property Development (**Instructing Party**) for the purpose of Transport Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

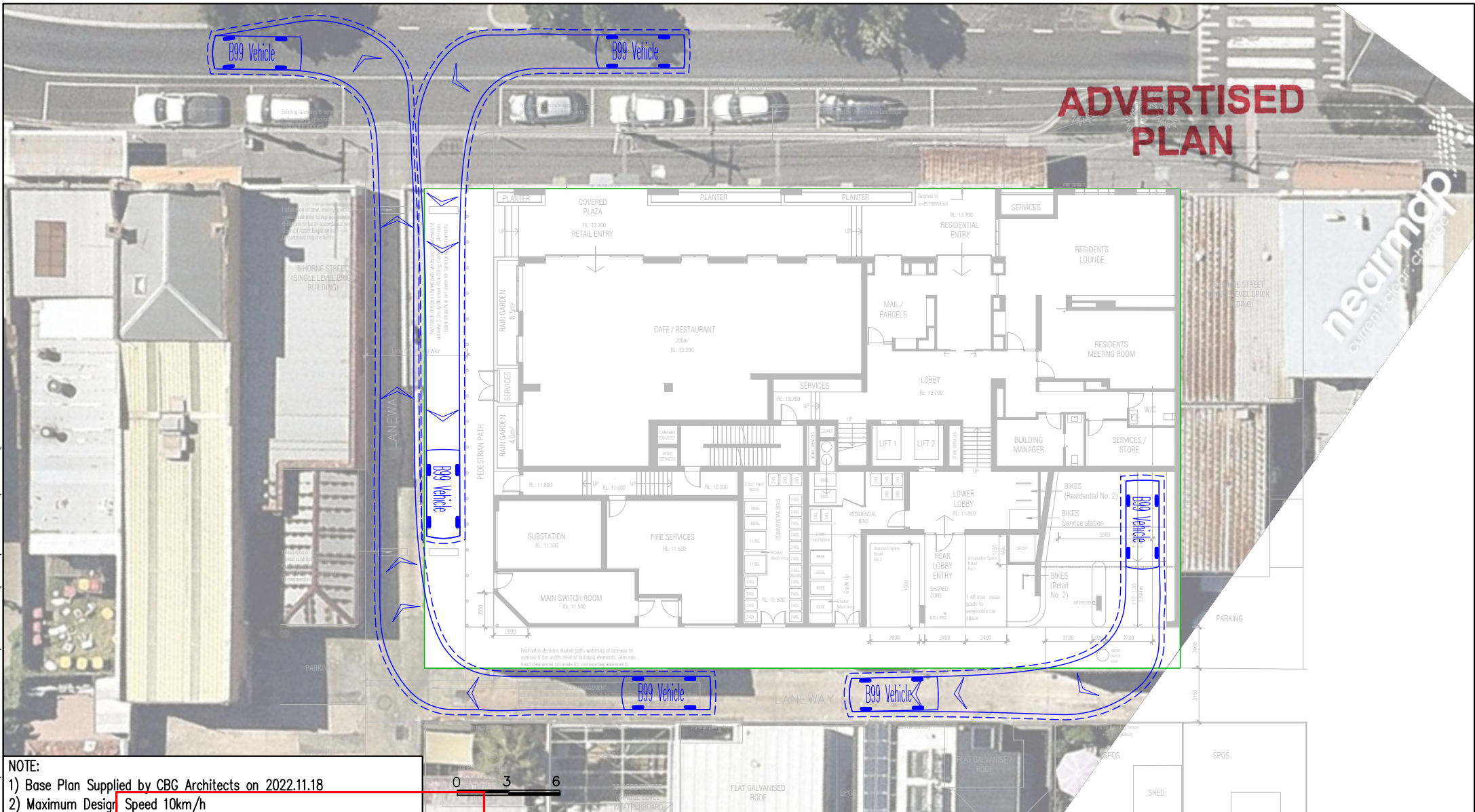
**ADVERTISED
PLAN**

Appendix A – Swept Path Analysis (prepared by Ratio Consultants)

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

Y:\14501-15000\14988T - 7-15 HORNE STREET, ELSTERNWICK\DESIGN (SWEEP PATHS)\2022.11.21\14988T-SK14.DWG
21/11/2022 10:16:38 AM



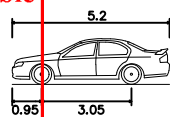
- NOTE:
- 1) Base Plan Supplied by CBG Architects on 2022.11.18
 - 2) Maximum Design Speed 10km/h

ratio

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

B99 Vehicle (AS/NZS2890.1: 2004)



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

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment



RATIO REFERENCE
14988T-SK14/MG

SHEET No.
1 of 8

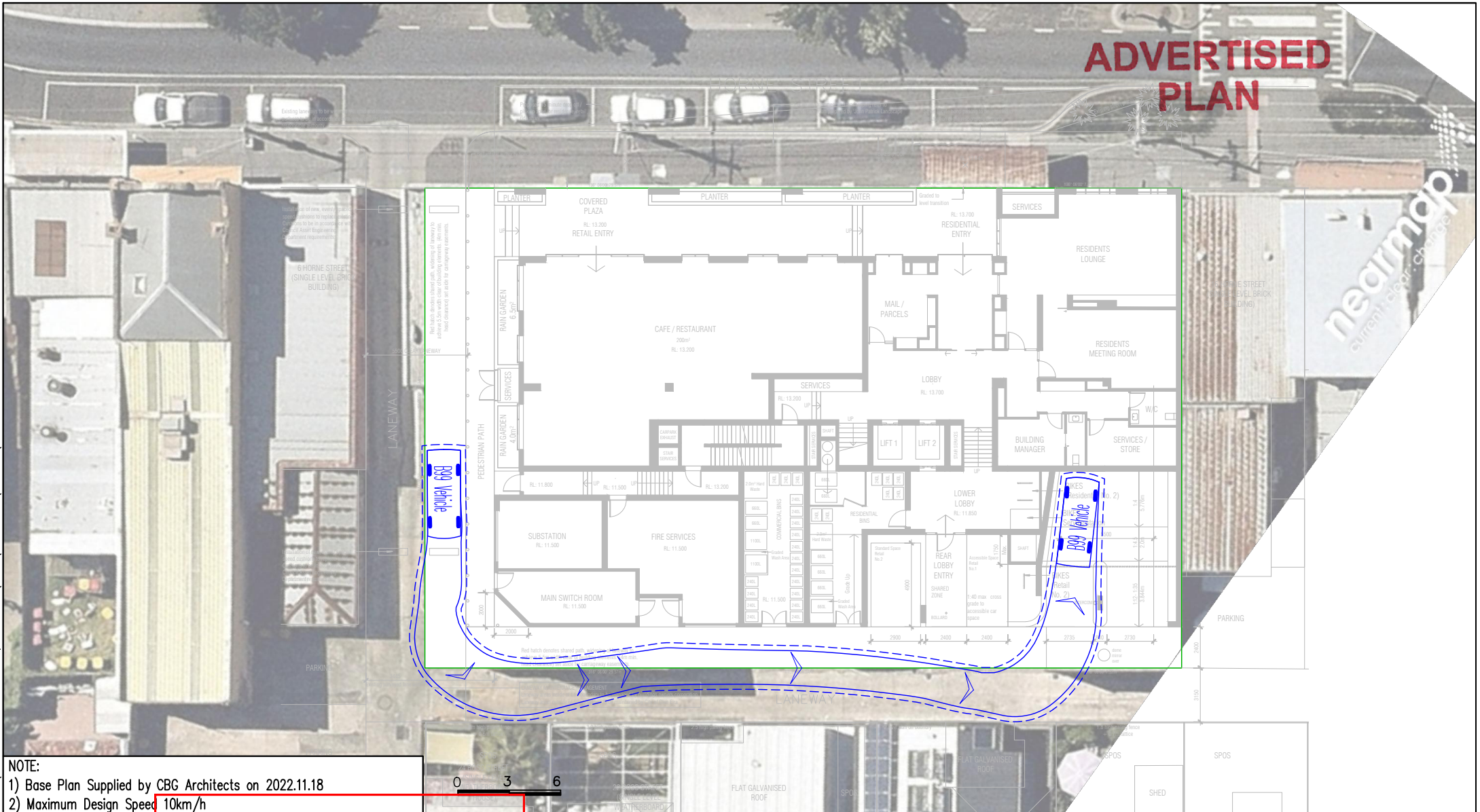
SCALE
1:300@A4

DATE
21/11/2022

Y:\14501-15000\14988T-7-15 HORNE STREET, ELSTERNWICK\DESIGN (SWEEP PATHS) 2022.11.21\14988T-SK14.DWG
21/11/2022 10:16:42 AM

ADVERTISED PLAN

nearmap
current floor - change



- NOTE:
- 1) Base Plan Supplied by CBG Architects on 2022.11.18
 - 2) Maximum Design Speed 10km/h

ratio

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

B99 Vehicle (AS/NZS2890.1: 2004)

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Residential Development 7-15 Horne Street, Elsternwick Swept Path Assessment					
RATIO REFERENCE		SHEET No.		SCALE	
14988T-SK14/MG		2 of 8		1:300@A4	
				DATE	
				21/11/2022	

Y:\14501-15000\14988T - 7-15 HORNE STREET, ELSTERNWICK\DESIGN\SWEPT PATHS\2022.11.21\14988T-SK14.DWG
21/11/2022 10:16:47 AM

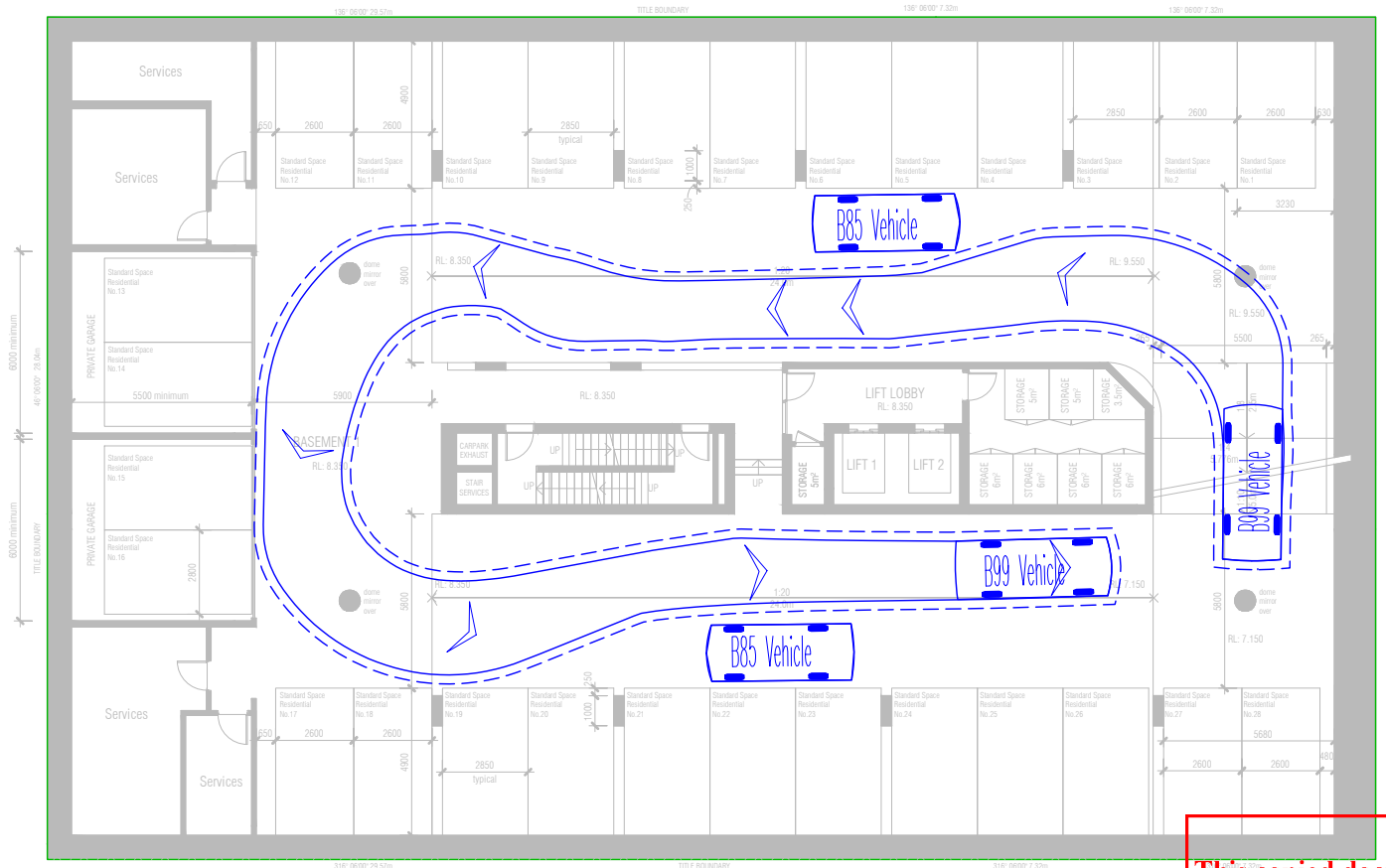
ADVERTISED PLAN

NOTE:

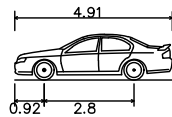
- 1) Base Plan Supplied by CBG Architects on 2022.11.18
- 2) Maximum Design Speed 10km/h

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011



B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.91m
Overall Width 2.8m
Overall Body Height 0.92m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

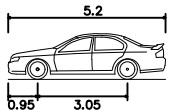
VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length 5.200m
Overall Width 3.05m
Overall Body Height 0.95m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

0 2.5 5

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment



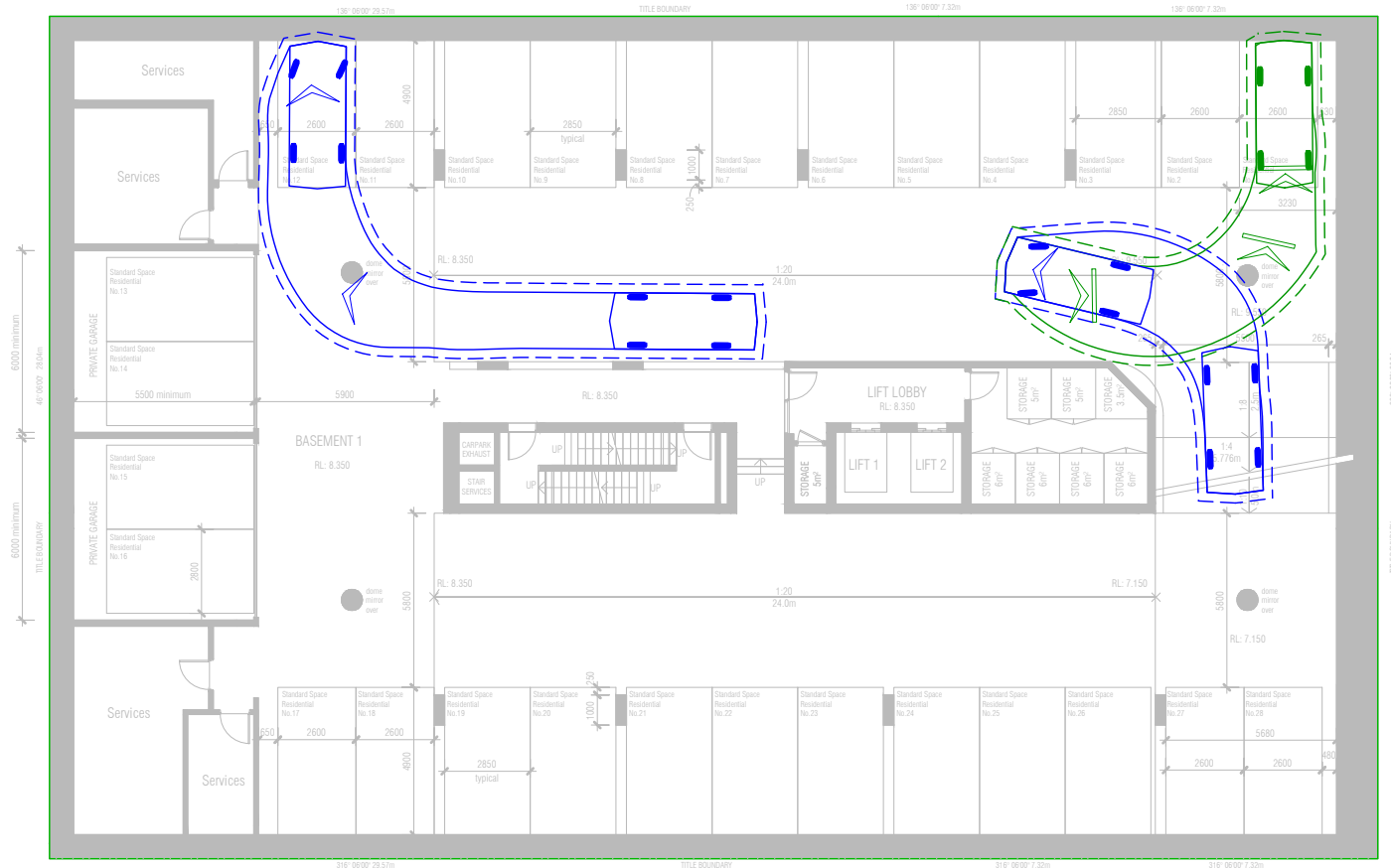
RATIO REFERENCE
14988T-SK14/MG

SHEET No.
3 of 8

SCALE
1:250@A4

DATE
21/11/2022

INGRESS



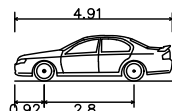
ADVERTISED PLAN

- NOTE:
- 1) Base Plan Supplied by CBG Architects on 2022.11.18
 - 2) Maximum Design Speed 10km/h

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1: 2004)



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

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
Development must not be used for any
purpose which may breach any
copyright

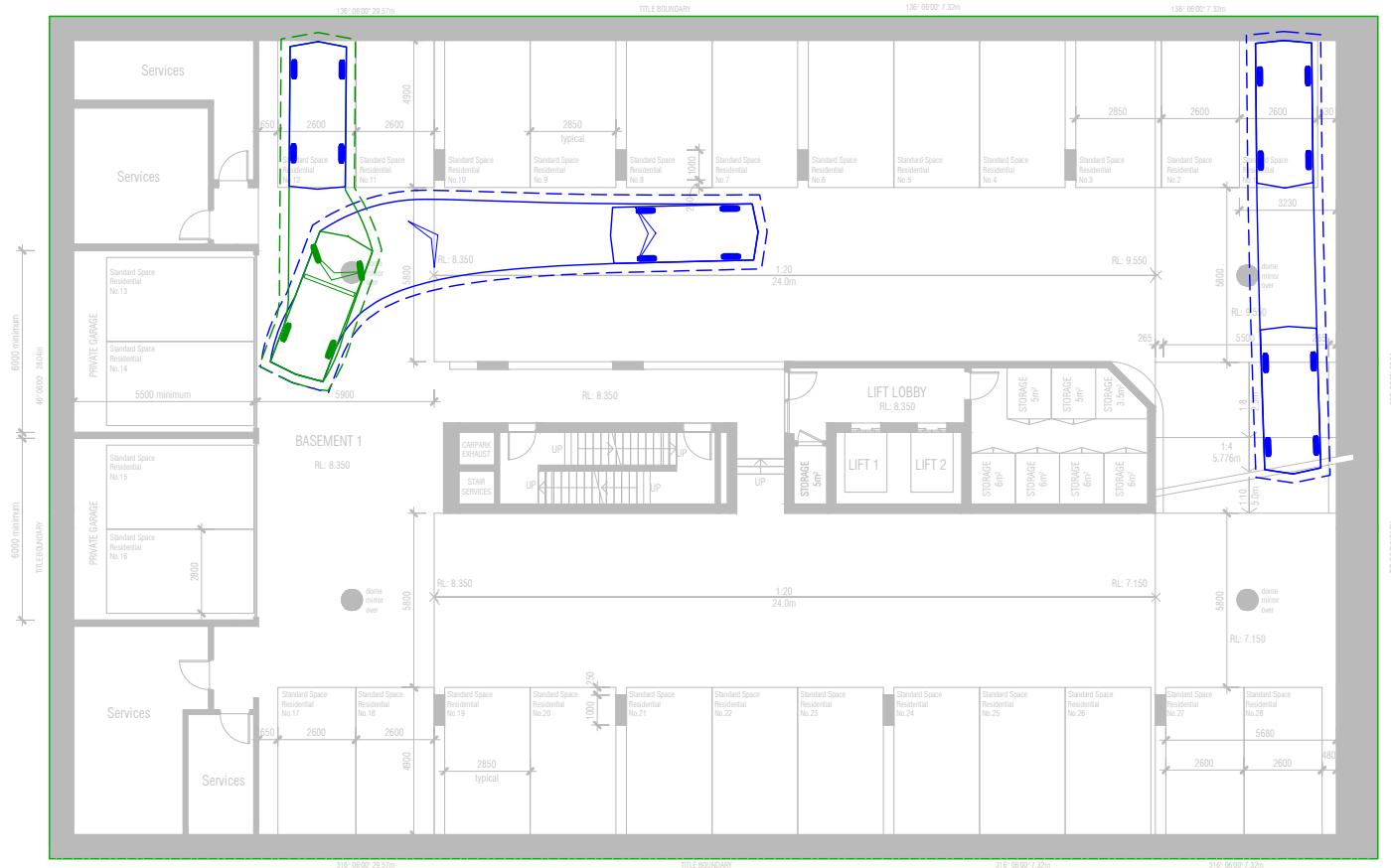
RATIO REFERENCE
14988T-SK14/MG

SHEET No.
4 of 8

SCALE
1:250@A4

DATE
21/11/2022

EGRESS



ADVERTISED PLAN

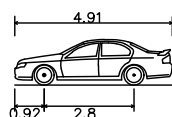
NOTE:

- 1) Base Plan Supplied by CBG Architects on 2022.11.18
- 2) Maximum Design Speed 10km/h

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1: 2004)



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

VEHICLE ENVELOPE (FORWARD)

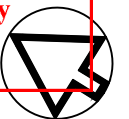
300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



RATIO REFERENCE
14988T-SK14/MG

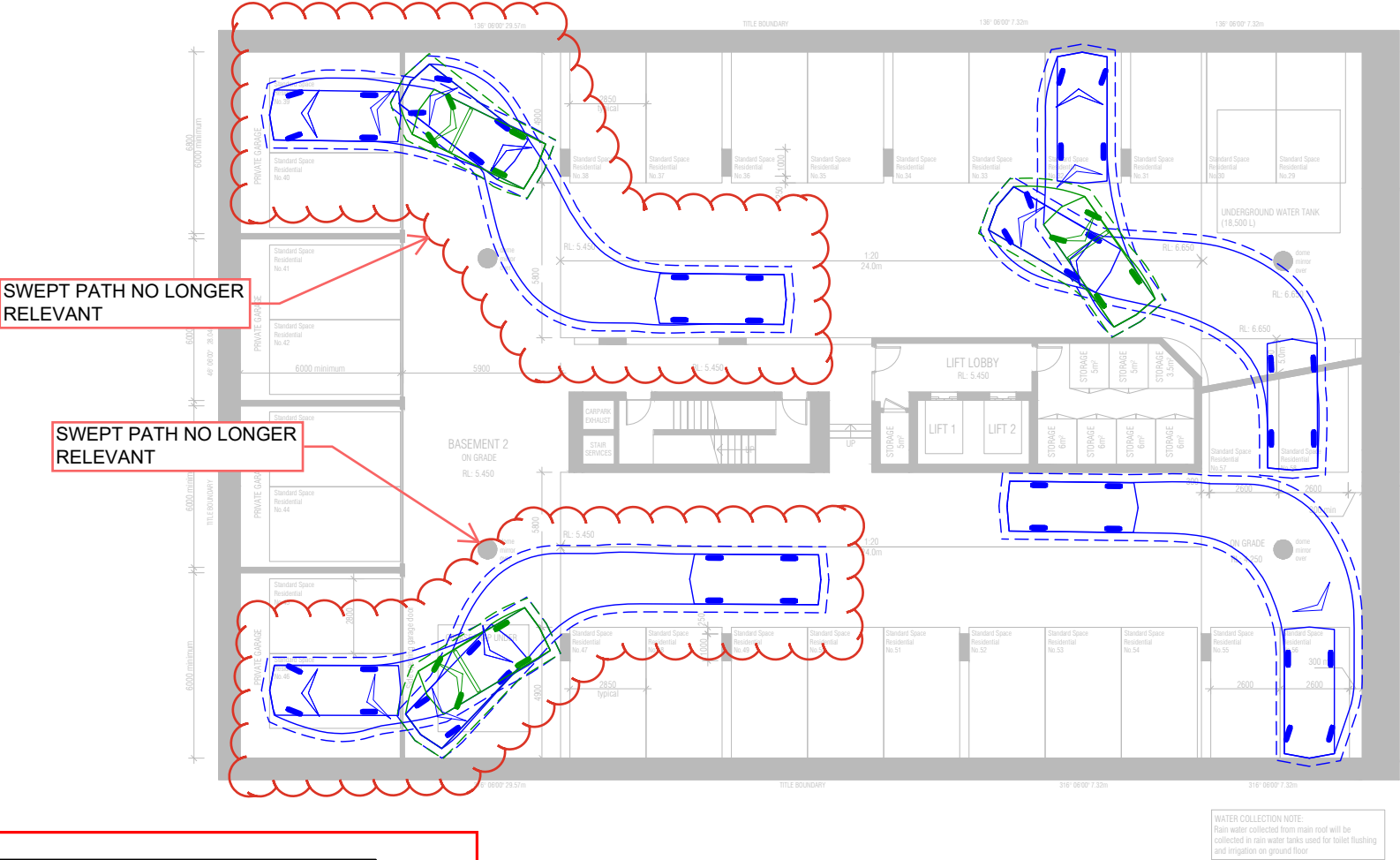
SHEET No.
5 of 8

SCALE
1:250@A4

DATE
21/11/2022

INGRESS

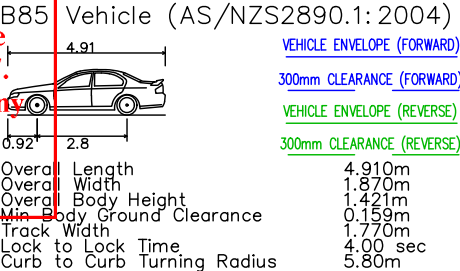
ADVERTISED
PLAN



NOTE:
1) Base Plan Supplied by CBG Architects on 2022.11.18
2) Maximum Design Speed 10km/h

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ratio
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

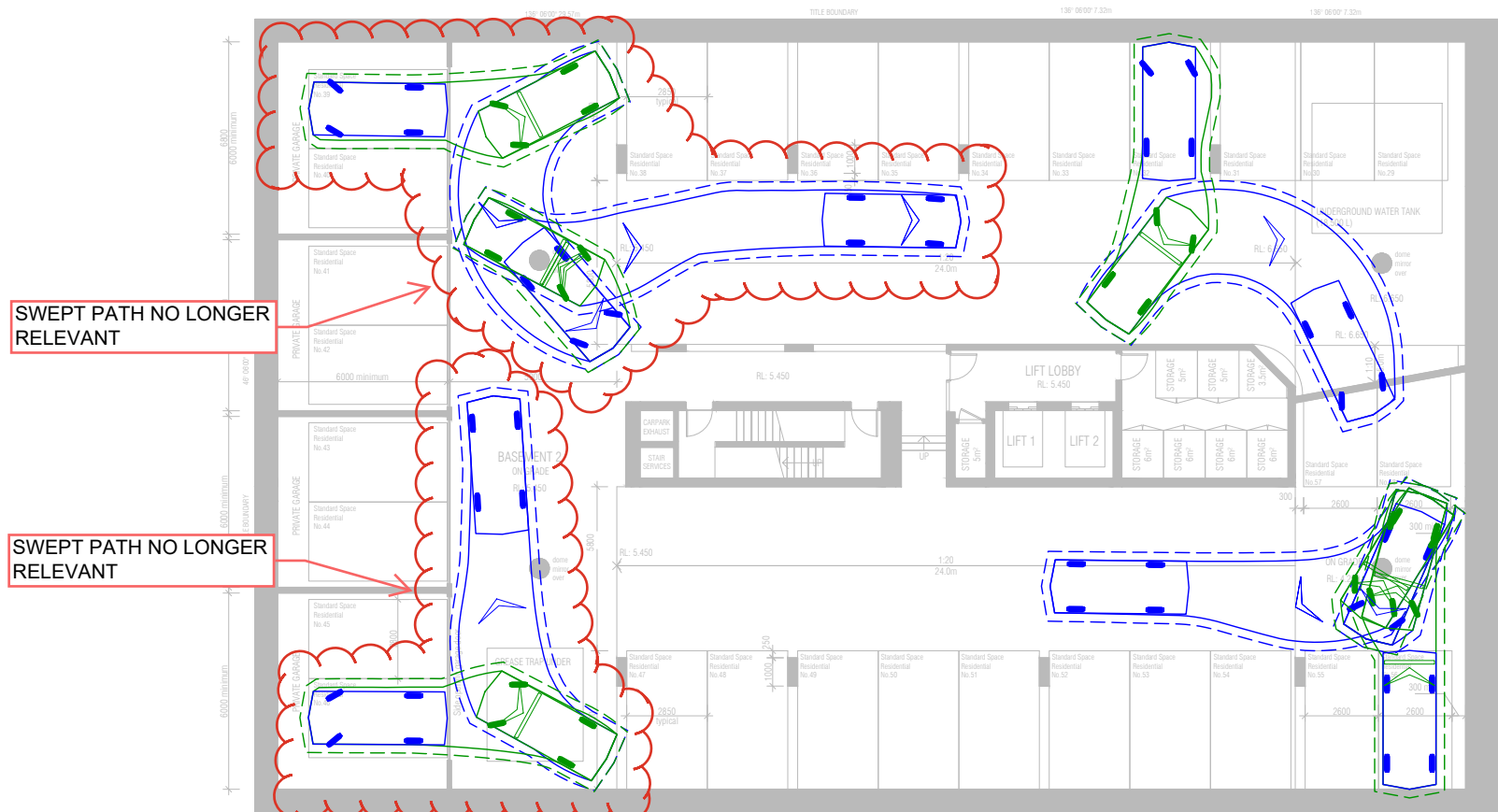


Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment

RATIO REFERENCE	SHEET No.	SCALE	DATE
14988T-SK14/MG	6 of 8	1:250@A4	21/11/2022

EGRESS

ADVERTISED PLAN



SWEPT PATH NO LONGER
RELEVANT

SWEPT PATH NO LONGER
RELEVANT

WATER COLLECTION NOTE:
Rain water collected from main roof will be
collected in rain water tanks used for toilet flushing
and irrigation on ground.

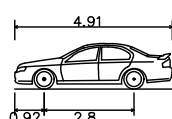
NOTE:

- 1) Base Plan Supplied by CBG Architects on 2022.11.18
- 2) Maximum Design Speed 10km/h

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1: 2004)



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

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment

RATIO REFERENCE
14988T-SK14/MG

SHEET No.
7 of 8

SCALE
1:250@A4

DATE
21/11/2022

This copied document to be made available
for the sole purpose of enabling its
consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



Y:\14501-15000\14988T - 7-15 HORNE STREET, ELSTERNWICK DESIGN SWEEP PATHS - 2022.11.21\14988T-SK14.DWG
21/11/2022 10:17:12 AM

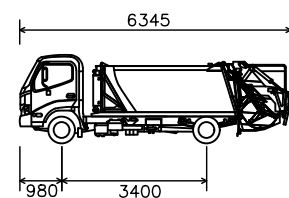
This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

- NOTE:
- 1) Base Plan Supplied by CBG Architects on 2022.11.18
 - 2) Maximum Design Speed 10km/h

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Overall Length 6.345m
Body Width 1.980m
Overall Body Height 2.080m
Min Body Ground Clearance 0.205m
Track Width 1.670m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.450m

Proposed Residential Development
7-15 Horne Street, Elsternwick
Swept Path Assessment

RATIO REFERENCE
14988T-SK14/MG

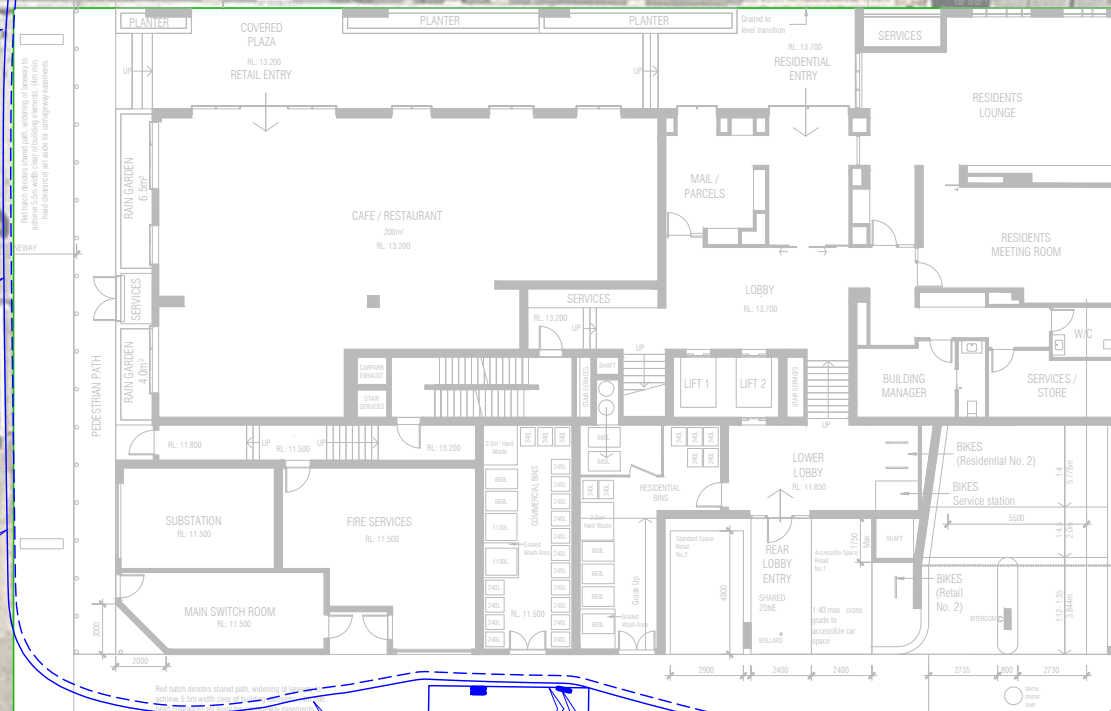
SHEET No.
8 of 8

SCALE
1:300@A4

DATE
21/11/2022



ADVERTISED
PLAN



ADVERTISED PLAN

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright