

Traffix Group

Traffic Engineering Assessment

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Proposed Residential Development

7-9 Ormsby Grove, Toorak

Prepared for
Willow Development Group

May 2026

G37823R-01B

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1. Introduction

Traffix Group has been engaged by Willow Development Group to prepare a Traffic Engineering Assessment for the Proposed Residential Development at 7-9 Ormsby Grove, Toorak.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of preparing this assessment, we inspected the subject site, reviewed development plans and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.

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2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 7-9 Ormsby Grove, Toorak, is located on the northeast side of the intersection of Carters Avenue and Ormsby Grove, in Toorak.

The site is irregular in shape with a total area of approximately 1,020 square metres and frontages of 13.1 metres to Ormsby Grove to the south and 35.6 metres to Carters Avenue to the west.

A locality plan of the site is provided at Figure 1.

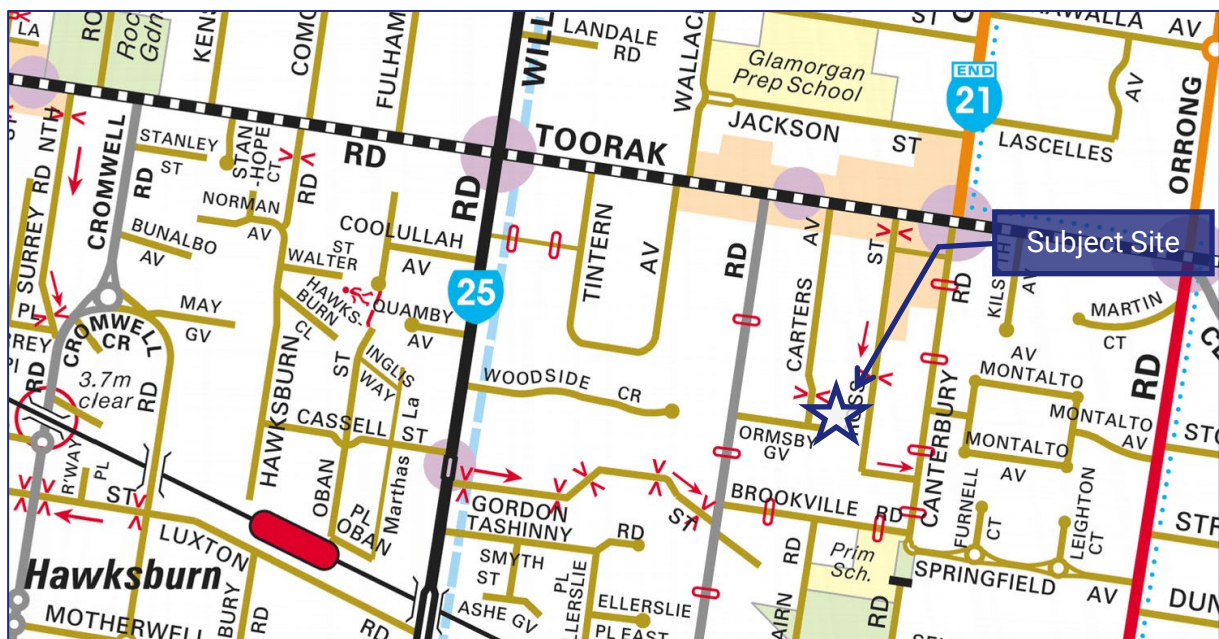


Figure 1: Locality Map

2.2. Existing Use & Access

The site is currently occupied by a residential apartment building containing eight dwellings. A total of eight parking spaces are provided on the site, including six spaces within garaged areas and two at grade parking spaces.

Vehicle access to the development is provided via a single width 4.6-metre-wide crossover to Ormsby Road, abutting the southern boundary of the site.

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2.3. Planning Scheme Context

2.3.1. Planning Zones & Surrounding Uses

The subject site is zoned as 'General Residential Zone (GRZ)' under the Stonnington Planning Scheme. A planning zone map is provided at Figure 2.

Land uses in the immediate vicinity of the subject is generally residential in nature with a small amount of public park and recreation to the immediate north, and commercial use further north fronting Toorak Road.

Notable nearby uses include:

- Toorak Primary School, located approximately 250 metres to the south,
- Brookville Kindergarten, located approximately 350 metres to the south,
- Woolworths Toorak, located approximately 350 metres to the north,
- Geelong Grammar School – Toorak Campus, located approximately 400 metres north,
- Hawksburn Station, located approximately 600 metres to the west, and

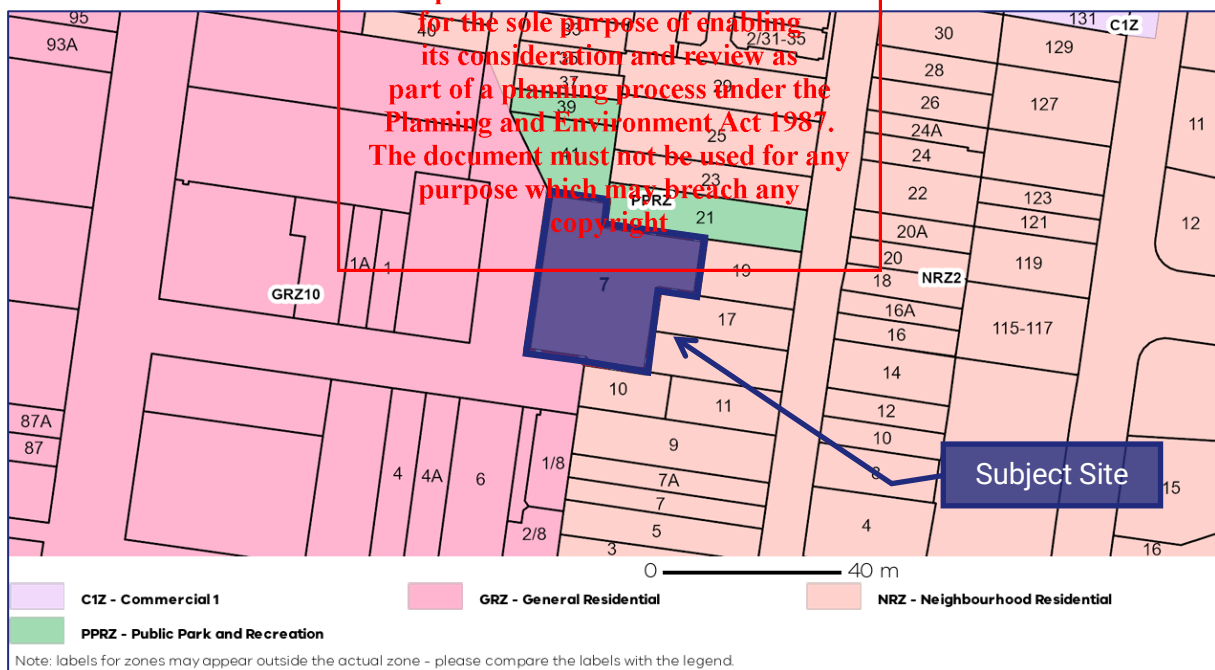


Figure 2: Planning Zone Map – Stonnington

2.4. Road Network

Ormsby Grove is a local access road under the City of Stonnington Register of Public Roads. Ormsby Grove is aligned in an east-west direction between Mathoura Road in the west and extends 20 metres east of Carters Avenue as a no through road. Ormsby Grove has a carriageway width of approximately 8.1 metres along the site frontage allowing for one lane of through traffic in each direction.

On-street kerbside parking is provided along Ormsby Grove in both directions, generally subject to short-term '1P' parking restrictions.

A speed limit of 40km/h applies to Ormsby Grove.

Carters Avenue is a local access road under the City of Stonnington Register of Public Roads and is aligned in a north-south direction between Toorak Road in the north and Ormsby Grove in the south. Carters Avenue has a carriageway of approximately 8.8-metres along the site boundary, providing for one lane of through traffic in each direction.

On-street kerbside parking is provided on Carters Avenue along the frontage of the site in both directions, subject to short term '1P' restrictions on the west side and unrestricted on the east side of the road.

A speed limit of 40km/h applies to Carters Avenue.

Mathoura Road is a council-owned arterial road under the City of Stonnington Register of Public Roads and is aligned in a north-south direction between Toorak Road to the north and Malvern Road to the south. In the vicinity of the site, Mathoura Road has a carriageway width of approximately 9.6 metres, providing for one lane of through traffic in each direction.

In the vicinity of the site, on-street parking is provided kerbside in both directions, generally subject to short-term '2P' restrictions and night-time residential permit zone restrictions.

A posted speed limit of 40km/h applies to Mathoura Road.

Figure 3 and Figure 6 provide views of the surrounding road network.

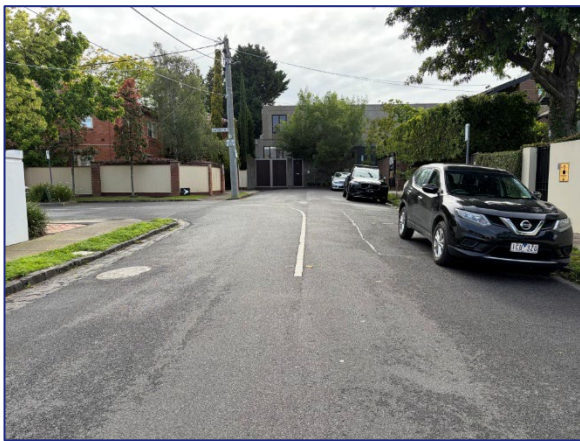


Figure 3: Ormsby Grove – View East

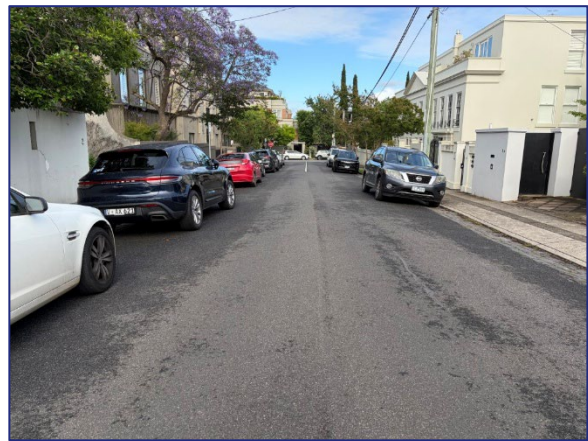


Figure 4: Ormsby Grove – View West

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Figure 5: Carters Avenue – View North



Figure 6: Carters Avenue – View South

2.5. Sustainable Transport

The site has good access to sustainable transport modes and is well located with regard to public transport and bicycle routes as detailed below.

Walking

The site is extremely well located to promote walking to everyday services.

This site is located proximate to Toorak Road, which is approximately 250 metres to the north. This section of Toorak Road provides access to a wide range of everyday services such as supermarkets, banks, restaurants, specialty shops and chemists.

Bicycle Accessibility

The site has good access to bicycles and is conveniently located near the Principal Bicycle Network (PBN) and Strategic Cycling Corridors providing excellent cycling routes to neighbouring municipalities.

Toorak Road, Malvern Road and Orrong Road are all nominated routes under the Principal Bicycle Network and Strategic Cycling Corridors (C2).

Transport Victoria's Bicycle Infrastructure Map is shown in Figure 7.

It shows that Sharrows are currently provided on Mathoura Road.

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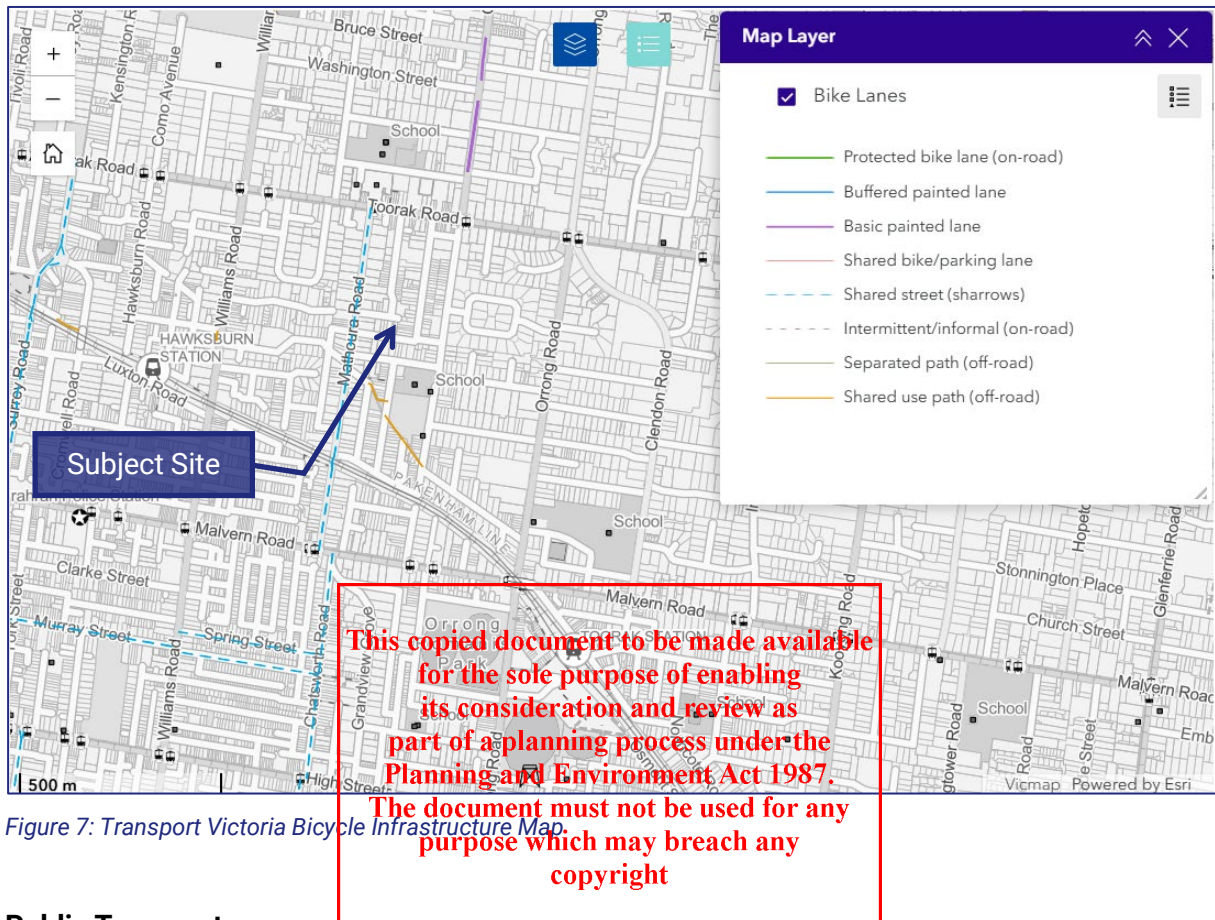


Figure 7: Transport Victoria Bicycle Infrastructure Map.

Public Transport

The site is well serviced by public transport with a train, tram and bus services all located within walking distance of the site.

Table 1 summarises the available services, whilst Figure 8 illustrates the nearby routes.

Table 1: Public Transport Services in the Vicinity of the Subject Site

Service	Route	Route Description	Walking Distance to Node
Metropolitan Train Services	Hawksburn Station (Frankston Line)		~800m southwest
Metropolitan Tram Services	Route 58	West Coburg – Toorak	~350m north
Metropolitan Bus Services	Route 603	Brighton Beach – Burnley Station via Elsternwick Station	~550m west
	Route 605	Gardenvale – City (Queen Victoria Market)	~450m north

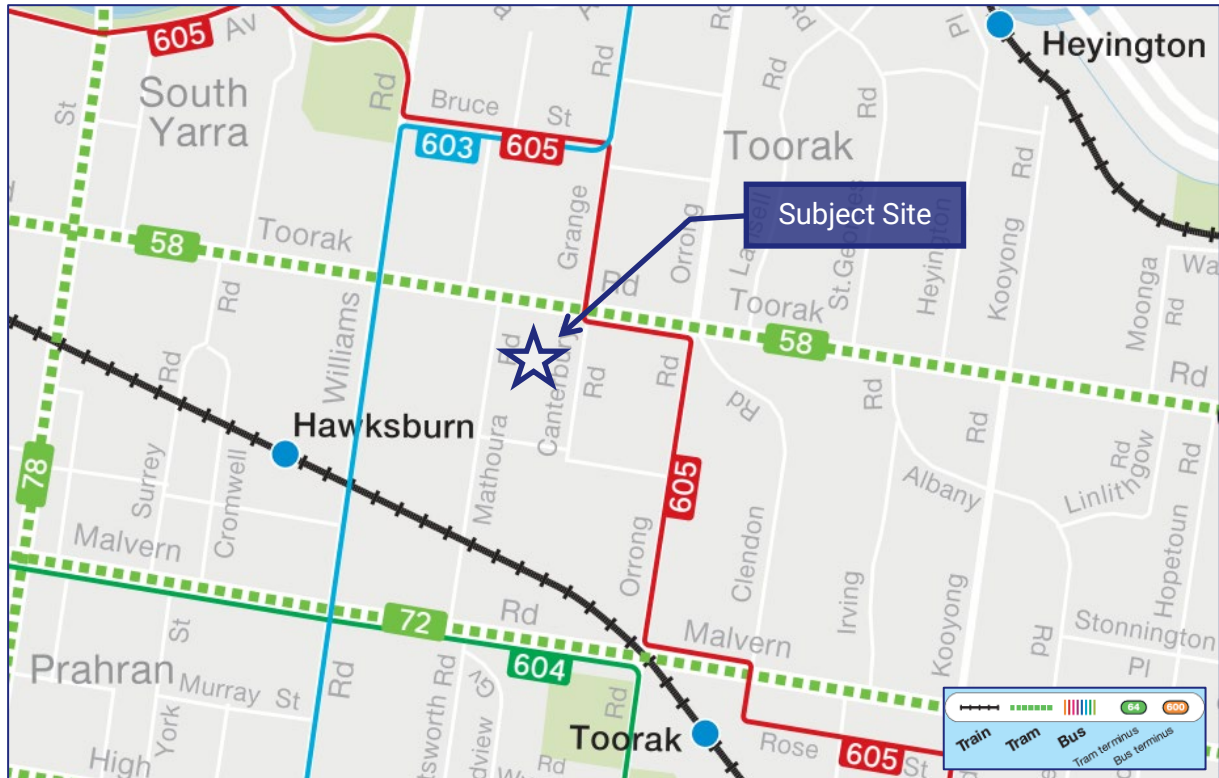


Figure 8: PTV Public Transport Map – City of Stonnington

Source: Public Transport Victoria

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3. Proposal

3.1. The Development

The application proposes to develop the site for the purposes of a four-level residential development with two levels of basement car park.

The proposed development schedule is provided in Table 2.

Table 2: Proposed Development Schedule

Use		No. / Area
Residential	2 bed dwelling	1 no.
	3+ bed dwelling	8 no.
	Total	9 no.

3.2. Access

3.2.1. Pedestrians & Cyclists Access

Key pedestrian access is proposed from the main entry off Carters Avenue. Individual ground floor tenancies will have pedestrian access opportunities from their assigned frontages.

Cyclists will also use this main entry to access basement bicycle parking via a lift located within the main lobby.

3.2.2. Vehicles

The proposed development includes a vehicle access into the basement car park via a two-way 5.8-metre-wide crossover to Ormsby Grove near its dead end.

A summary of the site access is shown at Figure 9.

3.3. Parking

3.3.1. Bicycles

The application proposes the provision of 16 bicycle spaces, inclusive of

- 14 resident spaces located in the basement car park, and
- 2 visitor spaces located in the landscaping near the main entrance.

3.3.2. Vehicles

The development proposes the provision of 24 car parking spaces across two levels of basement, inclusive of one electric vehicle (EV) charging space.

The car parking is to be allocated strictly for residents of the development.

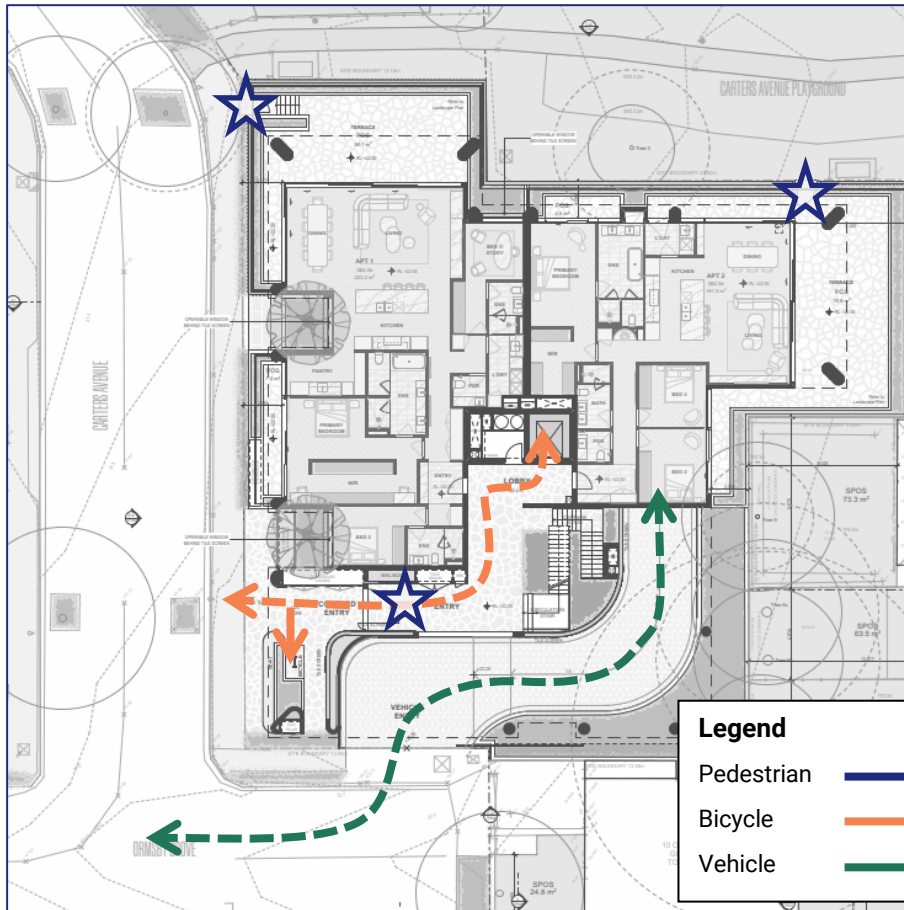


Figure 9: Proposed Access Arrangements

3.4. Loading & Waste Collection

A dedicated on-site waste collection bay is proposed in Basement 1 of the development and will be accessible by a Hino mini rear-loader waste vehicle (nominal 6.4 metre length, 2.1 metre height).

Loading vehicles including courier vans will be expected to utilise nearby on-street parking as these events are not expected to occur frequently and will mostly be associated with moving vehicles and other small parcel deliveries.

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4. Parking Considerations

4.1. Car Parking Clause 52.06 Statutory Requirements

The car parking requirements for the proposed development are outlined under Clause 52.06 of the City of Stonnington Planning Scheme. The purpose of Clause 52.06 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 promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- 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.

An excerpt of the Car Parking Requirement Map is provided at Figure 10.



Figure 10: City of Stonnington – Car Parking Requirement Maps

The subject site falls within Category 3 of the Car Parking Requirement Maps.

A statutory assessment of the proposal under Clause 52.06 is provided at Table 3.

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Table 3: Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Req.
Dwelling	9 no.	Minimum – 0 spaces to each dwelling for tenants Maximum – 2 spaces to each dwelling for tenants	Minimum – 0 spaces Maximum – 18 spaces

Based on the table above, the development has a statutory maximum of 18 car spaces for residents.

The proposal includes the provision of 24 residential parking spaces which exceeds the statutory maximum and therefore a permit would be required under Clause 52.06 to provide 6 additional spaces above the maximum requirement.

Clause 52.06-7 of the Planning Scheme allows a permit to be granted to provide more than the maximum parking provision.

Planning Practice Note 22 (December 2025) specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of more spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

An assessment of the appropriateness of increasing the car parking provision above the statutory maximums is set out as follows:

4.2. Car Parking Demand Assessment

4.2.1. General

Clause 52.06-5 includes requirements for applications to provide more than the maximum car parking provision, set out as follows:

An application to provide more than the maximum parking provision specified in clause 52.06-5 or a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed use or increase to the existing use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- 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.*

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- 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.

Before granting a permit to provide more than the maximum car parking spaces specified under clause 52.06-5 or in a schedule to the Parking Overlay, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- Whether additional car parking is required for disability parking.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Local traffic management in the locality of the land.
- The impact of additional car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to, or provision of, alternative modes of transport to and from the land.
- The character of the surrounding area and whether increasing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

4.2.2. Public Transport Accessibility

The site has good access to public transport.

The Route 58 tram provides services between Toorak and Coburg via the Melbourne CBD at 6- to 8-minute frequencies during the commuter peak, and 10-minute frequencies at off peak times. Similarly, the site is located at 800 metres walking distance to Hawksburn train station which provides access to train services on the Frankston line.

On the basis of the above, it is suggested that the site will still encourage travel by public transport, as it has access to a number of routes. Whilst reduced car usage can still be encouraged, it should be noted that the site is also located along the border of the Category 3 Zone of the Car Parking Requirement (CPR) Maps.

If the site was located on the other side of the road, Category 2 minimum rates would apply to the site, and no permit would be required to provide car parking at the proposed rates.

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4.2.3. Anticipated Parking Demand

We understand that the application proposes a luxury apartments and dwellings, and a market whereby the future purchasers are likely to desire additional parking. This is in comparison to other developments of similar size in a comparable location, which may have future purchasers/tenants who have less desire to have parking.

The provision of 6 additional car spaces will be provided as second and third car spaces for a small proportion of the apartments. These car spaces will typically be used for weekend or special vehicles rather than being an additional regular transport mode to cater for residents. The result is these additional car spaces typically do not generate additional regular peak hour traffic movements.

To understand parking ownership proximate to the site, we have sourced the 2021 Australian Bureau of Statistics (ABS) Census data for all dwellings within the suburb of Toorak.

A review of this data reveals that 85% of four-bedroom dwellings, 81% of three-bedroom dwellings and 29% of two-bedroom dwellings in Toorak own two or more vehicles. On this basis, whilst it is agreed that some dwellings will not require the second or third car space, there is indeed a demand for dwellings with more parking spaces.

4.2.4. On-Street Parking Conditions

To ascertain existing parking conditions in the area, Trax Group conducted a spot count parking survey at 9am on Tuesday 2nd December 2026. The survey area included Ormsby Grove and Carters Avenue to their full extents, which provided for a total of 15 spaces subject to short-term 1P restrictions.

Parking occupancy was noted to be highly utilised with an occupancy of 13 spaces (87% occupied). At this time, there were only 2 parking spaces available in the area.

Therefore, we expect that the provision of car parking above maximum rates will assist in alleviating any on-street demands associated with the historic land use as all future residents will be provided with adequate parking on-site to meet their demands.

4.2.5. Other Considerations

The site is located outside of the primary centre of the Toorak Road Activity Centre, and in a more residentially natured area.

As noted above, the site is zoned on the edge of the Category 3 Car Parking area, and if located on the western side of the road, it would have minimum requirements.

The additional parking provisions are not considered material in relation to traffic generation or impacts (discussed in later sections of this report) and it is not that case that providing additional parking on this site would significantly impact on pedestrian amenity and safety and the urban design outcomes of this precinct.

Rather, the site offers an opportunity to provide additional parking to meet varied demands across the residential housing market, where some dwellings desire to have additional parking and the additional on-site parking may relieve some on-street parking demands.

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The proposal will continue to encourage other transport mode use, as it is closely located to public transport and walking distance from everyday services and amenity, and it also includes a generous provision of bicycle parking for residents.

4.2.6. Summary

Based on the preceding, we expect that the provision of 6 car spaces above the maximum statutory rates will have little to no impact on the surrounding and will cater for the additional demand in spaces for the type of dwellings proposed on the site.

Therefore, the proposed number of car parking spaces is acceptable, and a permit should be granted.

4.3. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (DKO Architects) and is considered to principally meet the relevant requirements of the Stonnington Planning Scheme and where applicable, the Australian Standard for Off Street Parking (AS2890 1:2004).

A review of the car park layout reveals:

General Car Parking Layout

- Car spaces have generally been designated with minimum dimensions of 2.6 metres width and 4.9 metres length, accessible from 6.4-metre-wide aisles, meeting the Planning Scheme requirements.
- Where spaces have been provided with a reduced access aisle of 5.9 metres, they have been widened to 2.8 metres in accordance with the requirements of Clause 52.06 – Design Standard 2.
- Car spaces adjacent to walls have been provided with appropriate clearances to allow for satisfactory car door opening.
- Columns are sited within 0.25-1.25 metres from the aisle end of car spaces in accordance with the Planning Scheme car parking envelope to allow for access into and out of spaces.
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area.

Access & Ramps

- The proposal intends to take access via Ormsby Grove via widening of the existing two-way crossover, located to along the southern site boundary.
- The proposed crossover to Ormsby Grove allows for two-way access and provides a passing area prior to entering the ramp.
- The first 5 metres of the driveway within the site is flat, with the grade not exceeding 1 in 10 satisfying the requirements of the Planning Scheme.
- The proposed security gate is located along the site boundary. While the Planning Scheme suggests that it should be set back a minimum 6.0 metres from the site boundary to allow an entering vehicle to store on the site without impacting traffic flow to Ormsby Grove, the

site is located at a dead-end location and therefore a queuing vehicle will not impede any traffic flow.

- A passing area has been provided within the paved driveway at the front of the site before entering the basement ramp.
- A traffic signalling system with priority to inbound vehicles is proposed across all car parking levels to manage opposing vehicles on single width internal ramps. Hold lines are proposed at designated locations at the top and bottom of the internal ramps to hold up vehicle allow for opposing vehicles to pass. This arrangement is considered to be appropriate for the proposed development, particularly when considered that parking is all for residents who will be familiar with this arrangement and traffic is considered tidal during commuter peak hours.
- Swept path diagrams showing the ability for two vehicles to pass each other and circulate at critical points of the ramps and access are attached at Appendix A.
- We recommend that convex mirrors are proposed at the top and bottom of all ramps to assist in sight lines and managing internal traffic.
- Ramps from ground to B1 and B1 to B2 are provided as two-way ramps single width ramps with a minimum width of 4.0 metres between walls as per AS2890.1:2004. Conflicts on these ramps are expected to be low and will be managed using signs, convex mirrors and/or potentially a signalling system. Appropriate space is provided for passing at the landings within each basement.
- The plans illustrate a maximum grade of 1 in 5 with transitions not exceeding 1 in 8 for not less than 2.0 metres, satisfying the requirements of the Planning Scheme.
- A sight triangle is provided at the intersection of the driveway and the access on the exit side as it is a two-way ramp. The sight triangle measures 2.0m W and 2.5 m L along the access and is at least 50% clear of obstructions and landscaping is to be no higher than 900mm as required under Clause 52.06.

In this regard, the above access arrangements, grades, transitions and clearances have been assessed and, in our view, meet the intent of the relevant standards.

Based on the foregoing, the car park layout and access is considered satisfactory.

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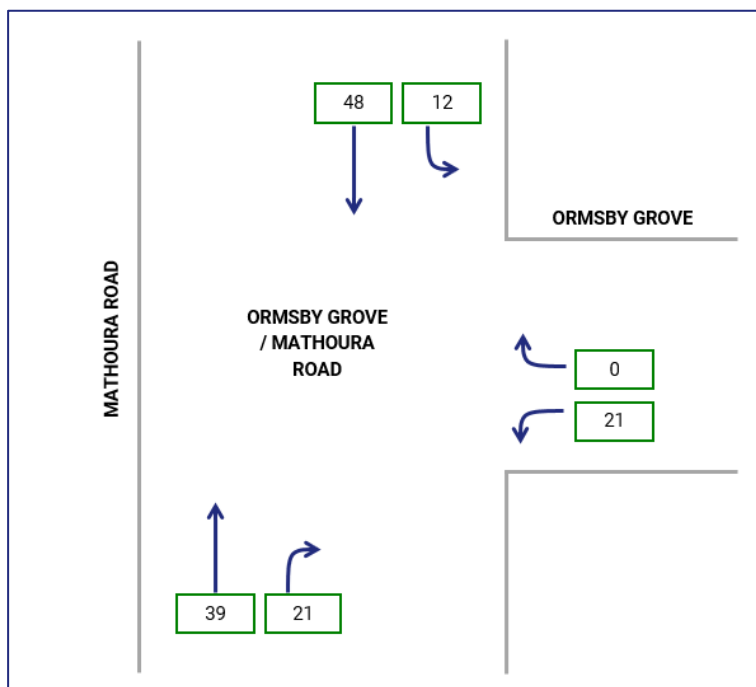
5. Traffic Considerations

5.1. Existing Conditions

To understand the existing traffic conditions in the vicinity of the subject site Traffix Group conducted a spot count of the intersection of Ormsby Grove and Mathoura Road.

The survey was conducted at 8:00am on Tuesday 2nd December 2025 to understand the operation of the intersection during the morning peak hour.

A summary of the observed traffic movements is provided at Figure 11.



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Figure 11: Existing AM Peak Hour Traffic Volumes¹

Based on the existing traffic volumes, it is noted that the Mathoura Road / Ormsby Grove intersection operates with very little traffic and little to no delays for all traffic movements in the morning peak hour.

To understand the existing daily traffic volumes along Ormsby Grove, we have adopted a commonly used traffic engineering assumption of multiplying the peak hour traffic by a factor of 10. Application of this rate to the existing 54 movements during a peak hour results in an existing daily traffic volume of 540 movements to/from Ormsby Grove.

This level of traffic is very low in traffic engineering terms and reflects a typical local access street.

¹ Existing traffic volumes have been ascertained by conducting a 20-minute spot count in the morning commuter peak hour and extrapolating out as an average rate across the full peak hour.

5.2. Traffic Generation

5.2.1. Residential Dwellings

Traffic generation rates of residential dwellings vary dependent on the size of the dwelling and proximity to everyday services and the location of nearby public and alternative transport modes.

In consideration of the location of the site and size of the dwellings, a daily traffic generation rate of 5 vehicle movements per dwelling, inclusive of 0.5 movements per dwelling in peak hours is considered conservative but appropriate for the dwellings.

Application of this rate to the proposed 9 dwellings equates to a projected daily traffic generation of 45 movements, inclusive of 5 movements in peak hours.

5.2.2. Additional Car Parking

As previously discussed, we expect that the additional 6 car spaces above statutory rates will not generate any consistent material movements in the peak hours. It is typical that these 'extra' parking spaces will generate traffic at a lesser rate than the standard parking provisions, as they are used less and/or for different purposes.

We will presume that each of these spaces generates traffic at a rate of 50% of the rate adopted by.

Application of this rate to the additional 6 car spaces provided results in an a further 2 vehicle movements generated in the peak hours.

Overall, this results in a conservative traffic generation of 7 vehicle movements in the peak hours.

Application of the previously mentioned commonly used traffic engineering assumption, this correlates to some 70 additional movements across a day.

5.2.3. Traffic Distribution

Assuming a typical AM peak traffic split of 20% arrivals and 80% departures and PM peak traffic split of 60% arrivals and 40% departures for the residential spaces it is projected the development will generate:

AM PEAK:	1 arrival and 6 departures
PM PEAK:	4 arrivals and 3 departures.

The traffic generation of the proposal is very low in traffic engineering terms, equal to an average of 1 vehicle being generated every 8-9 minutes into the road network.

5.3. Traffic Impact

Based on the preceding, we expect that the proposal could generate some 70 additional daily movements inclusive of 7 additional movements during the network peak hours.

The additional 70 daily movements generate an expected future traffic of 610 movements per day via Ormsby Grove. This level of traffic is still low in traffic engineering terms and will have negligible impact on the operation of Ormsby Grove as a local access road and have no discernible impact on existing residents.

This level of traffic generation is extremely low in traffic engineering terms, equivalent to an average of not more than one additional vehicle movement being generated every 8-9 minutes during the peak periods.

These movements will be split between arrivals and departures and will be able to be accommodated by the surrounding road network, especially given the low existing volumes surrounding the site.

6. Bicycle Considerations

6.1. Bicycle Parking – Clause 52.34

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The development consists of four storeys, therefore, meets the Planning Scheme threshold to provide bicycle parking under Clause 52.34.

The relevant requirements are summarised in Table 4.

Table 4: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Dwellings	9 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	2 resident spaces 1 visitor spaces

Based on the above assessment, the development is required to provide a total of 3 bicycle spaces, comprising 2 resident spaces and 1 visitor space.

The application plans illustrate the provision of 14 resident bicycle spaces within a secure storage location in basement 1 and a single horizontal bicycle hoop (2 bicycle spaces) located within the public realm near the main entrance for visitors.

These provisions exceed the minimum requirements under Clause 52.34 of the scheme.

6.2. Access & Design Considerations

Access is appropriately provided to the on-site parking via Ormsby Grove and Carters Avenue, and within the buildings via dedicated lifts from Ground Level.

Internal corridors are provided with a minimum width of 1.5 metres, as required under Clause 52.34. This is considered acceptable given the quantum of bike parking and predominantly residential nature of parking.

Bicycle parking spaces has been provided in accordance with AS2890.3-2015 as horizontal rails and are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle.

A single visitor bicycle hoop is provided within the landscaped design and has been dimensioned in accordance with AS2890.3 as discussed above.

On the basis of the above, the bike parking arrangements are considered appropriate.

7. Loading & Waste Considerations

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

An on-site loading bay is provided at Basement 1 accessed via Ormsby Grove along the site's southern boundary. The loading area is to be utilised for waste collection and be undertaken by a Hino mini rear-loader waste vehicle (nominal 6.4 metre length, 2.1 metre height).

Loading activities for residential dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur relatively infrequently. It is therefore considered appropriate for delivery vehicles to utilise nearby on-street parking.

Vans or cars could utilise the waste turning bay in basement 1.

Ultimately, we are of the view that nearby on-street parking provisions will adequately accommodate any loading activities generated by the proposed development that require larger vehicles. This is consistent with the majority of residential developments of this scale.

Vehicle accessibility has been demonstrated via swept paths attached at Appendix A.

A Waste Management Plan has been prepared by Traffix Group (ref. G37823R-02B dated May 2026) which further details the waste collection arrangements of the site.

Accordingly, we are satisfied that appropriate loading and waste provisions can be accommodated in accordance with the objectives of the Planning Scheme.

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8. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed residential development at 7-9 Ormsby Grove, Toorak, we are of the opinion that:

- a. The proposed development has a statutory car parking maximum requirement of 18 car spaces under Clause 52.06-5 of the Planning Scheme.
- b. The proposed 24 car spaces exceed the maximum car spaces and is supported under Clause 52.06-6 on the following grounds:
 - i) The site is located along the border of the Category 3 zone and therefore is an anomaly in comparison to a typical development in this zone,
 - ii) The proposal considers the development of luxury apartments and will result in an increase in car parking demand, and
 - iii) The additional car spaces are not likely to generate movements in the peak hours, and if they do, the level of traffic is low enough that it will have no material impact on the surrounding road network.
- c. Bicycle parking is provided in exceedance of the requirements set out at Clause 52.34 of the Planning Scheme and designed in accordance with the requirements of AS2890.3,
- d. The on-site loading area has been designed to meet the objectives of Clause 65.01 of the Planning Scheme, and
- e. The general car parking layout and access arrangements have been designed in accordance with the requirements of the Planning Scheme and AS2890 Series (where relevant) and current practice,
- f. The level of traffic generated as a result of this proposal is very low and, once distributed to the multiple access routes, will not have any noticeable impact on the surrounding road network,

Based on the preceding, there are no traffic engineering reasons why a planning permit for the proposed residential development at 7-9 Ormsby Grove, Toorak, should be refused, subject to appropriate conditions.

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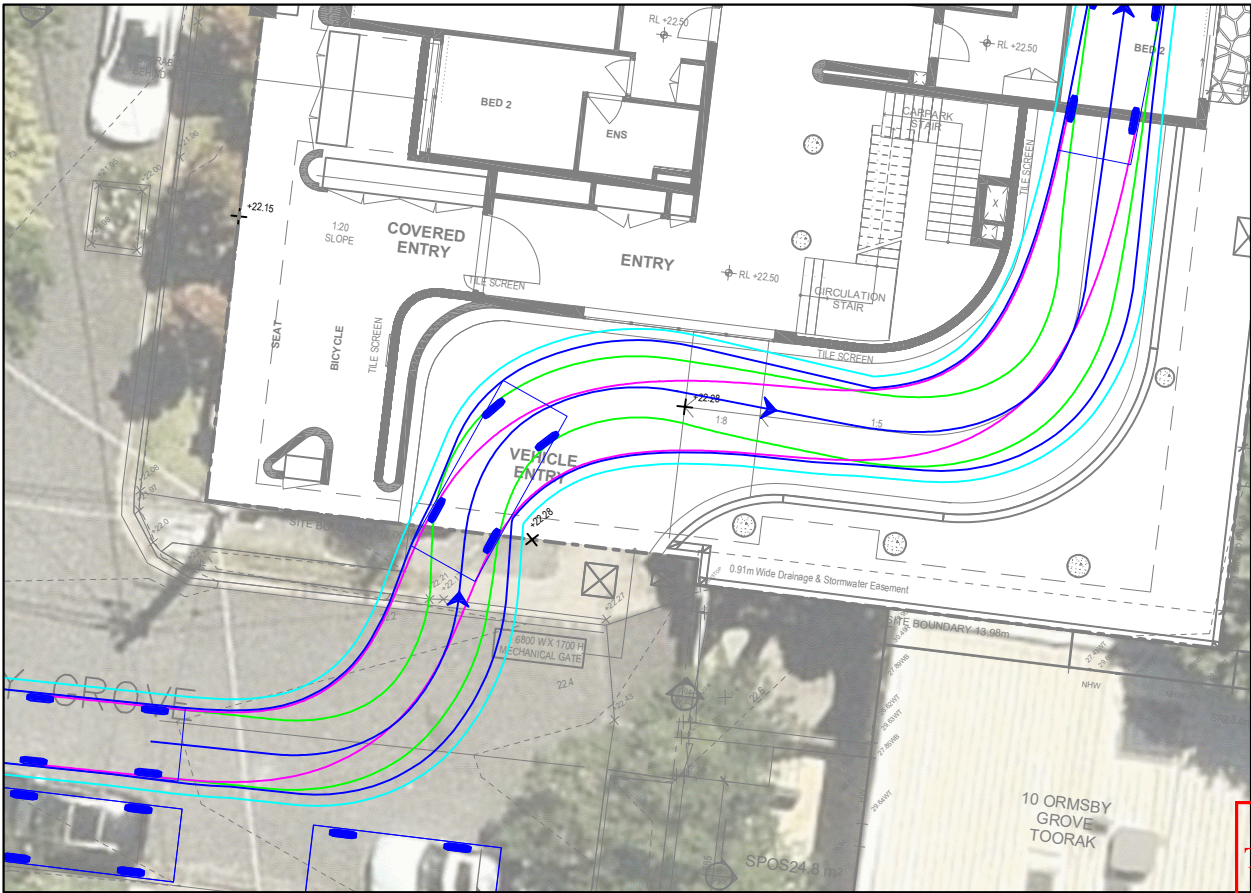
Appendix A

Swept Paths

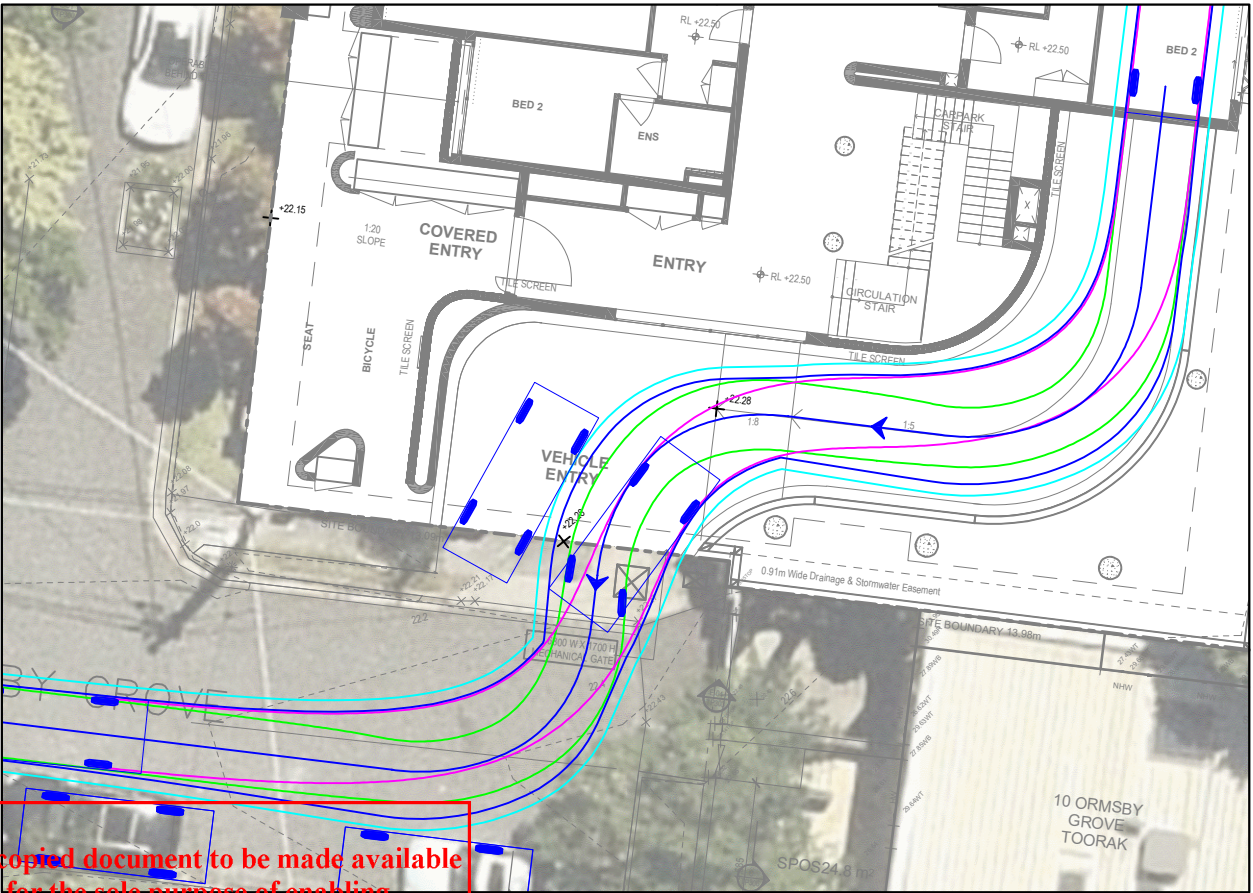
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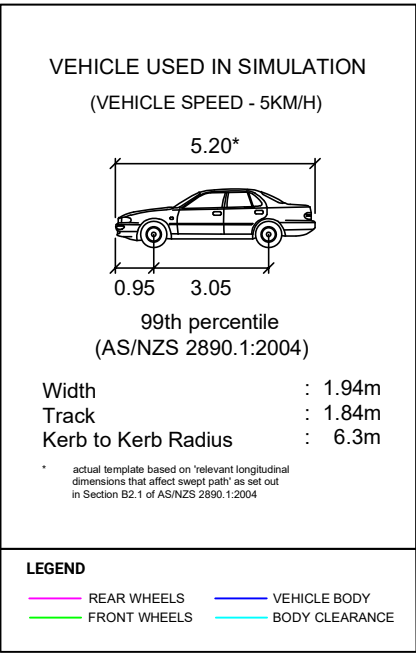
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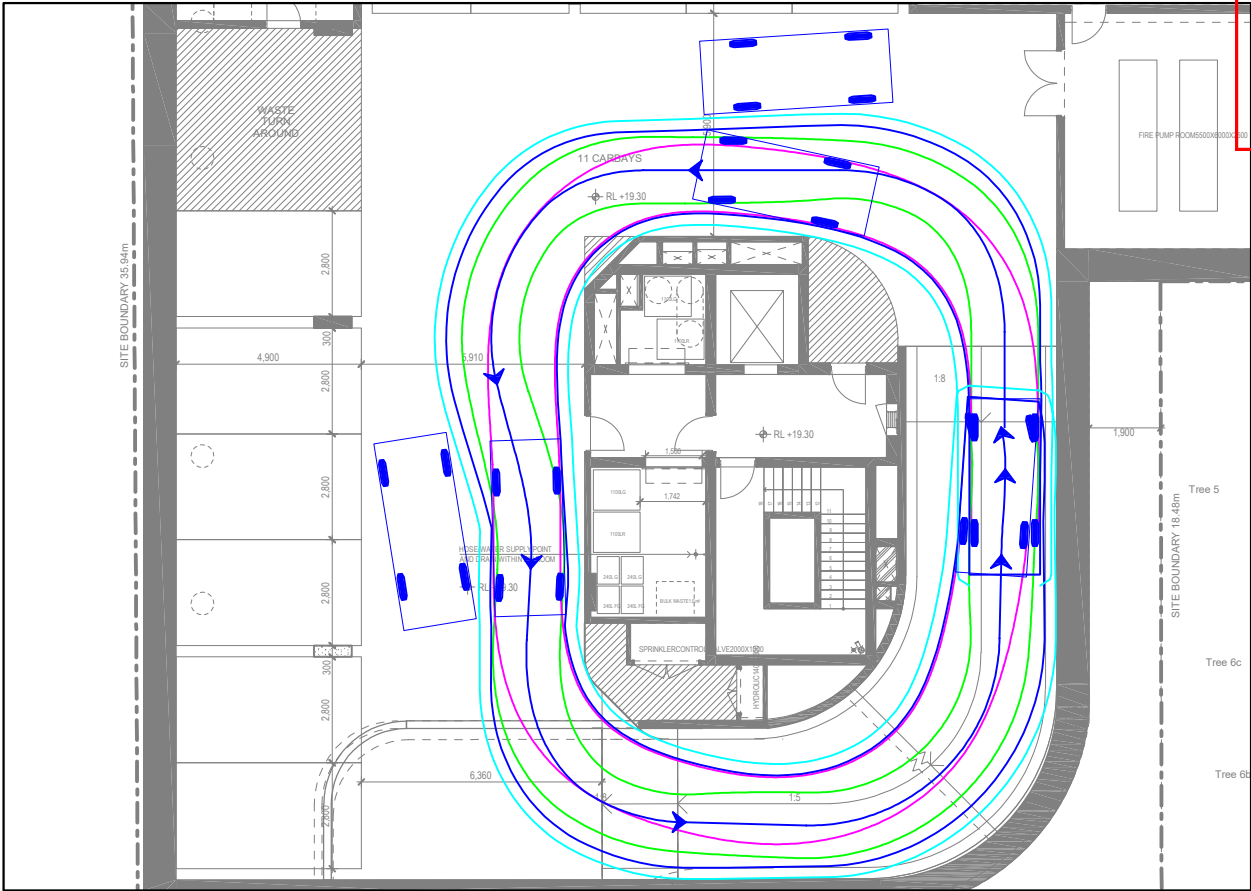
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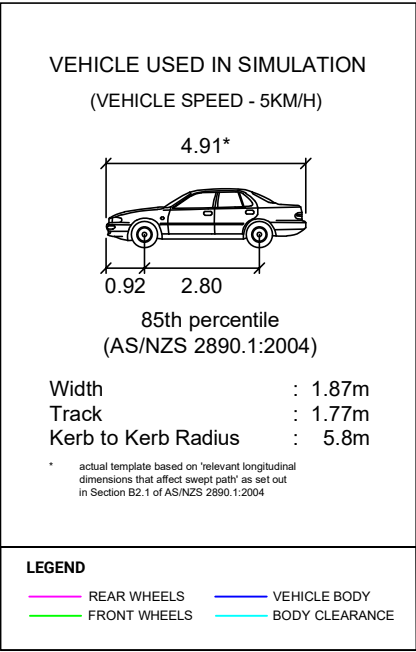
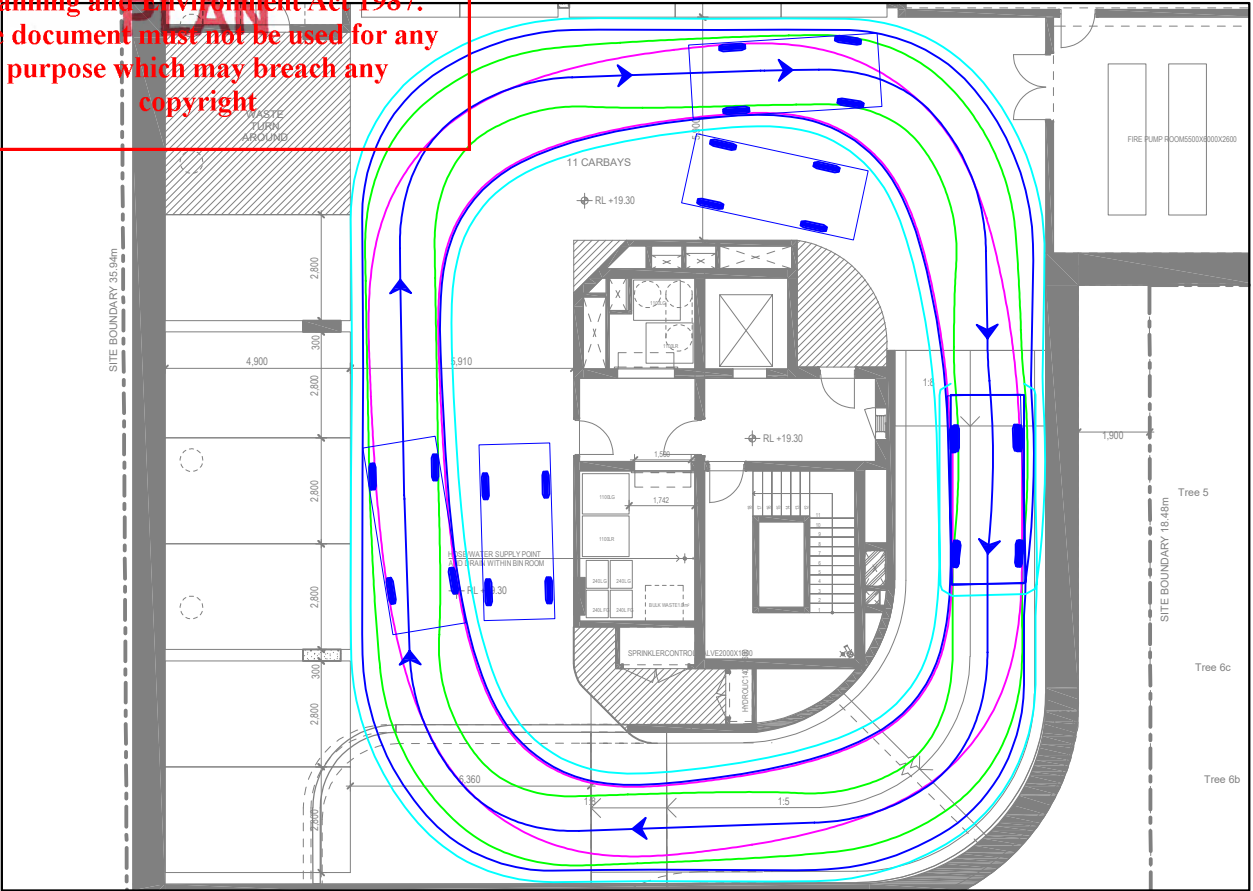
VEHICLE PROFILE



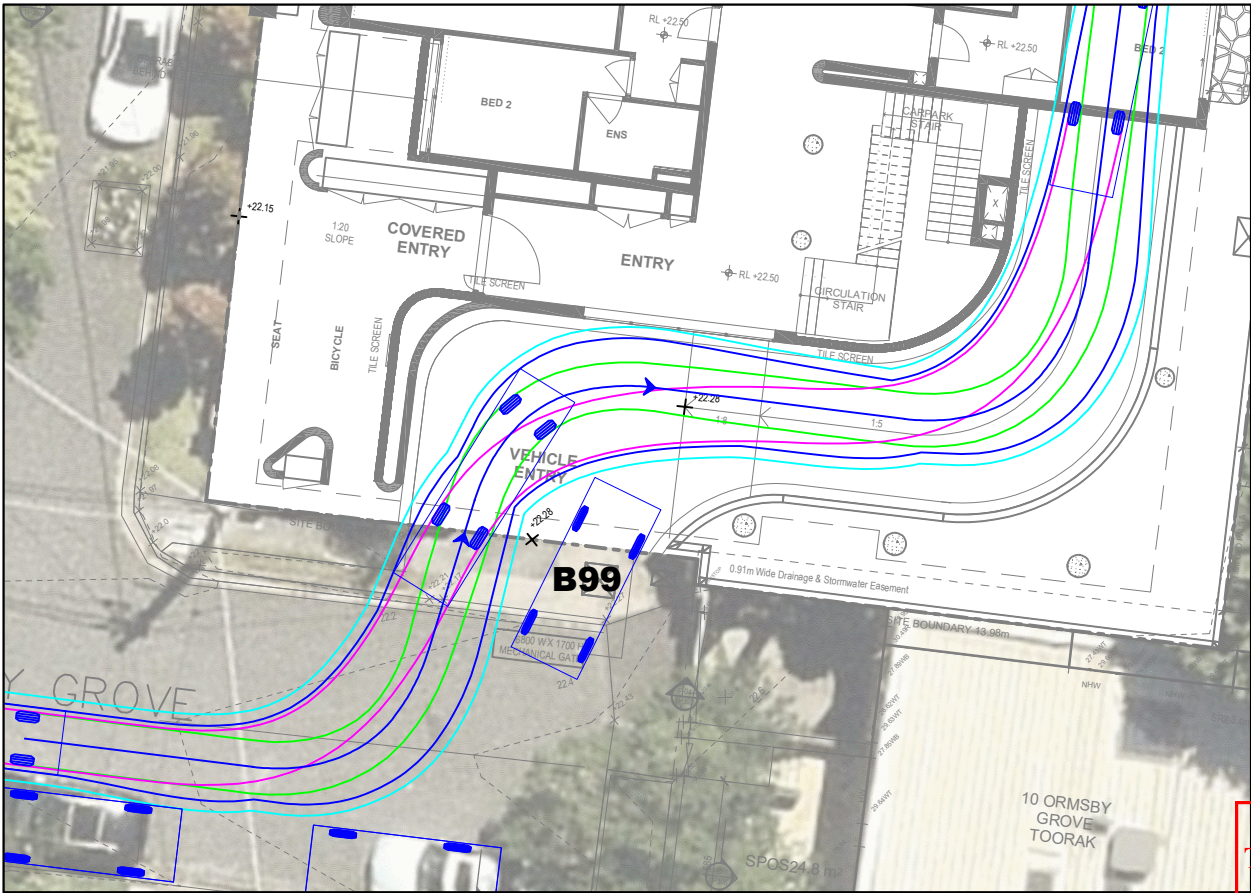
BASEMENT 1 CIRCULATION - B85 VEHICLE



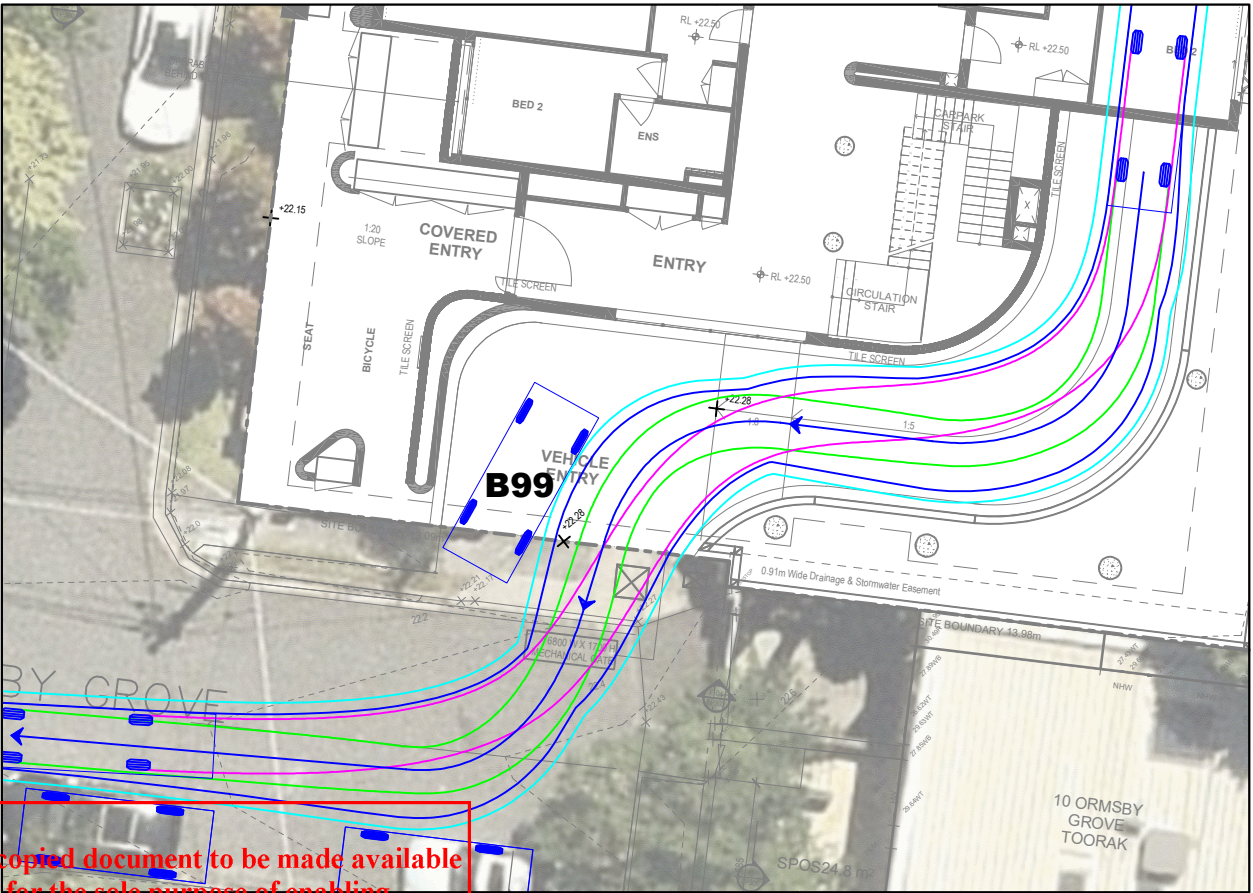
BASEMENT 1 CIRCULATION - B89 VEHICLE



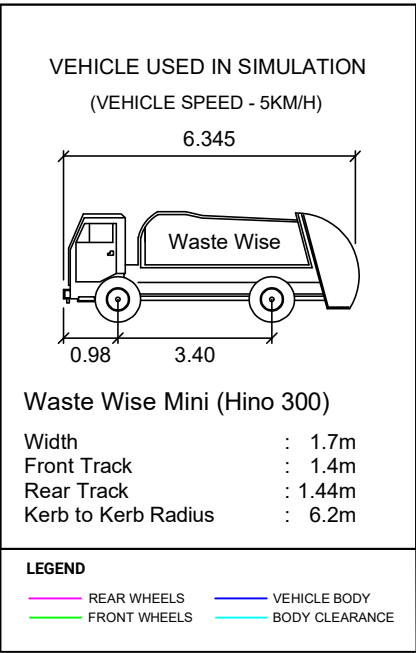
WASTE VEHICLE SITE ACCESS - INGRESS



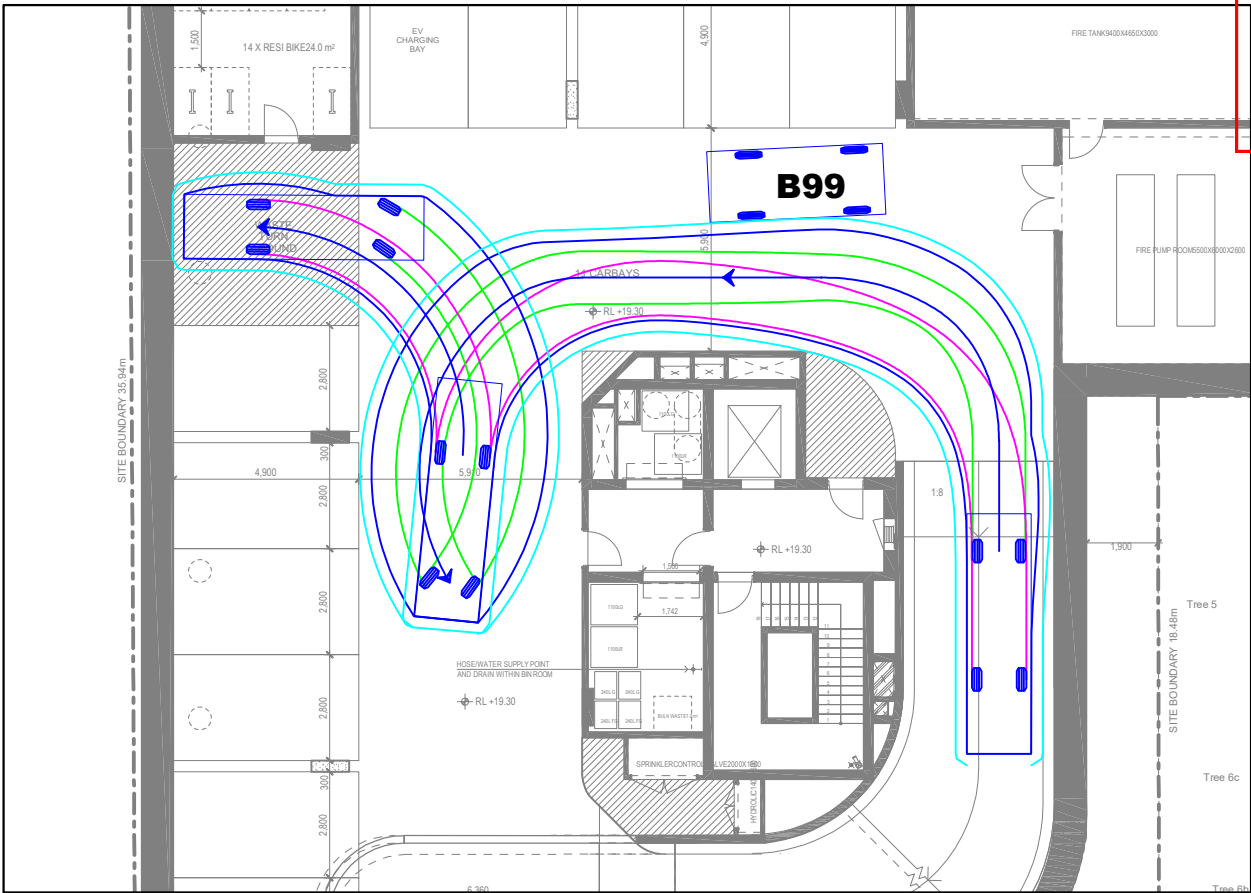
WASTE VEHICLE SITE ACCESS - EGRESS



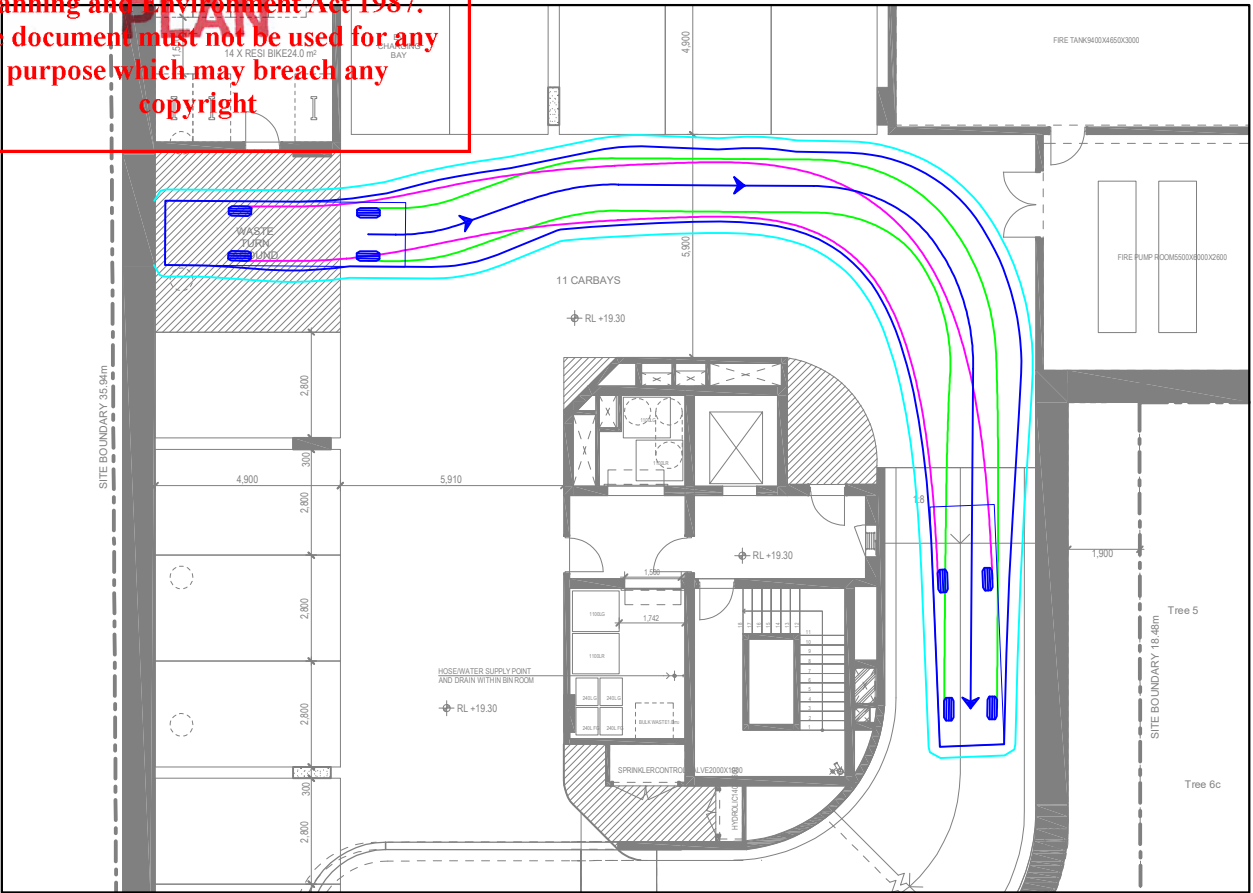
VEHICLE PROFILE



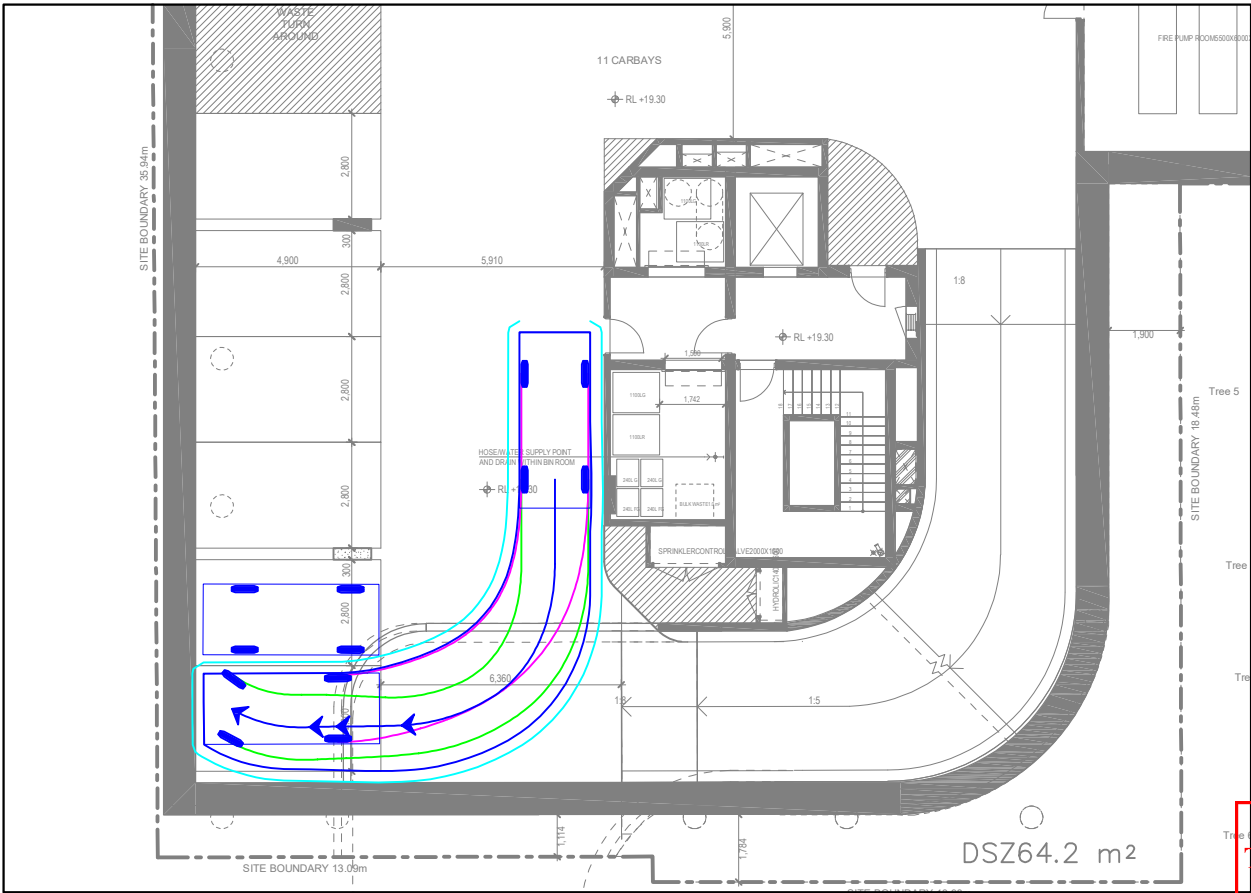
LOADING BAY - WASTE VEHICLE INGRESS



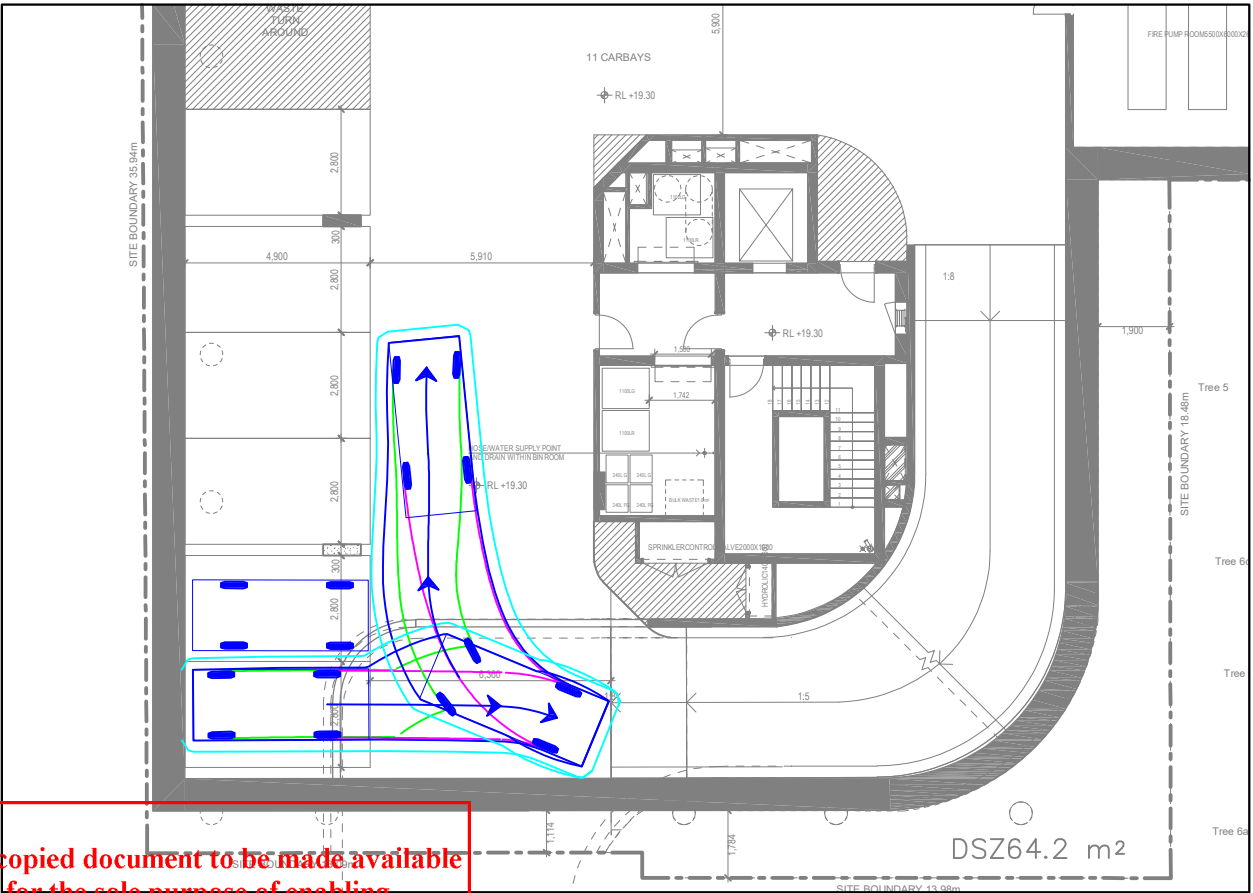
LOADING BAY - WASTE VEHICLE EGRESS



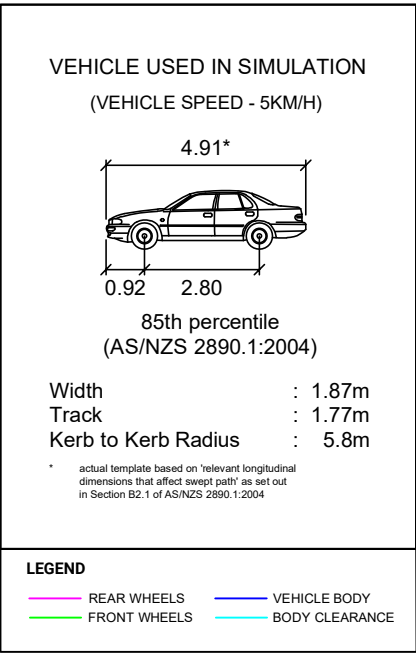
BASEMENT 1 CRITICAL SPACE 1 - INGRESS



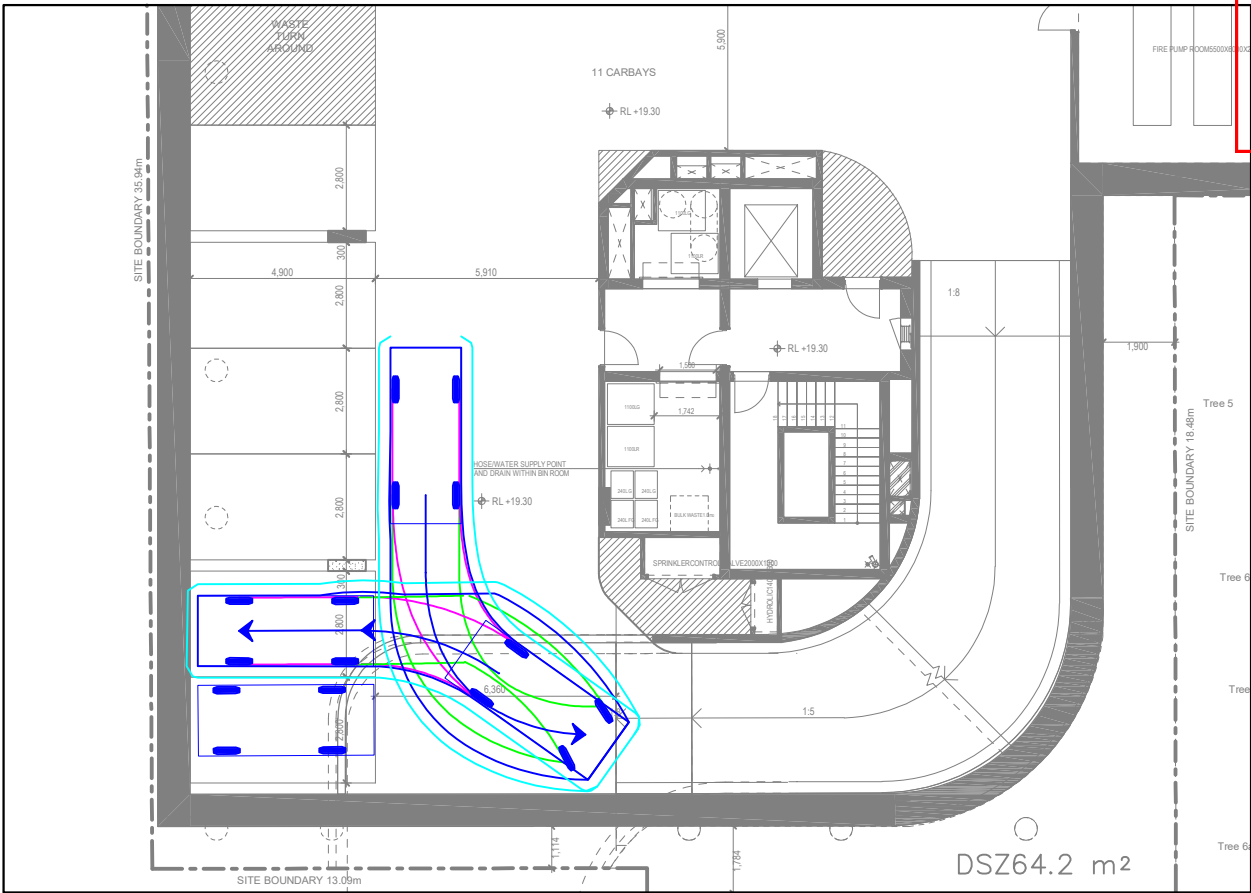
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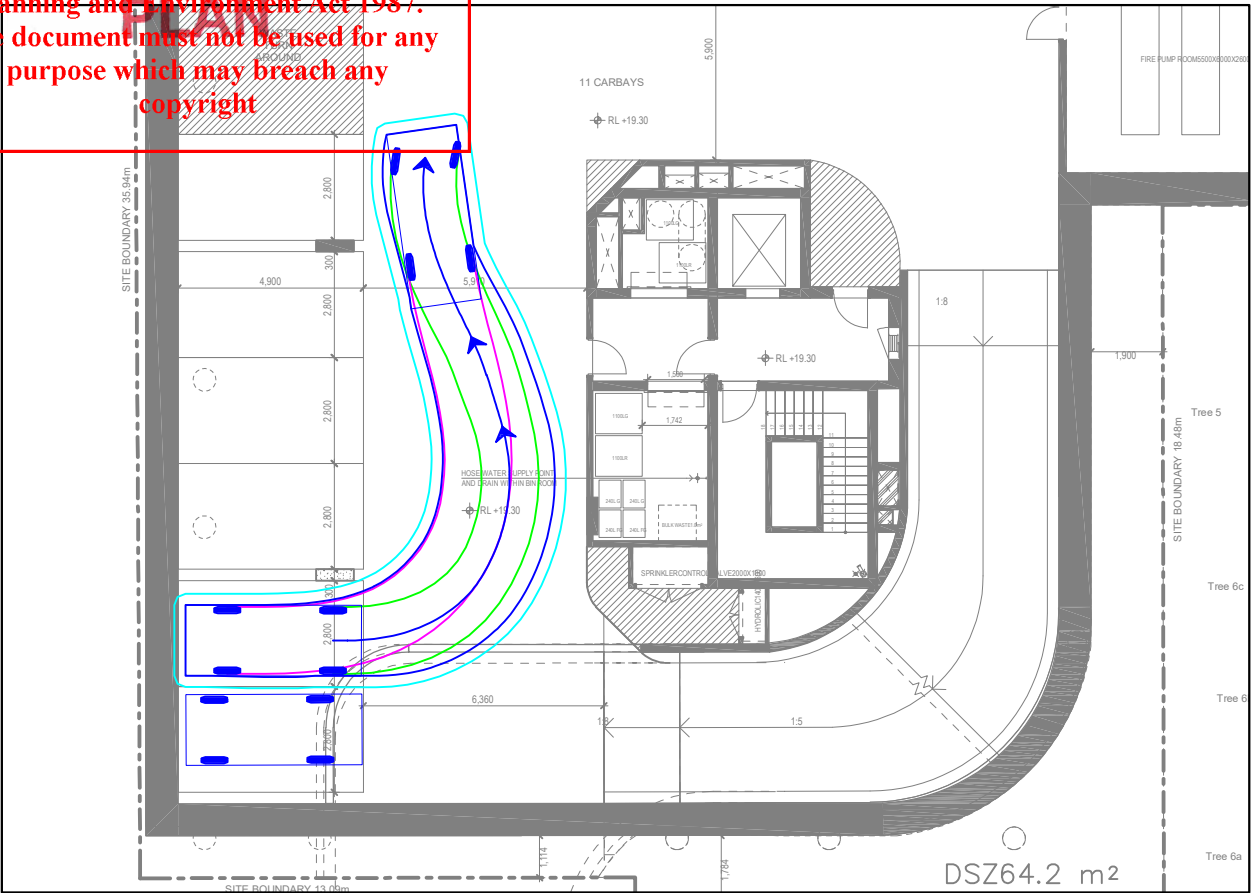
VEHICLE PROFILE



BASEMENT 1 CRITICAL SPACE 2 - INGRESS



BASEMENT 1 CRITICAL SPACE 2 - EGRESS



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The site plan illustrates the proposed development within a site boundary of 35.64m by 13.09m. The building layout includes a main commercial area (200x1000) and an electrical room (4000). The plan also shows a parking area with 10 spaces, a bus stop, and a site boundary of 13.98m. The plan is marked with dimensions and site boundary lines. A north arrow is located at the bottom center of the plan.

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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

4.91*

0.92 2.80

85th percentile
(AS/NZS 2890.1:2004)

Width	: 1.87m
Track	: 1.77m
Kerb to Kerb Radius	: 5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE

The site plan illustrates the proposed building layout and parking areas. Key features include:

- Site Boundaries:**
 - Top: SITE BOUNDARY 25.64m
 - Bottom: SITE BOUNDARY 13.09m
 - Right: SITE BOUNDARY 18.46m
 - Bottom Right: SITE BOUNDARY 13.98m
- Building Footprint:**
 - 12 CARBAYS (Car Bays) located at the top center.
 - MAIN CORridor (300x1000) and ELECTRICAL ROOM (800) located in the center.
 - Staircase and other internal spaces are shown within the building footprint.
- Parking and Access:**
 - Parking spaces are marked with blue rectangles and labeled with dimensions (e.g., 2,800, 4,900, 5,910, 1,8, 1,5, 2,600).
 - Access paths are indicated by colored lines (blue, green, purple, cyan) with arrows showing the flow of traffic.
 - Level markers (RL +16.10) are shown at various points.
- Other Features:**
 - Tree 5, Tree 6a, and Tree 6b are located on the right side of the site.
 - Shaded areas represent existing structures or landscaping.

The site plan illustrates the proposed car wash facility, including the building footprint, parking areas, and site boundaries. Key features include:

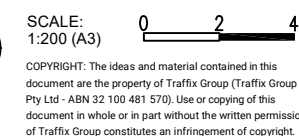
- Building Layout:** The main building is L-shaped, with a central section labeled "MAIN COMB" (3000x1000) and an "ELECTRICAL" room (800). A staircase is located within the building. The building is situated on a plot with a bearing of 118° 15' 00" and a distance of 11.8m from the adjacent property.
- Parking Areas:** There are two designated parking areas: one for "12 CARS" (bearing 118° 15' 00", distance 11.8m) and another for "12 CARS" (bearing 118° 15' 00", distance 11.8m). The parking areas are separated by a "1.8m" wide path.
- Site Boundaries:** The site boundaries are defined by dashed lines with the following dimensions:
 - Top boundary: 13.98m
 - Right boundary: 13.98m
 - Bottom boundary: 13.98m
 - Left boundary: 13.98m
- Other Features:** The plan includes a "1.8m" wide path, a "1.8m" wide area, and a "1.8m" wide area. The site is located on a plot with a bearing of 118° 15' 00" and a distance of 11.8m from the adjacent property.

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7-9 ORMSBY GROVE, TOORAK

FILE NAME: G37823-01
SHEET NO.: 04



Traffix Group
Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

Site plan showing proposed road layout, existing building, and site boundaries. The plan includes dimensions for the site boundary (13.99m, 13.98m, 13.94m) and the proposed road (13.99m, 13.98m, 13.94m). It also shows the existing building footprint, a proposed road layout with a 1.8m width, and a proposed road layout with a 1.8m width. The plan includes a north arrow and a scale bar.

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

4.91*

0.92 2.80

85th percentile
(AS/NZS 2890.1:2004)

Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in dimension B2.1 of AS/NZS 2890.1:2004

LEGEND

	REAR WHEELS		VEHICLE BODY
	FRONT WHEELS		BODY CLEARANCE

[illegible]

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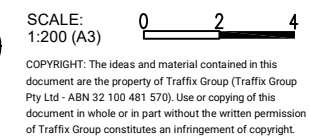
The diagram is a detailed site plan for a proposed development. It features a large building footprint on the right side, with internal rooms labeled 'MAIN COMMERCE' and 'ELECTRICAL'. To the left of the building is a parking area with several spaces outlined in blue and green, some containing arrows indicating vehicle flow or orientation. The site is bounded by a dashed line labeled 'SITE BOUNDARY'. Various dimensions are provided throughout the plan, such as '13.09m' for the boundary width, '6.00m' for a specific area, and '13.98m' for another boundary section. A north arrow is located at the bottom center of the plan.

**ADVERTISED
PLAN**

ADVERTISED PLAN

7-9 ORMSBY GROVE, TOORAK
PROPOSED RESIDENTIAL DEVELOPMENT

FILE NAME: G37823-01
SHEET NO.: 05



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