Traffix Group

Traffic Engineering Assessment

Proposed Residential Development

1 Kent Road, Surrey Hills

Prepared for
VJ 1 KR PTY LTD

May 2026

G37216R-01D

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Document Control

Our Reference: G37216R-01D

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	06/02/2026	S. Stephenson	L. Furness
B	Final	13/02/2026	S. Stephenson	L. Furness
C	Final Update	25/05/2026	S. Stephenson	L. Furness
D	Final	27/05/2026	S. Stephenson	L. Furness

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1. Introduction

Traffix Group has been engaged by VJ 1 KR PTY LTD to undertake a traffic engineering assessment for a proposed residential development at 1 Kent Road, Surrey Hills. The application is to be assessed under Clause 53.23 of the Boroondara Planning Scheme, as well as the relevant requirements of the Neighbourhood Residential Zone and Clause 57.

2. Proposal

The proposal is for a residential development on the site as set out in the following table. A copy of the development plans prepared by Woods Bagot (Rev 2, dated 26/05/2026) are attached at Appendix A. The site layout is shown in Figure 1.

Table 1: Development Summary

Characteristics	**Description**		
Uses	**Size/No.**	**Car Parking**	**Notes**
Proposed Dwellings			
Building A (north-west corner of the site) • One-bedroom • Two-bedroom • Three-Bedroom	 1 21 14	59	Parking Rate: 1.6/dwelling
Building B (south-east corner of the site) • One-bedroom • Two-bedroom • Three-Bedroom	 5 11 13	65	Parking Rate: 1.6/dwelling
Building C (refurbished St Joseph's Parish) • Two-bedroom • Three-Bedroom	 6 5		
Total	76	124	Provided in two basement carparks
Bicycle Parking Provision	32 bicycle spaces provided via horizontal loops		16 secure spaces 16 open spaces

Characteristics	Description
Other	**Notes**
Vehicle Access	6m wide access to Middlesex Road located at the north-western corner of the site 6.8m wide access to Kent Road located near the south-eastern corner of the site
Changes to on-street parking	Net gain of two car spaces along Durham Road

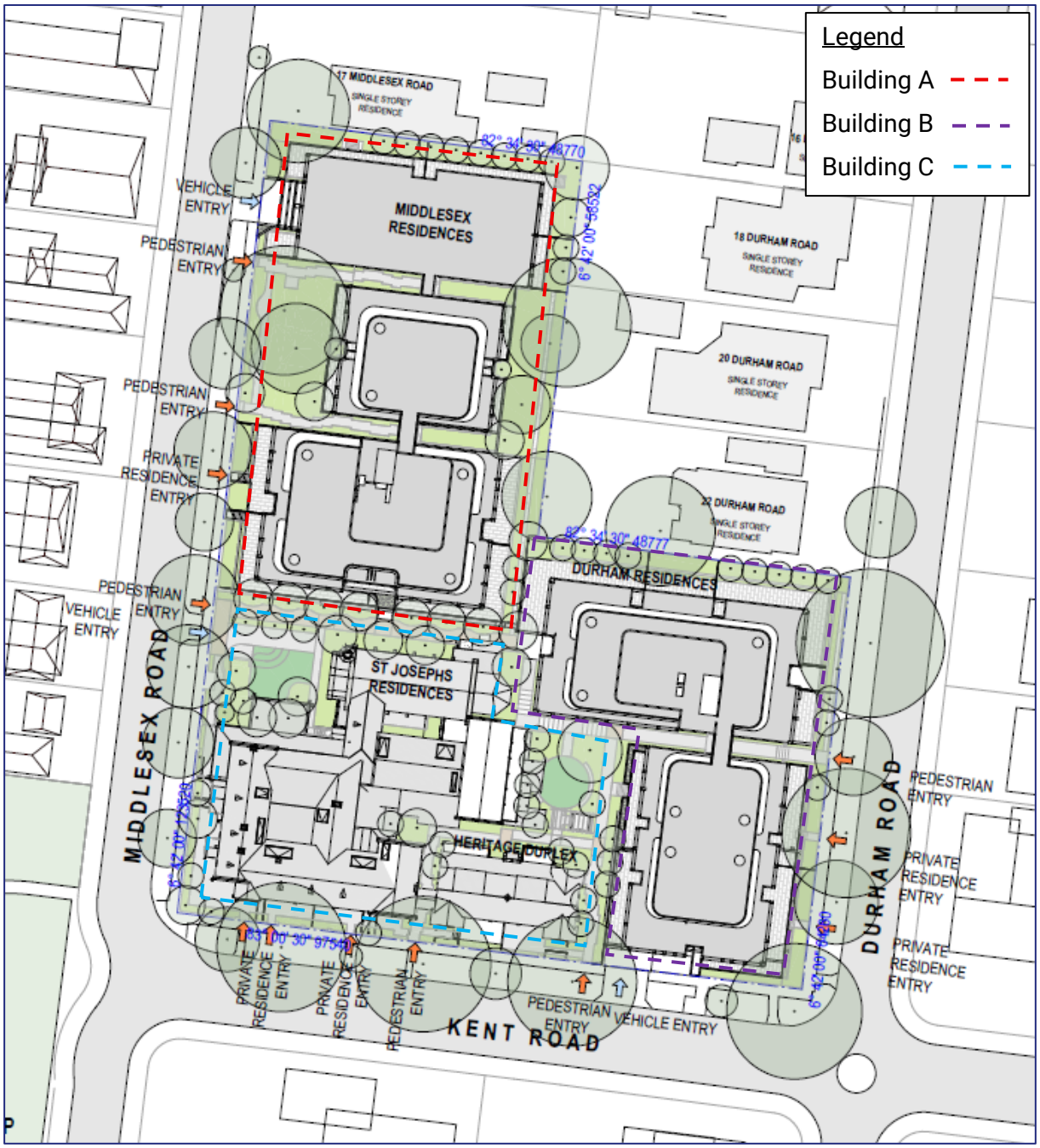


Figure 1: Proposed Site Plan

3. Existing Conditions

3.1. Subject Site

The subject site is 1 Kent Road, Surrey Hills. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	1 Kent Road, Surrey Hills
Area	Approximately 9,157m^2
Frontages	Approximately 123.5m to Middlesex Road Approximately 97.5m to Kent Road Approximately 64.2m to Durham Road
Zoning	Neighbourhood Residential Zone (Schedule 3) – NRZ3
Car Parking Requirement	Category 2
Current use of site	Historically St. Joseph's Home for Destitute Children
Vehicle access	2 x single width crossovers to Middlesex Road 1 x single width crossovers to Kent Road 2 x single width crossovers to Durham Road
On-street parking along site frontage	A total of 26 on-street car spaces along the site's frontages of as follows: • 12 spaces along Middlesex Road: – 1 x '2P 8am-6pm Mon-Fri, 8am-1pm Sat' – 11 x unrestricted • 7 x unrestricted along Kent Road • 7 x unrestricted along Durham Road

A locality plan, aerial photograph, car parking requirement map and land use zoning map is provided at Figure 2 to Figure 5.

Significant nearby land uses include:

- Subject site is located within the **Canterbury Road Commercial Corridor**
- **Mary MacKillop Reserve** located adjacent to the site,
- **Canterbury Primary School** located approximately 300m west of the site,
- **Chatham Railway Station** located approximately 420m north of the site, and
- **Wattle Park Golf Course** located approximately 1km southeast.

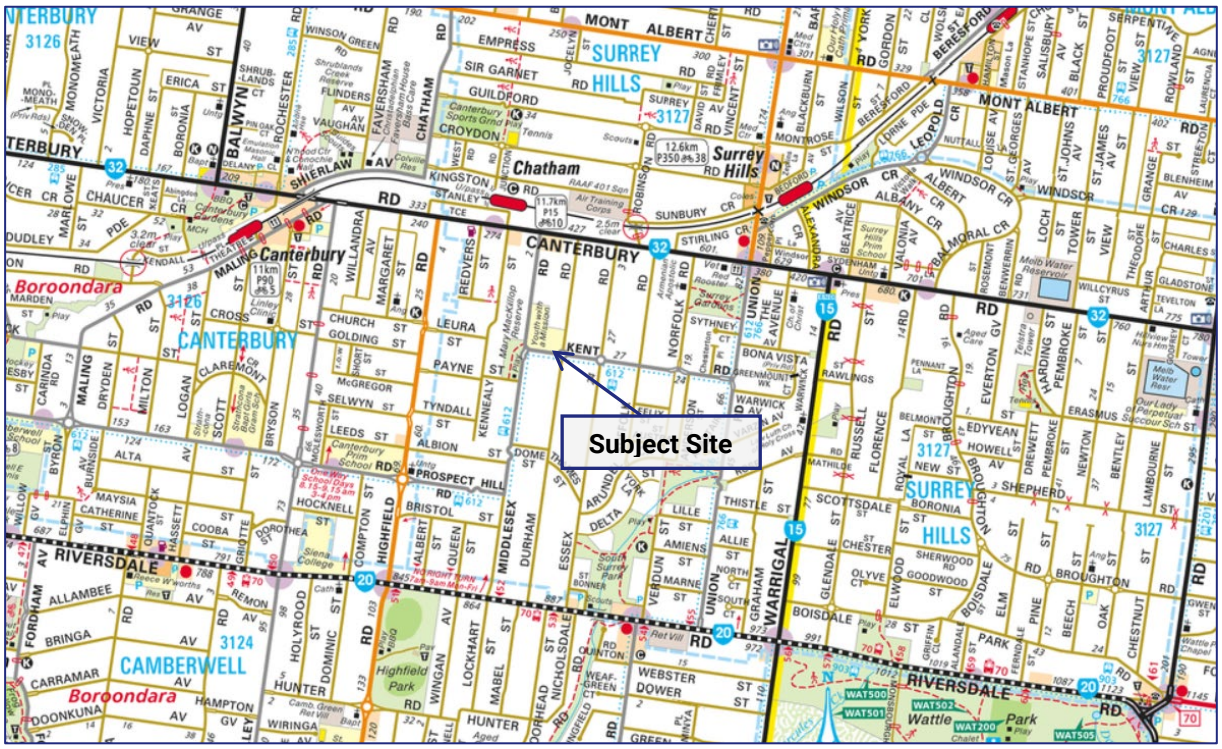


Figure 2: Locality Plan (Source: Melway)

Figure 3: Aerial Photograph (Source: Nearmap)

Figure 4: Car Parking Requirement Map

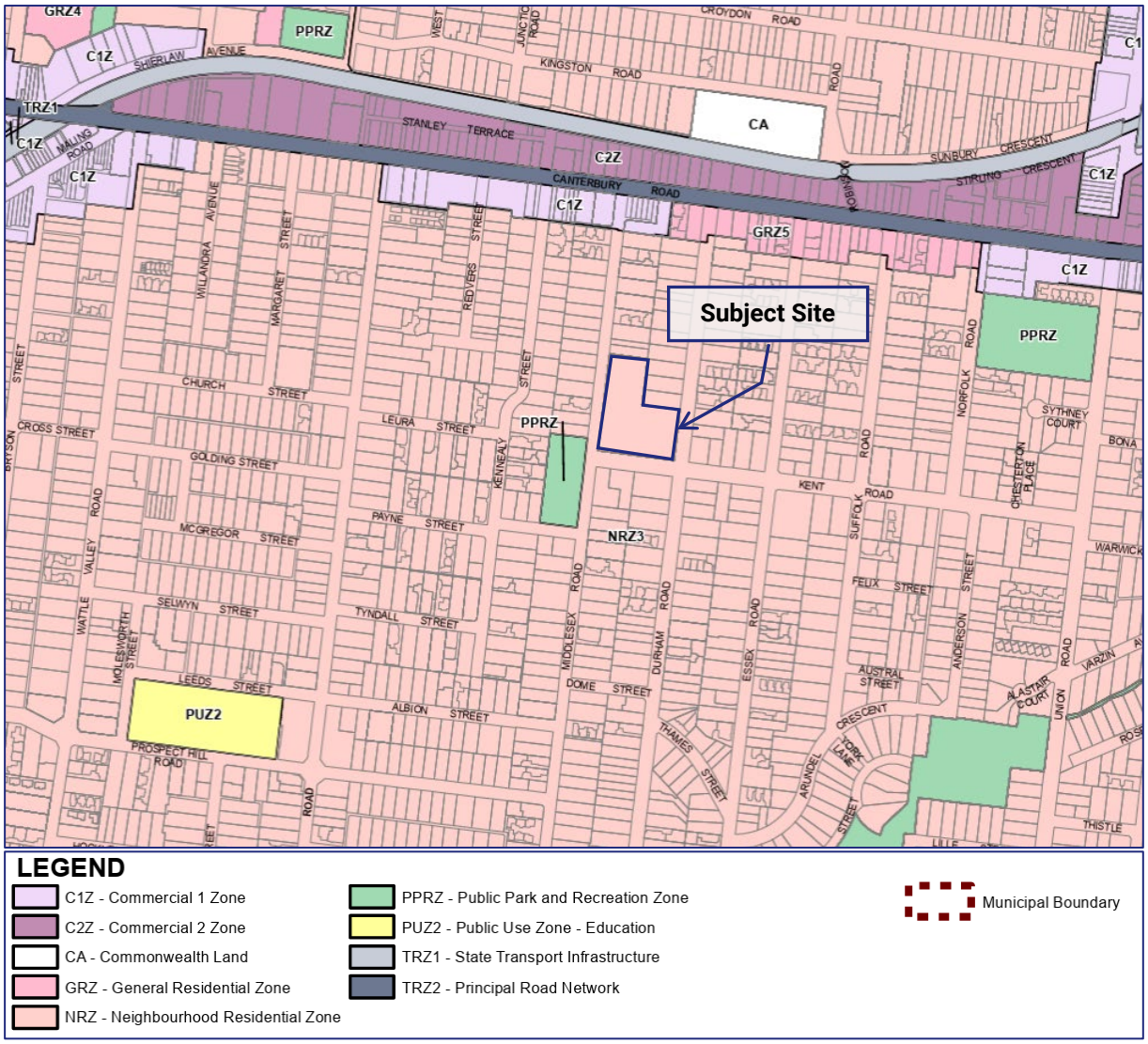


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

A summary of the local road network is provided in the table below.

Photos of the surrounding road network are presented following the table.

Table 3: Local Road Network

Road Name	Agency	Classif-ication	Transport Zone	Configuration	Speed Limit	On-Street Parking
Kent Road	Council	Local Access Road	No	Aligned in an east-west direction. 8.8m wide carriageway, in vicinity of the subject site. Footpath provided on both sides of the road.	Default urban 50km/h	Unrestricted both sides[1]
Middlesex Road	Council	Local Access Road	No	Aligned in a north-south direction. In the vicinity of the site Middlesex Road is approximately 7.55m wide carriageway with hockey stick line marking on either side of the road in some locations. South of Kent Road Middlesex Road is approximately 7.6m wide carriageway. Footpath provided on both sides of the road.	Default urban 50km/h	Mixture of unrestricted and short-term parking[1]
Durham Road	Council	Local Access Road	No	Aligned in a north-south direction. 7.4m wide carriageway, in vicinity of the subject site with hockey stick line marking on either side of the road in some locations. Footpath is provided on both sides of the road. Footpath provided on both sides of the road.	Default urban 50km/h	Mixture of unrestricted and short-term parking[1]

Notes:

1. Due to carriageway width, if parking occurs on both sides simultaneously, this leaves one lane for two-way traffic flow.

Figure 6: Kent Road – view east

Figure 7: Kent Road – view west

Figure 8: Middlesex Road – view north

Figure 9: Middlesex Road – view south

Figure 10: Durham Road – view north

Figure 11: Durham Road – view south

3.2.2. Car Parking Conditions

Traffix Group completed an inventory of on-street parking during the site inspection on Thursday 2nd October 2025 at 10am.

The purpose of the inventory was to ascertain the supply and management of car parking in the area, not to assess the demand for car parking. As set out at Section 4.1, the development satisfies its statutory requirements. Accordingly, the availability of on-street car parking is not a strong consideration for this proposal.

The detailed parking survey is presented at Appendix B.

The survey area is presented in the figure below, which comprises an area of approximately 200m around the subject site.

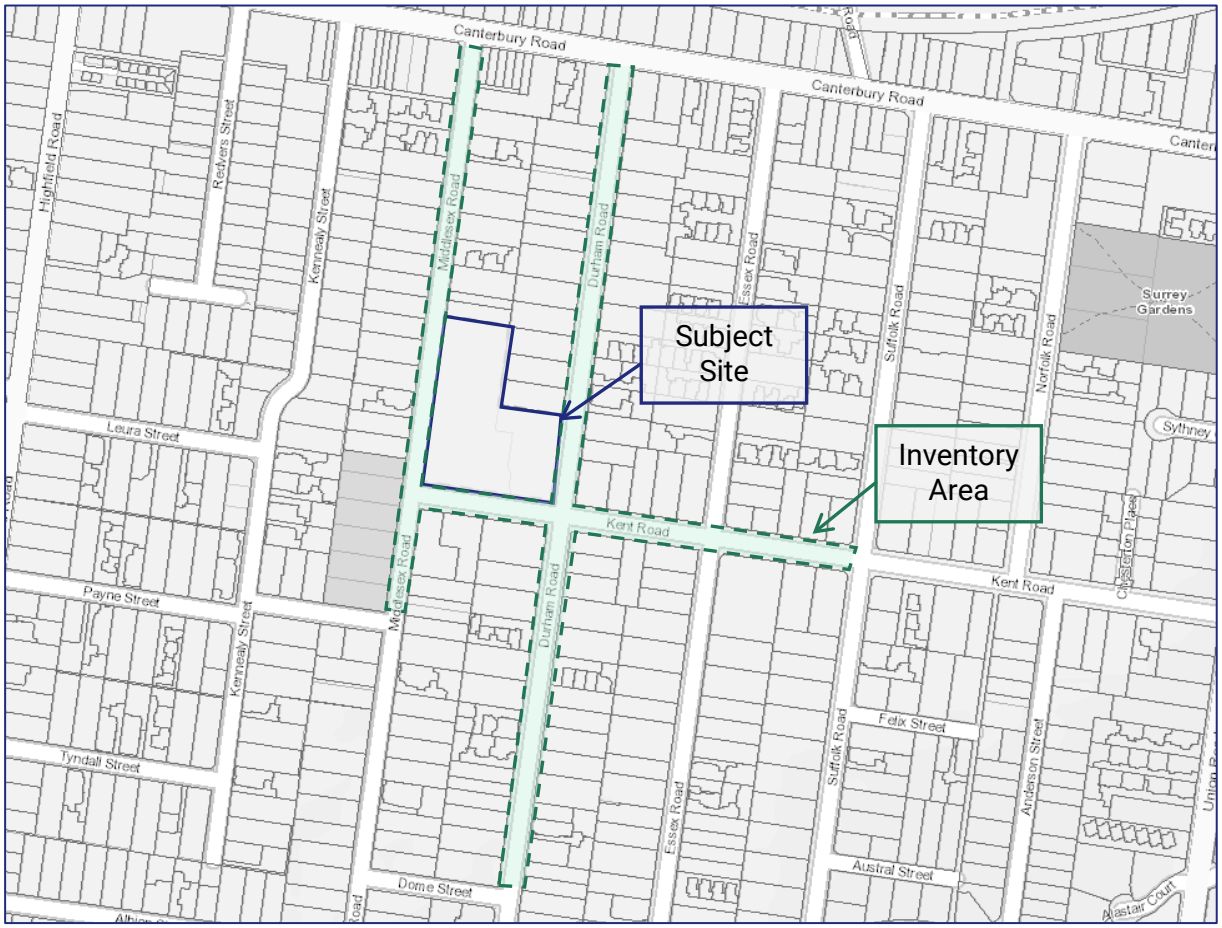


Figure 12: Parking Survey Inventory (Source: Melway)

The key findings of the inventory were:

- There are 198 on-street car spaces within approximately 200m of the subject site.
- Parking is mostly unrestricted with some spaces restricted to short-term (P30min and 2P) restrictions during business hours and on Saturday.
- At the time of the inventory on-street parking demand was moderate with 111 vacant spaces (44% occupancy).

3.2.3. Public Transport

The site is served by public transport services, with train, tram and bus services available. The site is located within the Principal Public Transport Network area (PPTN).

A summary of the nearby public transport services is provided at Table 4 and map of the broader services provided at Figure 13. The PPTN network map is provided at Figure 14.

Table 4: Summary of Public Transport Services

Service	Between	Via
Durham Road/Kent Road – along the Subject Site's frontage		
Bus Route 612	Box Hill Station & Chadstone	Surrey Hills, Surrey Hills & Glen Iris
Chatham Railway Station – approximately 500m walking distance north of the site (6min)		
Belgrave line	Belgrave & CBD	Melbourne & several eastern suburbs
Lilydale Line	Lilydale & CBD	Melbourne & several eastern suburbs
Lockhart Street/Riversdale Road – approximately 850m walking distance south of the site (11min)		
Tram Route 70	Waterfront City Docklands & Wattle Park	CBD, Hawthorn & Richmond
Canterbury Road/Union Road - approximately 950m walking distance east of the site (14min)		
Bus Route 766	Box Hill Station & Burwood	Surrey Hills

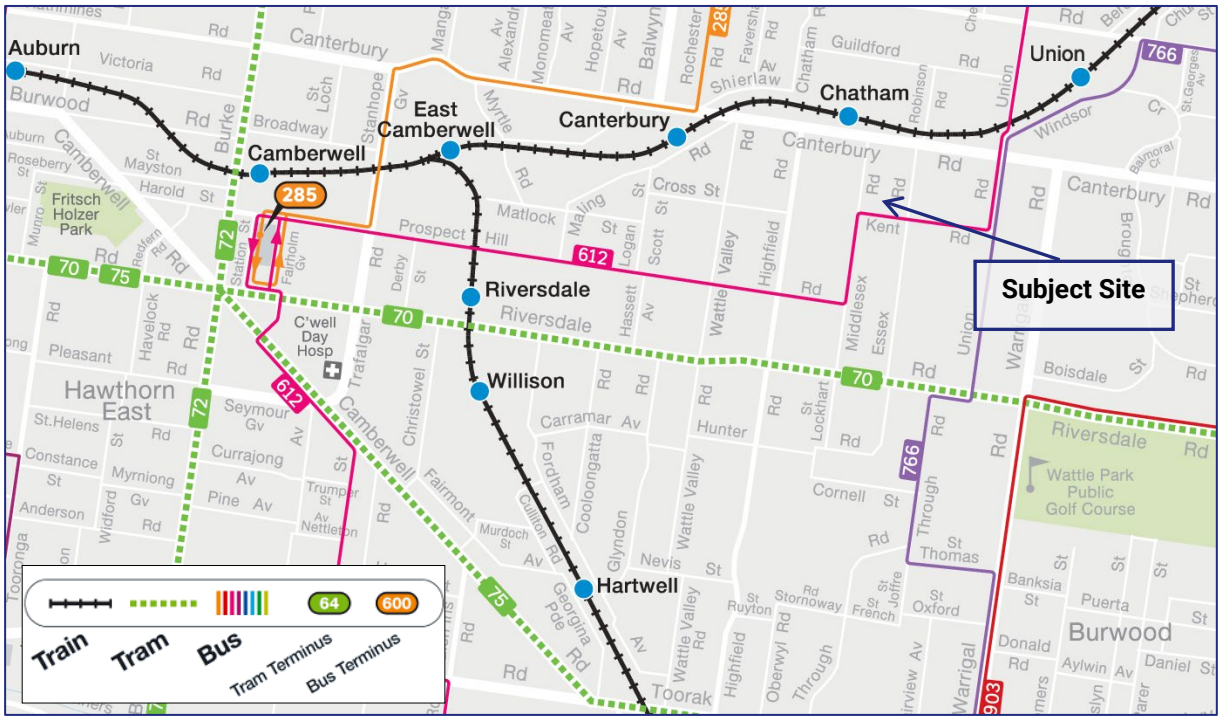


Figure 13: Public Transport Map (Source: PTV)

Figure 14: Principal Public Transport Network Area (Source: Vicplan)

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'dwelling' under Clause 73.03 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

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.*

Clause 52.06-5 states:

> *Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).*

The site is located in Category 2 of the CPR system (PTAL rating - low public transport access).

The statutory car parking assessment of the development is set out in Table 5 below.

Table 5: Statutory Car Parking Assessment – Category 2 of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Category 2)	Parking Requirement(1)	Parking Provision	Shortfall / Surplus
One-bedroom dwelling	6	Minimum of 1 car space per dwelling	6	124	+48
Two-bedroom dwelling	38		38		
Three-bedroom dwelling	32		32		
TOTAL			**76**	**124**	**+48**

Notes:

1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

The provision of 124 car spaces meets the statutory minimum requirement under Clause 52.06-5 and a car parking reduction is not required.

4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The development provides bicycle parking as follows:

- 16 secure bicycle spaces for use by residents:
  - 8 spaces provided via 4 horizontal bicycle rails located in Building A's carpark
  - 8 spaces provided via 4 horizontal bicycle rails located in a bike store, adject to Building B's first level carpark
- 16 open visitor spaces:
  - 6 spaces provided via 3 horizontal bicycle rails located adjacent the heritage duplex
  - 6 spaces provided via 3 horizontal bicycle rails located adjacent to the shared garden
  - 4 spaces provided via 2 horizontal bicycle rails located adjacent to Building A's carpark

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 6: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	76 dwellings	1 space to each 5 dwellings	1 space to each 10 dwellings	15 resident 8 visitor
TOTAL				**23 spaces**

The proposed development has a statutory bicycle parking requirement under Clause 52.34 for 23 bicycle spaces, including 15 spaces for residents and 8 spaces for visitors. The provision of 32 bicycle spaces exceeding the minimum requirements of Clause 52.34.

The space allowed for on the plans satisfies the specifications of AS2890.3-2015 and the manufacturers specifications.

Based on the above, we are satisfied with the provision of bicycle parking on the site.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 57.02-6 (Access Objective) and Clause 57.03-2 (Parking Location Objective),
- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking), and
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant).

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

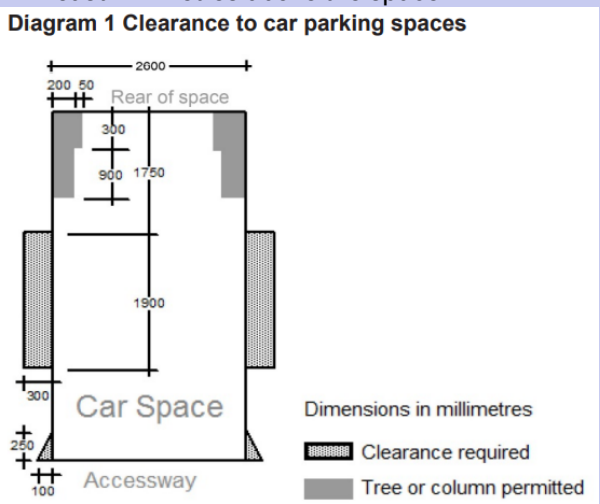
Swept path diagrams are attached at Appendix C. These diagrams demonstrate access to critical car spaces by the B85 design car, as required by AS2890.1-2004.

There are a couple of instances around ramps where the 'divider' between the ramp lanes needs to be either linemarking or if kerb, the kerb cut back as shown. This will be addressed at detailed design.

Table 7: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 57.02-6 – Access Objective		
The width of accessways or car spaces should not exceed: • 33% of the street frontage, or • If the width of the street frontage is less than 20m, 40% of street frontage.	✓	Crossovers comprise approximately 5% of the site's frontage.
Clause 57.03-2 – Parking Location Objective		
Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5m from the windows of habitable rooms. This setback may be reduced to 1m where there is a fence at least 1.5m high or where window sills are at least 1.4m above the accessway.	✓	Complies.
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are minimum 3m in width.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	B85 design car adequately access the basement carpark, objective achieved.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	✓	N/A – not a public carpark.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies, 2.2m minimum headroom provided.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	Complies. Swept paths demonstrating all vehicle entering and exiting the site in a forward direction are shown in Appendix C.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Passing opportunities are provided throughout the site and at all site entrances.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td>Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.</td><td>✓</td><td>Sight triangles are shown on the exit sides of the accessways.</td></tr>
<tr><td>If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.</td><td>N/A</td><td>Not applicable</td></tr>
<tr><td>If entry to the car space is from a road, the width of the accessway may include the road.</td><td>N/A</td><td>Not applicable</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 2 – Car Parking Spaces</td></tr>
<tr><td>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.
<table>
<tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr>
<tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr>
<tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr>
<tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr>
</table>
Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</td><td>✓</td><td>Complies.</td></tr>
</table>

Requirement	Assessment	Design Response
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than: • A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. • A structure, which may project into the space if it is at least 2.1 metres above the space. **Diagram 1 Clearance to car parking spaces**  	✓	Complies.
Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.	N/A	No standard garages proposed.
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	No tandem car spaces.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	✓	All spaces are under cover.
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	N/A	No disabled spaces are required for residential use.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 3 - Gradients</td></tr>
<tr><td>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage.
This does not apply to accessways serving three dwellings or less.</td><td>✓</td><td>The grades over the first 5m into the site do not exceed 1:10 (10%).

Complies.</td></tr>
<tr><td>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.
<table>
<tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr>
<tr><td rowspan="2">Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr>
<tr><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr>
<tr><td rowspan="2">Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr>
<tr><td>longer than 20 metres</td><td>1:5 (20%)</td></tr>
</table></td><td>✓</td><td>Carpark is private, and a maximum grade of 1:4 is provided.</td></tr>
<tr><td>Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</td><td>✓</td><td>Transitions meet this requirement.</td></tr>
<tr><td>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority</td><td>✓</td><td>Complies.</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 4 – Mechanical Parking</td></tr>
<tr><td>At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.</td><td rowspan="3">N/A</td><td rowspan="3">No mechanical parking proposed.</td></tr>
<tr><td>Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.</td></tr>
<tr><td>The design and operation is to the satisfaction of the responsible authority.</td></tr>
</table>

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 5 – Urban Design		
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A	These matters are more related to urban design, rather than specifically traffic engineering.
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		
Design of car parks must take into account their use as entry points to the site.		
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	N/A	Car parking is all private for use by residents, and we are satisfied that signage is not strictly required. Adequate lighting will be provided within the carpark.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	N/A	Carpark is all within a secure basement.
Pedestrian access to car parking areas from the street must be convenient.	✓	Separate entrances for pedestrians is provided from Kent Road, Middlesex Road and Durham Road.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	The shared accessway is not a highly trafficked area.
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A	These requirements are not strictly related to

Requirement	Assessment	Design Response
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		traffic engineering matters.
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

4.4. Loading and Waste Collection Arrangements

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.*

4.4.1. Loading

Loading activities for the dwellings will be infrequent and can occur on-street, including along the site's frontage and the development does not warrant a dedicated on-site loading bay.

4.4.2. Waste Collection

A Waste Management Plan has been prepared by Traffix Group (Ref: G37216R-02B (WMP)) detailing the waste collection arrangements for the proposed development.

It is proposed that waste collection for will occur on-site within the basement level 1 and lower ground carpark for Building A and Building B respectively. A private contractor will be engaged to collect the waste via a mini rear loading waste vehicle (typically 6.4m long and 2.1m high).

The private contractor will prop temporarily within the accessway whilst the bins are emptied and exit the site in a forward direction. Waste collection will be undertaken outside of the peak times of the residential development to minimise disruption and ensure there is sufficient space within the carpark for the transfer of bins to and from the waste vehicle.

Swept path diagrams demonstrating vehicle access of the 6.4m long mini rear loading waste vehicle entering and exiting the site in a forward direction is attached at Appendix C.

Duplex 1-7 of Building C waste collection is proposed to have kerbside collection via Council's existing waste services. It will require residents to wheel relevant bins from the development and place them kerbside.

All other dwellings within Building C will have a shared central bin refuse area, which will be collected kerbside along Kent Road via a private contractor.

We are satisfied that these waste collection arrangements are acceptable from a traffic engineering perspective.

4.5. Traffic Impact

The RTA Guide to Traffic Generating Development (2024) (RTA Guide) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses and is generally regarded as the standard for development characteristics.

The RTA Guide sets out the following relevant traffic generation rates for medium density residential development:

- *Daily vehicle trips = 2 – 3 per dwelling per day*
- *Weekday peak hour vehicle trips = 0.4 per dwelling per day*

For the purpose of undertaking a conservative analysis, the upper end of the range for each dwelling type has been adopted, i.e. 3 trips per dwelling per day for all dwellings.

Based on the above, the development is expected to generate in the order of 228 daily vehicle trips, with 30 trips occurring in each peak hour period.

Traffic is expected to be generally evenly distributed between Middlesex Road and Durham Road, with residents travelling north and south toward Canterbury Road and Riversdale Road respectively, both of which are arterial roads.

This level of traffic is residential in nature and can easily be accommodated on the surrounding road network and intersections without any adverse impacts.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed residential development at 1 Kent Road, Surrey Hills, we are of the opinion that:

a) the proposed development has a statutory minimum car parking requirement of 76 car spaces under Clause 52.06-5 relating to residents only and no visitor car parking is formally required,

b) the provision and allocation of 124 car spaces satisfies the statutory requirements of Clause 52.06-5,

c) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,

d) bicycle parking is provided above the minimum requirements set out at Clause 52.34 of the Planning Scheme,

e) the level of traffic generated by the proposal is moderate, residential in nature and can be accommodated without any adverse impacts to the operation of the local road network,

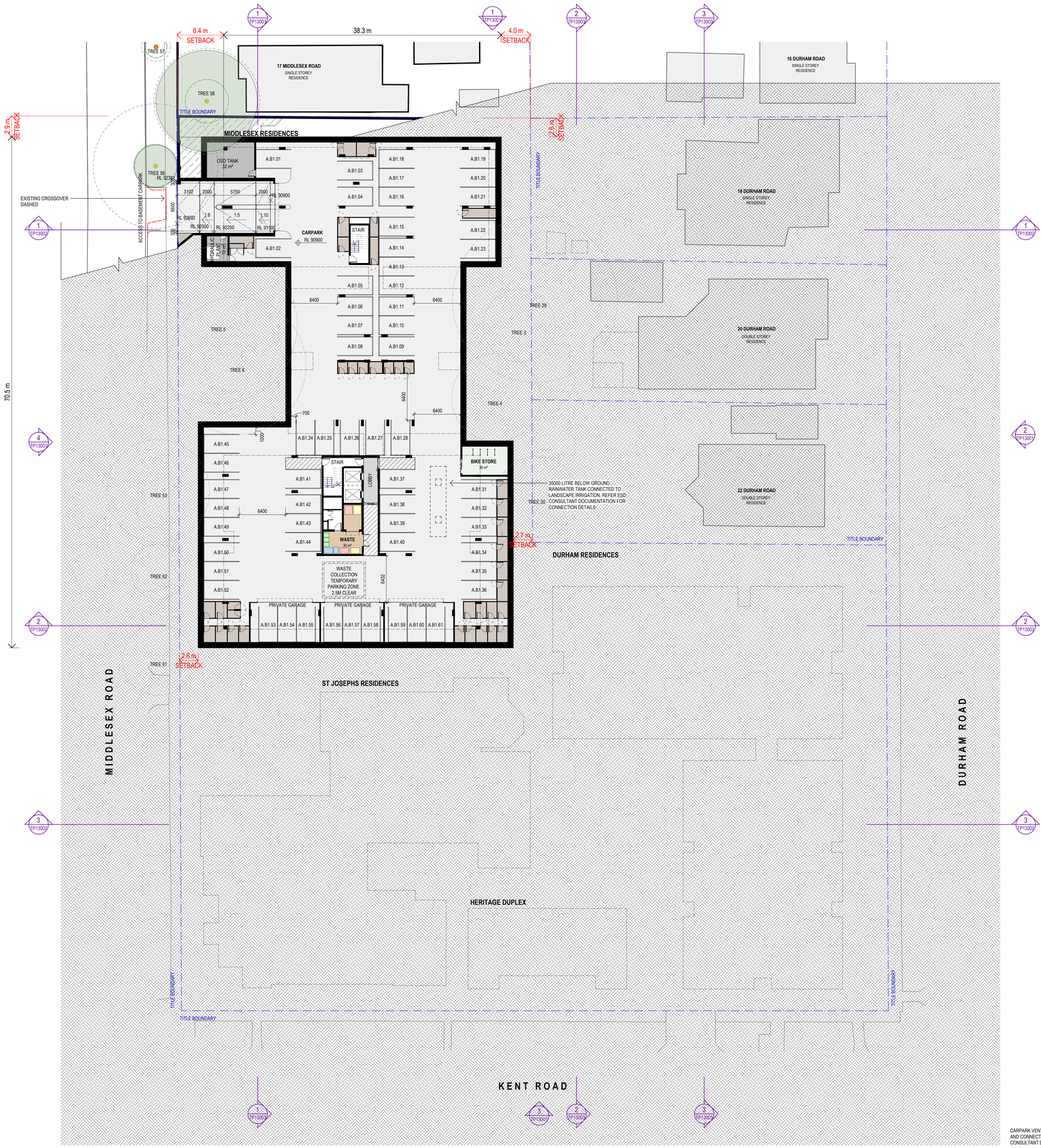
f) a dedicated loading bay is not warranted for a residential development of this scale,

g) waste collection can be satisfactorily collected with a hybrid collection method by Council's existing services and a private contractor, and

h) there are no traffic engineering reasons why a planning permit for the proposed residential development at 1 Kent Road, Surrey Hills should be refused, subject to appropriate conditions.

Appendix A

Development Plans



CARPARK VENTILATION FANS DRIVEN BY VSD MOTOR AND CONNECTED TO CO SENSORS - REFER ESD CONSULTANT DOCUMENTATION

Date generated 26/05/2026 5:29:19 PM

Recent revision history

#	Status	Description	Date
A	For Information	For Information	02/10/2025
B	For Information	For Information	14/10/2025
C	For Information	For Information	17/10/2025
D	For Information	DTP Pre-App	28/10/2025
E	For Information	For review	31/10/2025
F	For Information	Coordination Masterplan	05/12/2025
G	For Information	Town Planning Draft	22/12/2025
H	For Information	For Review	16/01/2026
J	For Information	Town Planning Submission	06/02/2026
1	For Information	DTP Town Planning Submission	13/02/2026
2	For Information	DTP Town Planning Submission	26/05/2026

BIN LEGEND

- RECYCLING
- GENERAL WASTE
- GLASS RECYCLING
- GREEN WASTE

Key Plan

Project
Kent Road Residences

Client
Antipodean Land Developments

Issuer
W–B
WOODS BAGOT

Project number
131135

Size check
25mm

Checked
RC

Approved
BP

Sheet size
A0

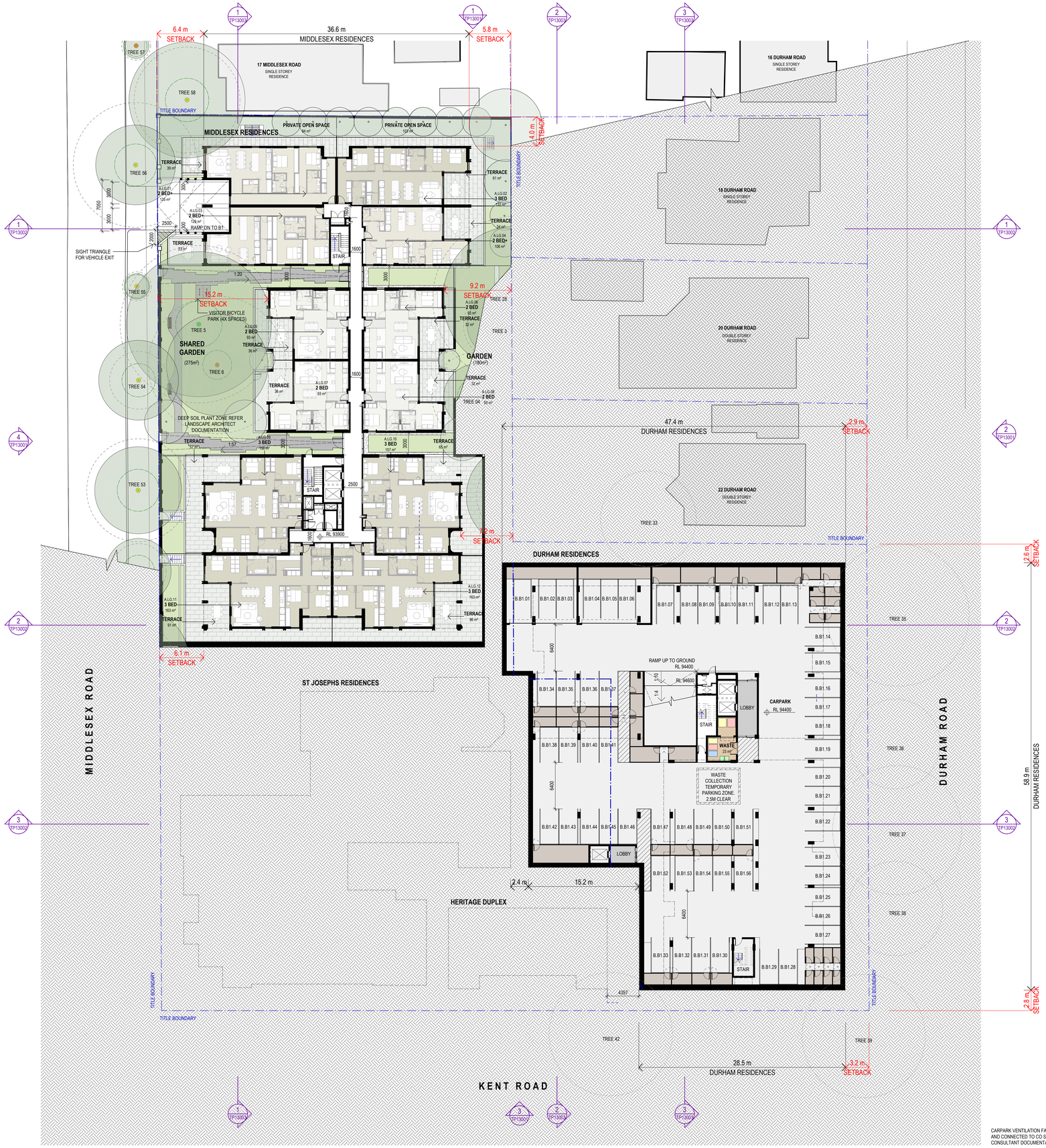
Scale
1 : 200

Sheet title
Overall Plan
Level B1 (Basement)

Sheet number
A - TP12008

Revision
2

Status
For Information



Date generated 26/05/2026 5:04:45 PM

Recent revision history

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A	For Information	For Information	02/10/2025
B	For Information	For Information	14/10/2025
C	For Information	For Information	17/10/2025
D	For Information	DTP Pre-App	28/10/2025
E	For Information	For review	31/10/2025
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H	For Information	For Review	16/01/2026
J	For Information	Town Planning Submission	06/02/2026
1	For Information	DTP Town Planning Submission	13/02/2026
2	For Information	DTP Town Planning Submission	26/05/2026

BIN LEGEND

- RECYCLING
- GENERAL WASTE
- GLASS RECYCLING
- GREEN WASTE

Key Plan

Project
Kent Road Residences

Client
Antipodean Land Developments

Issuer
W–B
WOODS BAGOT

Project number
131135

Size check
25mm

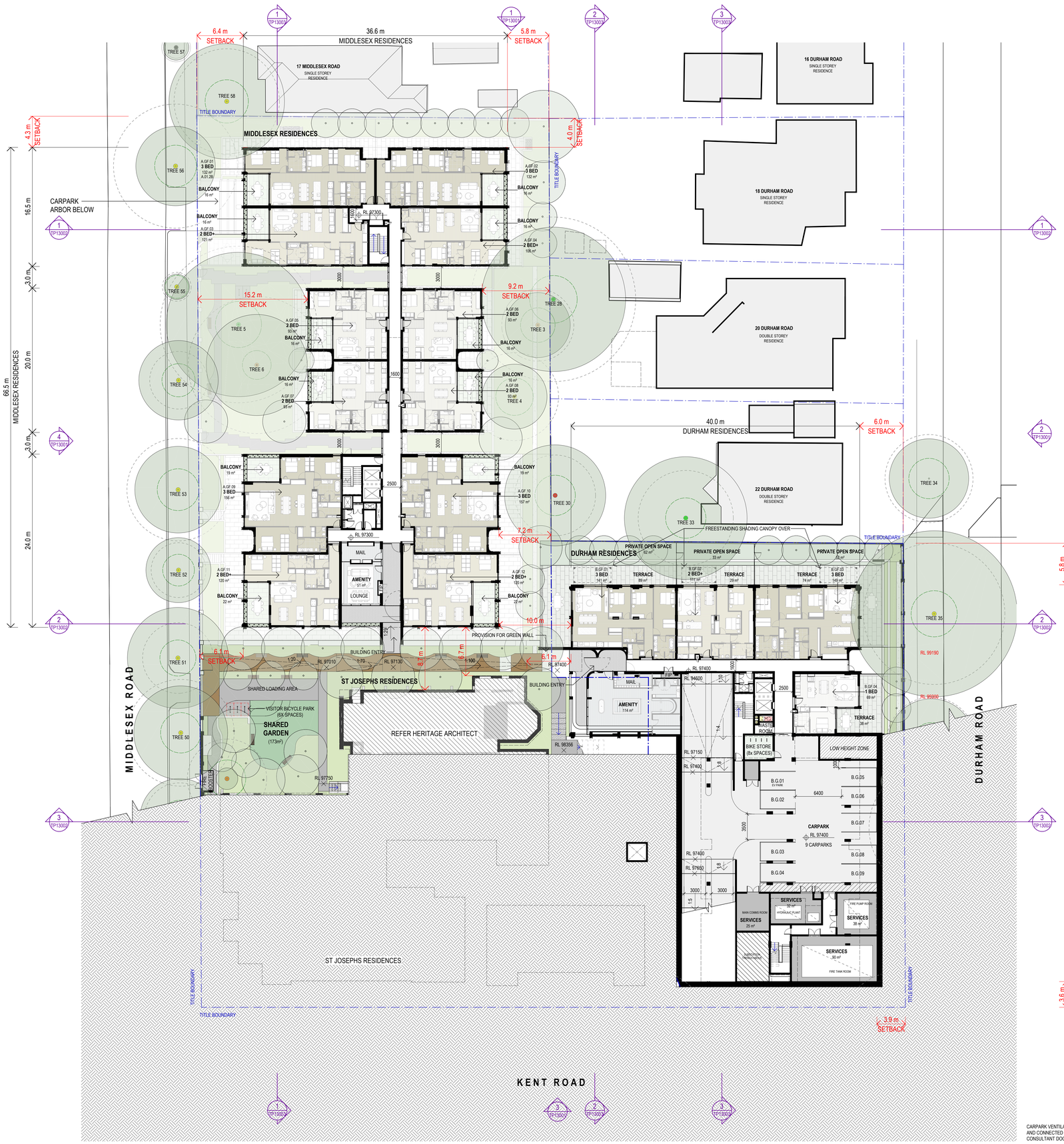
Checked | Approved | Sheet size | Scale
A0 | 1 : 200

Sheet title
Overall Plan
Level LG (Lower Ground)

Sheet number
A - TP12009

Revision
2

Status
For Information



CARPARK VENTILATION FANS DRIVEN BY VSD MOTOR AND CONNECTED TO CO SENSORS - REFER ESD CONSULTANT DOCUMENTATION

Recent revision history

#	Status	Description	Date
A	For Information	For Information	02/10/2025
B	For Information	For Information	14/10/2025
C	For Information	For Information	17/10/2025
D	For Information	DTP Pre-App	28/10/2025
E	For Information	For review	31/10/2025
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G	For Information	Town Planning Draft	22/12/2025
H	For Information	For Review	16/01/2026
J	For Information	Town Planning Submission	06/02/2026
1	For Information	DTP Town Planning Submission	13/02/2026
2	For Information	DTP Town Planning Submission	26/05/2026

Key Plan

Project
Kent Road Residences

Client
Antipodean Land Developments

Issuer
W–B
WOODS BAGOT

Project number
131135

Size check
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Checked | Approved | Sheet size | Scale
A0 | 1 : 200

Sheet title
Overall Plan
Level 00 (Ground)

Sheet number
A - TP12010

Revision
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Status
For Information

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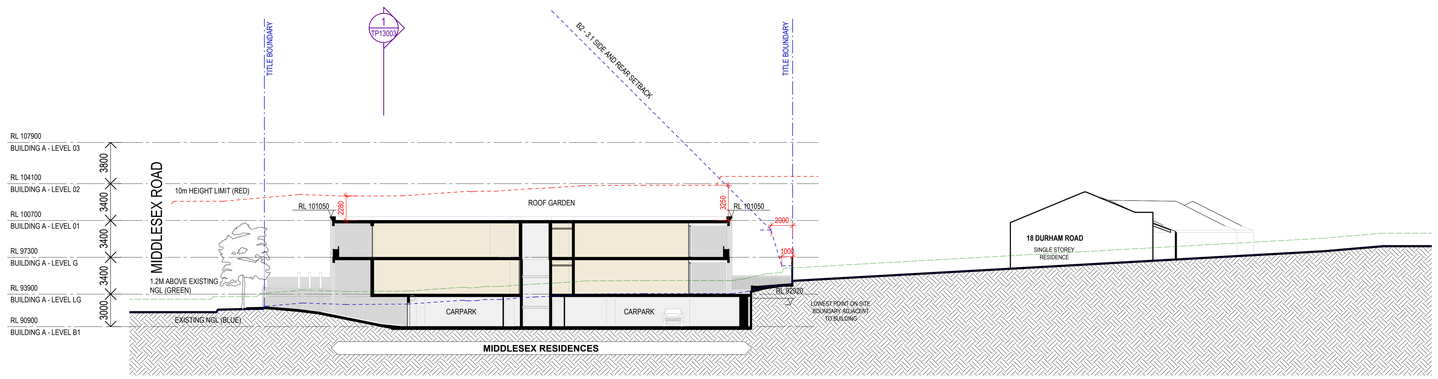
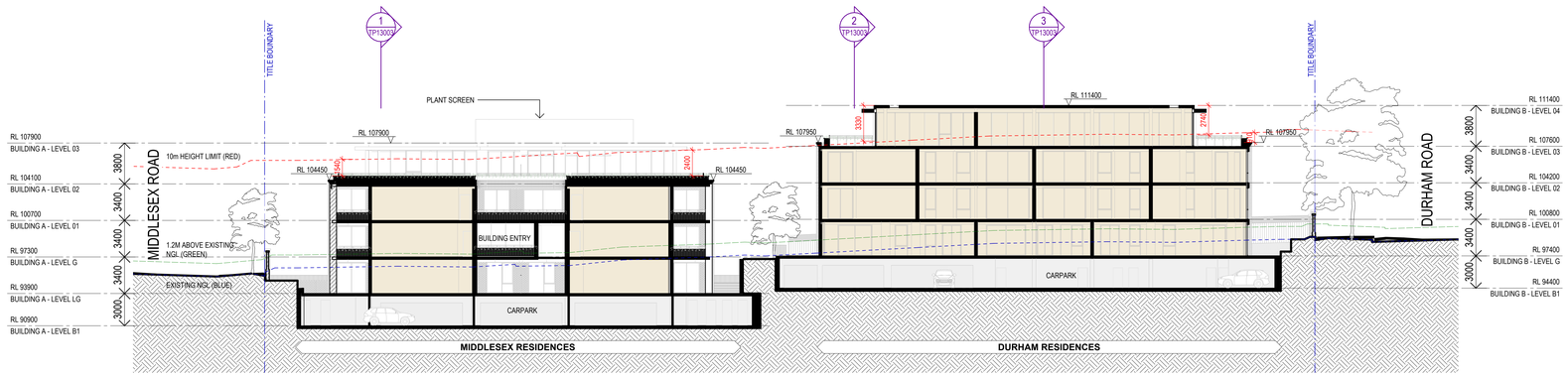
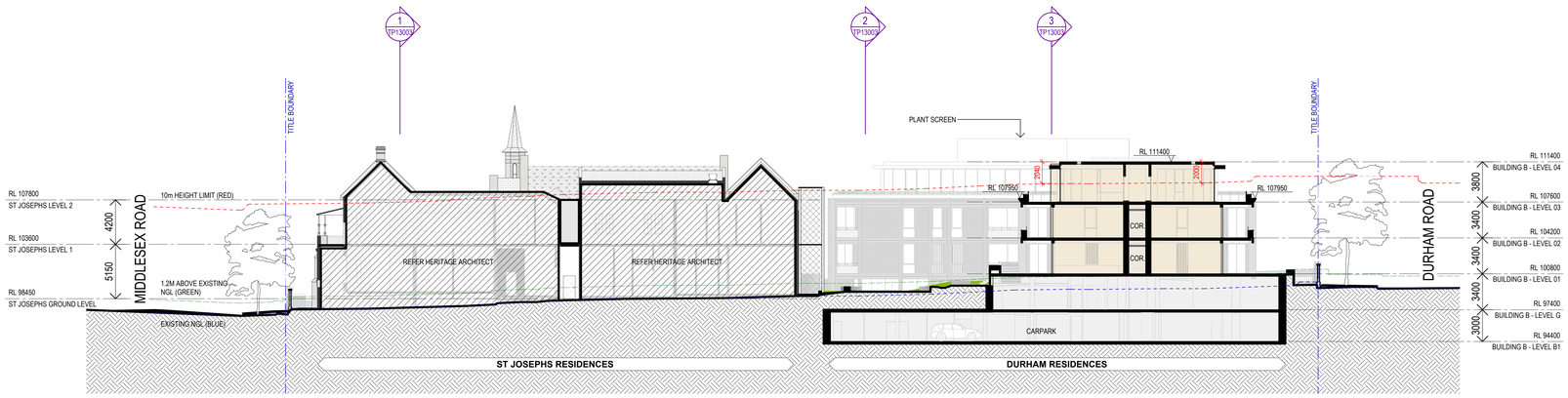


1 Overall Section - E/W - Through Middlesex Residences
SCALE 1 : 200



2 Overall Section - E/W - Through Middlesex Residences & Durham Residences
SCALE 1 : 200

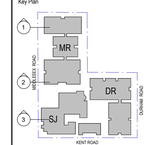


3 Overall Section - E/W - Through Resident Piazza
SCALE 1 : 200

Recent revision history

#	Status	Description	Date
A	For Information	Coordination Masterplan	05/12/2025
B	For Information	Town Planning Draft	22/12/2025
C	For Information	For Review	16/01/2026
D	For Information	Town Planning Submission	06/02/2026
1	For Information	DTP Town Planning Submission	13/02/2026
2	For Information	DTP Town Planning Submission	26/05/2026

Key Plan



Project
Kent Road Residences

Client
Antipodean Land Developments

Issued
W–B
WOODS BAGOT

Project number
131135

Size check
25mm

Checked | Approved | Sheet size | Scale
A0 | 1 : 200

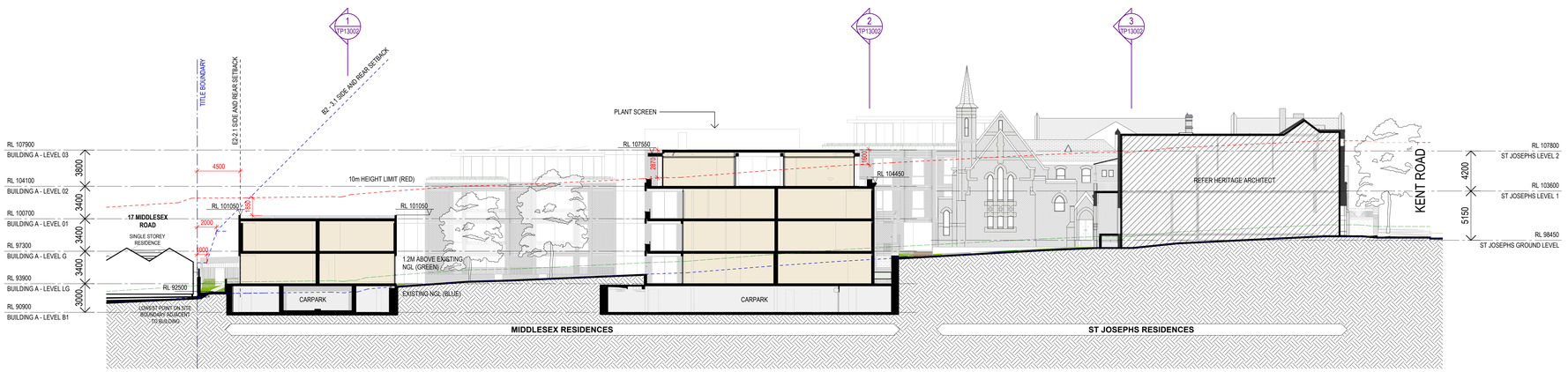
Sheet title
Overall Elevations and Sections
East/West Sections

Sheet number
A - TP13002

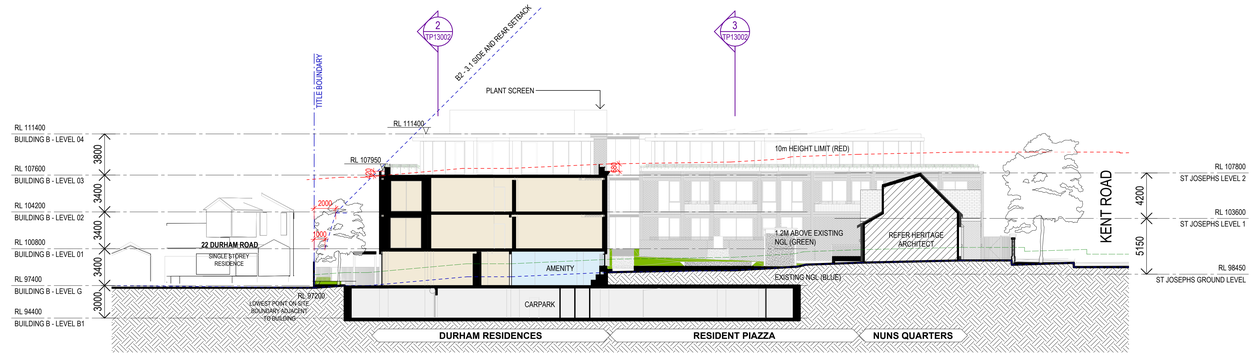
Revision
2

Status
For Information

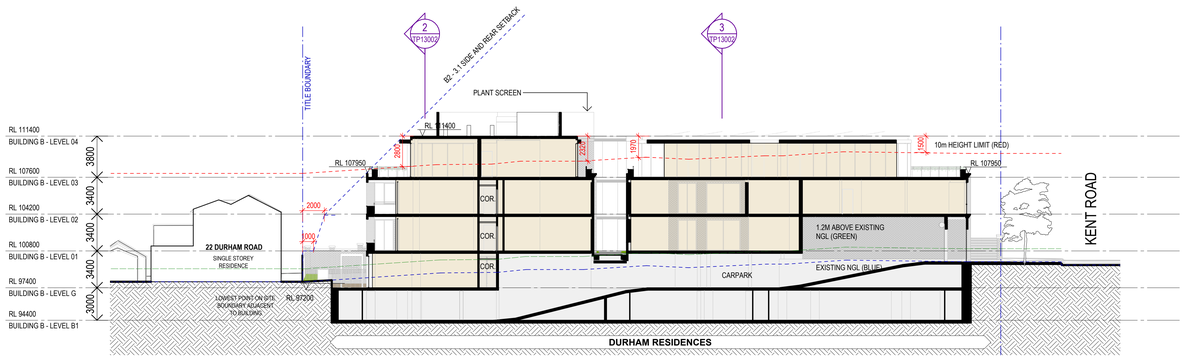
Date generated 26/05/2026 5:07:07 PM



1 Overall Section - N/S - Through Middlesex Residences
SCALE 1 : 200



2 Overall Section - N/S - Through Resident Piazza
SCALE 1 : 200



3 Overall Section - N/S - Through Durham Residences
SCALE 1 : 200

Recent revision history

#	Status	Description	Date
A	For Information	Coordination Masterplan	05/12/2025
B	For Information	Town Planning Draft	22/12/2025
C	For Information	For Review	16/01/2026
D	For Information	Town Planning Submission	06/02/2026
1	For Information	DTP Town Planning Submission	13/02/2026
2	For Information	DTP Town Planning Submission	26/05/2026

Key Plan

Project
Kent Road Residences

Client
Antipodean Land Developments

Issuer
W–B
WOODS BAGOT

Project number
131135

Size check
25mm

Checked | Approved | Sheet size | Scale
A0 | 1 : 200

Sheet title
Overall Elevations and Sections
North/South Sections

Sheet number
A - TP13003

Revision
2

Status
For Information

Date generated 26/05/2026 5:07:36 PM

Appendix B

Car Parking Inventory

Traffix Group

Surveyed By: **Sarah Stephenson** **Survey Dates & Times:** See below

Location		Restriction	Capacity Min - Max	Thursday 2nd October, 2025 10am
ON-STREET CARPARKING				
Map Ref.	**MIDDLESEX ROAD**			
	East Side			
A	Canterbury Road to SB#1	No Stopping	-	0
		P30min 8am-6pm Mon-Fri, 8am-1pm Sat	2	1
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	9	5
	SB#1 to Kent Road (Subject Site)	**2P 8am-6pm Mon-Fri, 8am-1pm Sat**	**1**	**0**
		Unrestricted	**11**	**10**
		No Stopping	**-**	**0**
B	Kent Road to opposite Payne Street	No Stopping	-	0
		Unrestricted*	8	4
	West Side			
C	Canterbury Road to NB#2	No Stopping	-	0
	NB#2 to NB#16	2P 8am-6pm Mon-Fri, 8am-1pm Sat	9	3
	NB#16 to Kent Road	2P 8am-6pm Mon-Fri, 8am-1pm Sat	12	3
		No Stopping	-	0
D	Kent Road to Payne Street	No Stopping	-	0
		Unrestricted*	8	0
		No Stopping	-	0
MIDDLESEX ROAD		**Capacity**	**52 - 52**	**52**
		Total Number of Cars Parked		**26**
		Total Number of Vacant Spaces		**26**
		Percentage Occupancy		**50%**
Note* South of Kent Road only staggered parking is permitted so only one of parking has been considered in the analysis				

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

Surveyed By: Sarah Stephenson **Survey Dates & Times:** See below

Location		Restriction	Capacity Min - Max	Thursday 2nd October, 2025 10am
Map Ref.	**KENT ROAD**			
	North Side			
E	**Middlesex Road to Durham Road (Subject Site)**	**No Stopping**	**-**	**0**
		Unrestricted	**7**	**1**
		Bus Zone Mon-Sat	**2**	**0**
		No Stopping	**-**	**0**
F	Durham Road to Essex Road	No Stopping	-	0
		Unrestricted	4	3
		Bus Zone	-	0
		No Stopping	-	0
G	Essex Road to Suffolk Road	No Stopping	-	0
		Unrestricted	9	3
		No Stopping	-	0
Map Ref.	**KENT ROAD**			
	South Side			
H	Middlesex Road to Durham Road	No Stopping	-	0
		Unrestricted	6	1
		Bus Zone	-	0
		No Stopping	-	0
I	Durham Road to Essex Road	No Stopping	-	0
		Unrestricted	8	3
		No Stopping	-	0
J	Essex Road to Suffolk Road	No Stopping	-	0
		Bus Zone	-	0
		Unrestricted	5	0
		No Stopping	-	0
KENT ROAD		**Capacity**	**39 - 39**	**39**
		Total Number of Cars Parked		**11**
		Total Number of Vacant Spaces		**28**
		Percentage Occupancy		**28%**

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

Surveyed By: **Sarah Stephenson** **Survey Dates & Times:** See below

Location		Restriction	Capacity Min - Max	Thursday 2nd October, 2025 10am
Map Ref.	**DURHAM ROAD**			
	East Side			
K	Canterbury Road to SB#9	No Stopping	-	0
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	9	7
	SB#9 to Kent Road	2P 8am-6pm Mon-Fri, 8am-1pm Sat	4	1
		Unrestricted	15	5
		No Stopping	-	0
L	Kent Road to SB#41	No Stopping	-	0
		Unrestricted	12	8
	SB#41 to opposite Dome Street	Unrestricted	10	5
	West Side			
M	Canterbury Road to SB#16	No Stopping	-	0
		Unrestricted	15	11
	SB#16 to NB#1	Unrestricted	11	5
	NB#1 to Kent Road (Subject Site)	Unrestricted	6	0
		No Stopping	-	0
N	Kent Road to SB#36	No Stopping	-	0
		Unrestricted	12	2
	SB#36 to Dome Street	Unrestricted	13	6
		No Stopping	-	0
DURHAM ROAD		**Capacity**	**107 - 107**	**107**
		Total Number of Cars Parked		**50**
		Total Number of Vacant Spaces		**57**
		Percentage Occupancy		**47%**

SUMMARY => ON-STREET CARPARKING		
Car Parking Supply	**198 - 198**	**198**
Total Number of Cars Parked		**87**
Total Number of Vacant Spaces		**111**
Percentage Occupancy		**44%**

Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zones' and 'No Parking' areas, etc., during the relevant enforcement periods

LEGEND:	Public Parking	
	Not available to the general public	
	Not Available, illegally parked cars included in analysis	
	No Stopping/ Other No Parking	

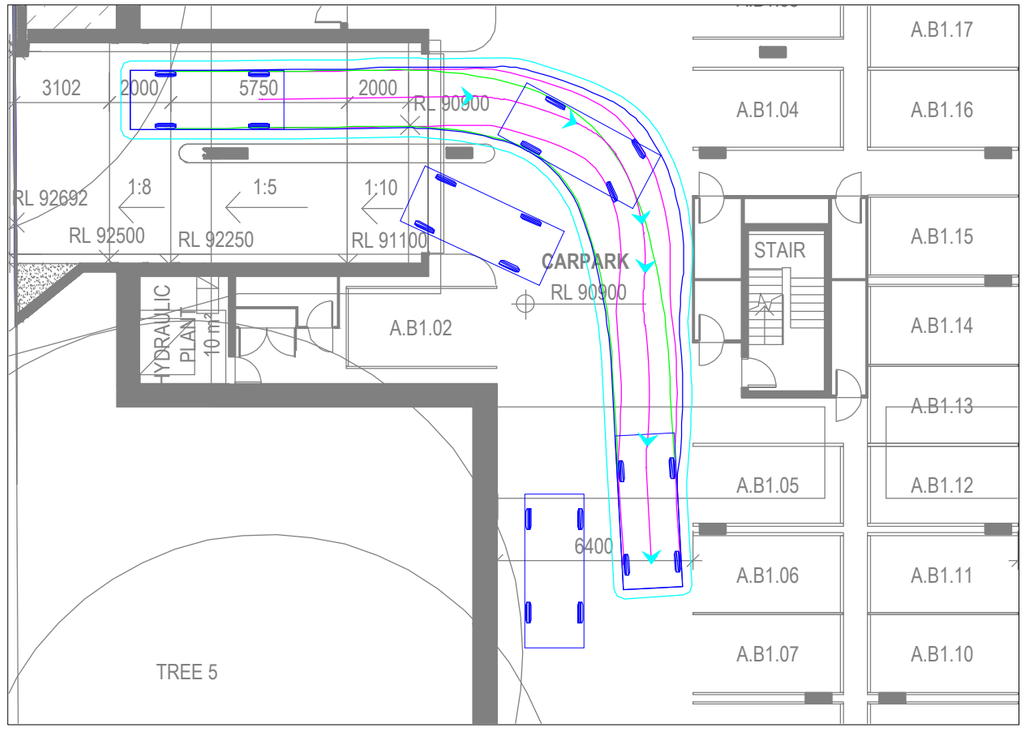
Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

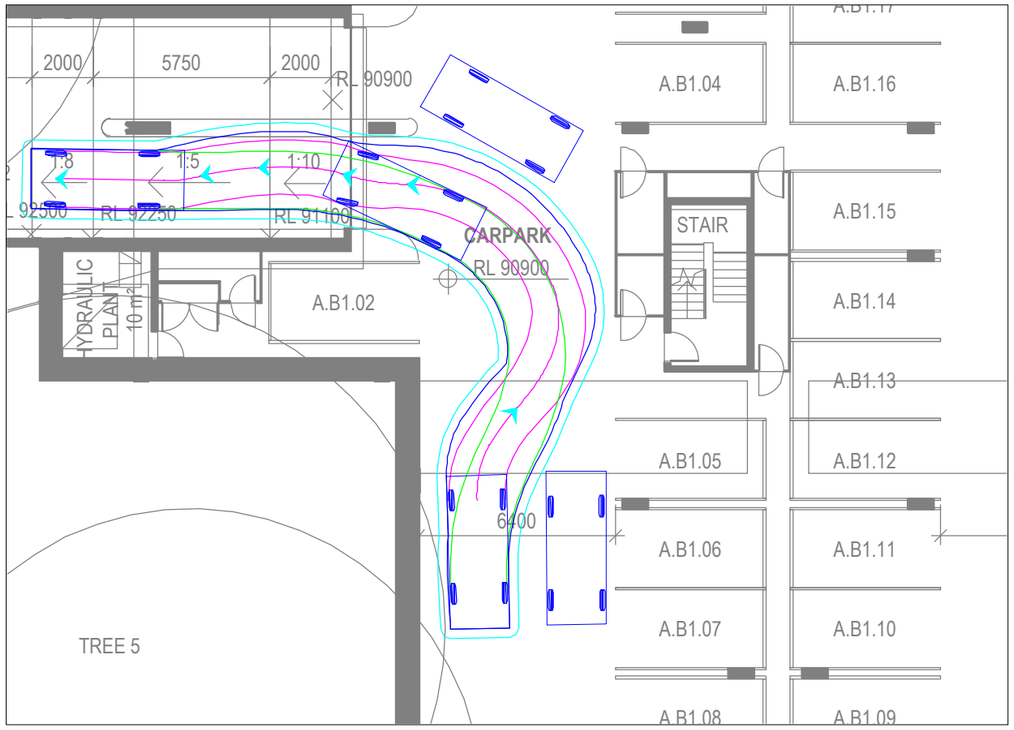
Appendix C

Swept Path Diagrams

BUILDING A B99 PROP AND PASS AT SITE ENTRY - INGRESS

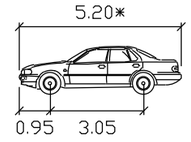


BUILDING A B99 PROP AND PASS AT SITE ENTRY - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

Width	: 1.94
Track	: 1.84
Kerb to Kerb Radius	: 12.5m

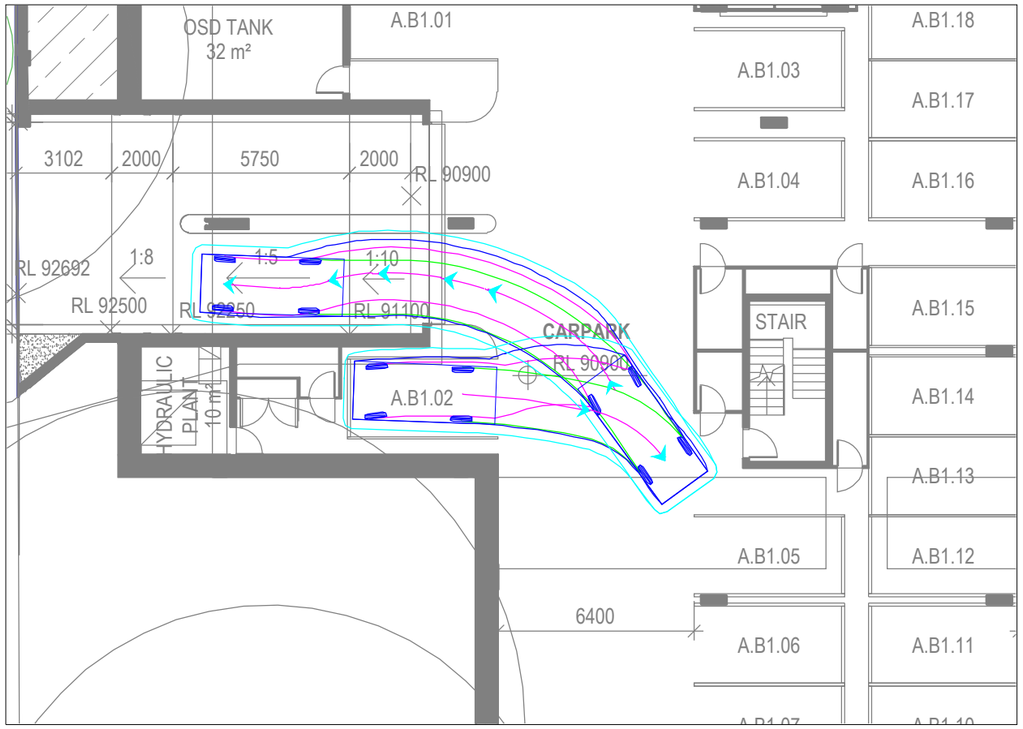
* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

BUILDING A CAR SPACE 01 - INGRESS

BUILDING A CAR SPACE 01 - EGRESS



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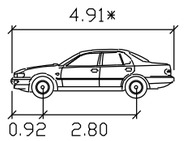

85th percentile
(AS/NZS 2890.1:2004)

Width	: 1.87m
Track	: 1.77m
Kerb to Kerb Radius	: 11.5m

* 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
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/02/2026	TOWN PLANNING	S. STEPHENSON	L. FURNESS
B	25/05/2026	AMENDMENT	J. YOUNG	L. FURNESS

1 KENT ROAD, SURREY HILLS

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A-TP12011_J - 12 Overall Arrangement Plans - Level B1, -Level LG, - Level G, - Level 01
DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01
SHEET NO.: 01

N

SCALE: 1:200 (A3)
0 2 4

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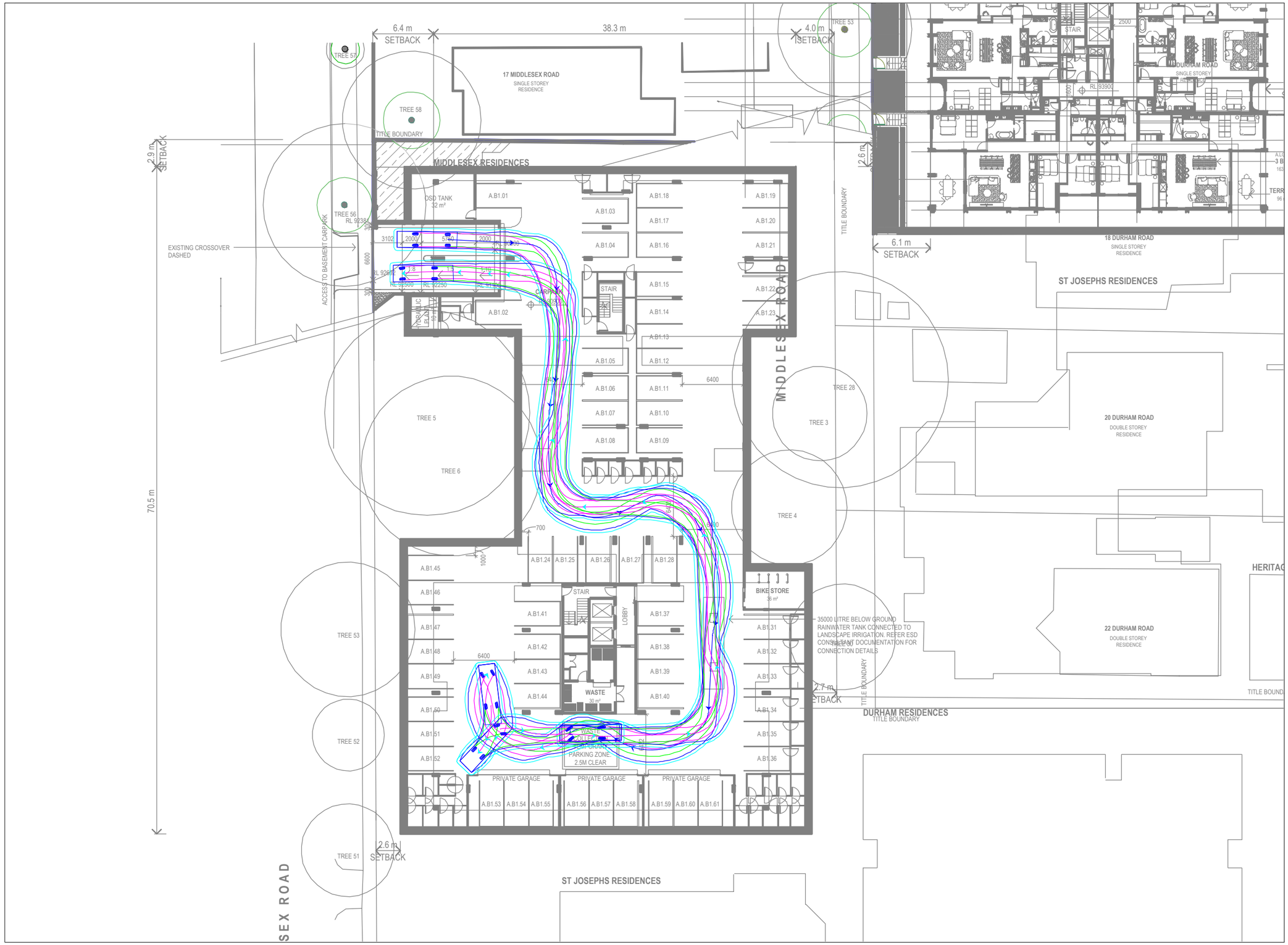
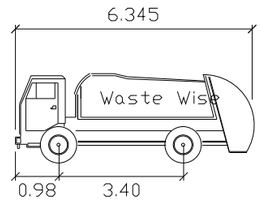
BUILDING A 6.4m WASTE VEHICLE CIRULATION



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/02/2026	TOWN PLANNING	S. STEPHENSON	L. FURNESS
B	25/05/2026	AMENDMENT	J. YOUNG	L. FURNESS

1 KENT ROAD, SURREY HILLS

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A-TP12011_J - 12 Overall Arrangement Plans - Level B1, -Level LG, - Level G, - Level 01
DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01
SHEET NO.: 02

SCALE: 1:400 (A3)

0 4 8

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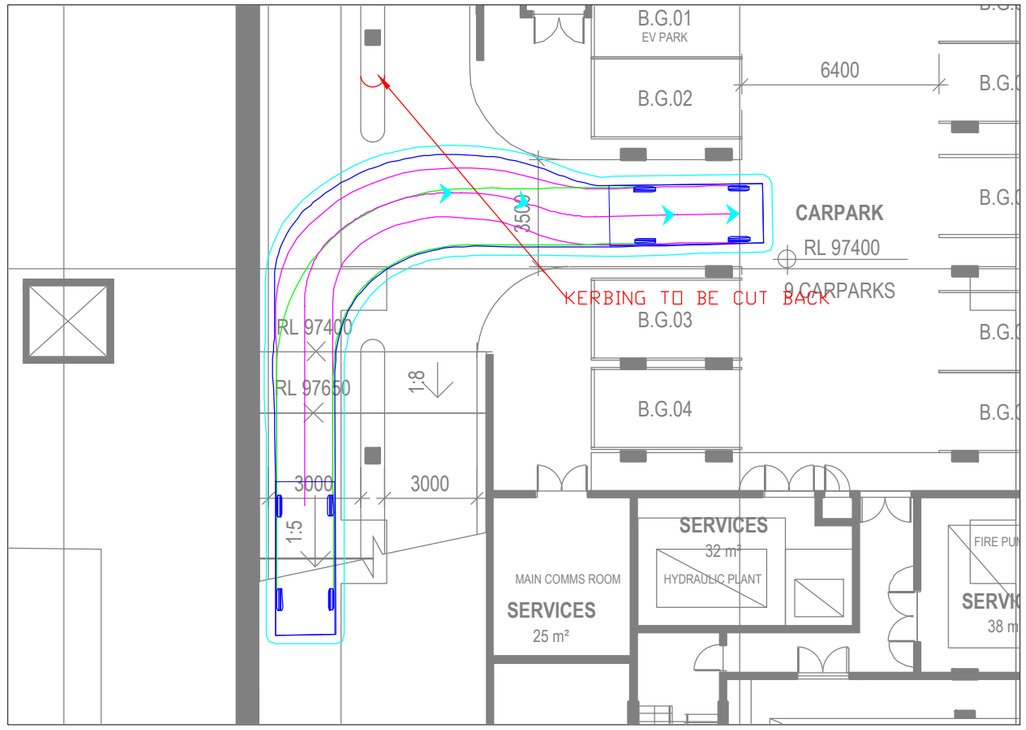
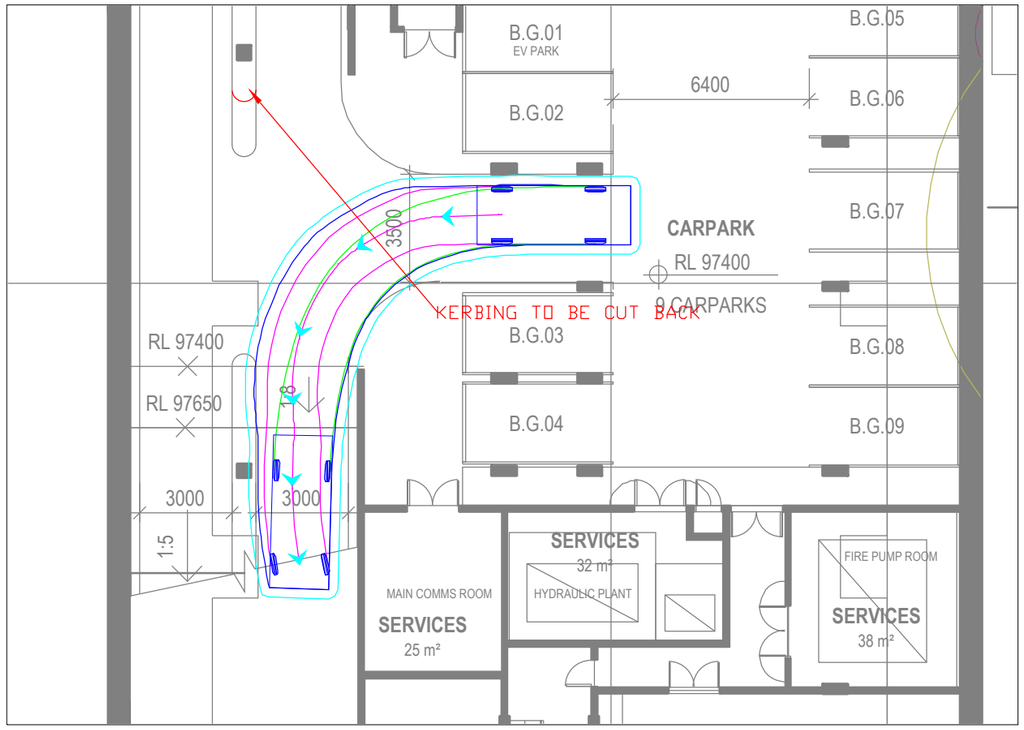
BUILDING B GROUND LEVEL - INGRESS

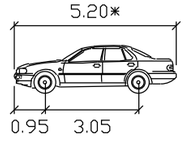


BUILDING B GROUND LEVEL - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

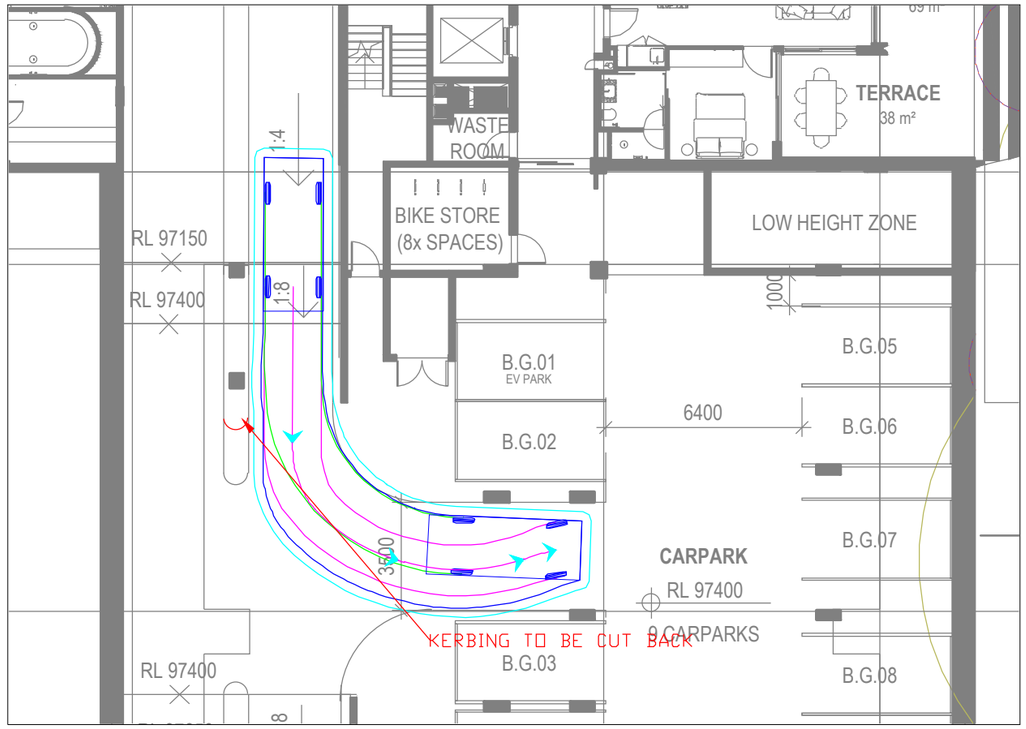
Width	: 1.94
Track	: 1.84
Kerb to Kerb Radius	: 12.5m

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

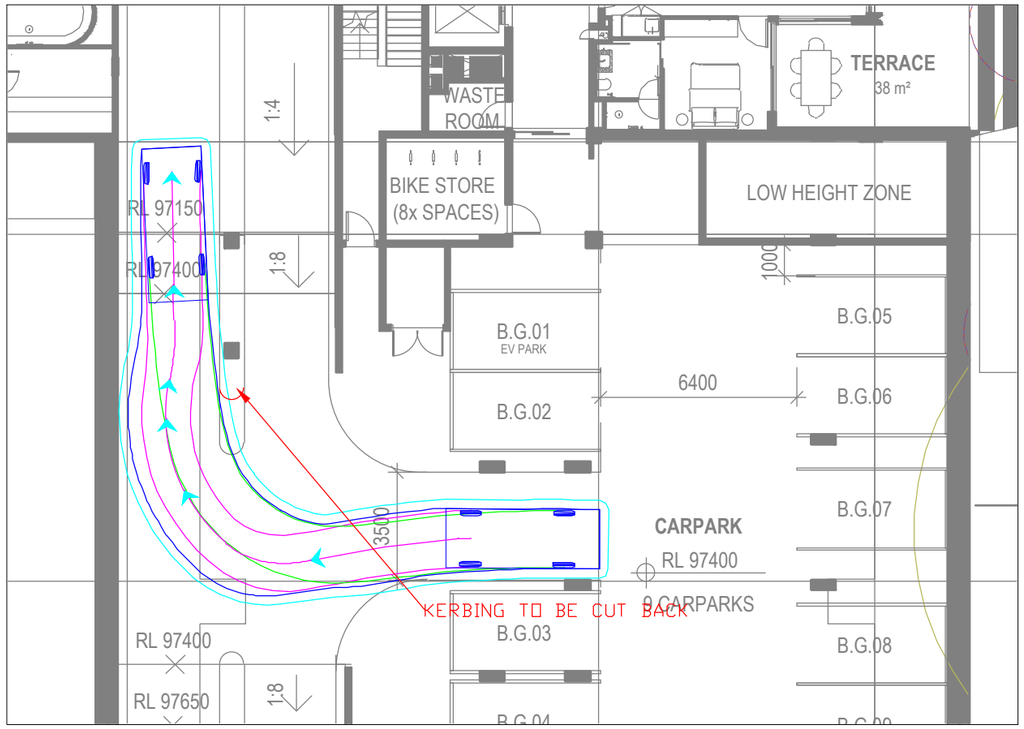
LEGEND

REAR WHEELS
FRONT WHEELS
VEHICLE BODY
BODY CLEARANCE

BUILDING B GROUND LEVEL - INGRESS



BUILDING B GROUND LEVEL - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/02/2026	TOWN PLANNING	S. STEPHENSON	L. FURNESS
B	25/05/2026	AMENDMENT	J. YOUNG	L. FURNESS

1 KENT ROAD, SURREY HILLS

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A-TP12011_J - 12 Overall Arrangement Plans - Level B1, -Level LG, - Level G, - Level 01
DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01
SHEET NO.: 03

N

SCALE: 1:200 (A3)
0 2 4

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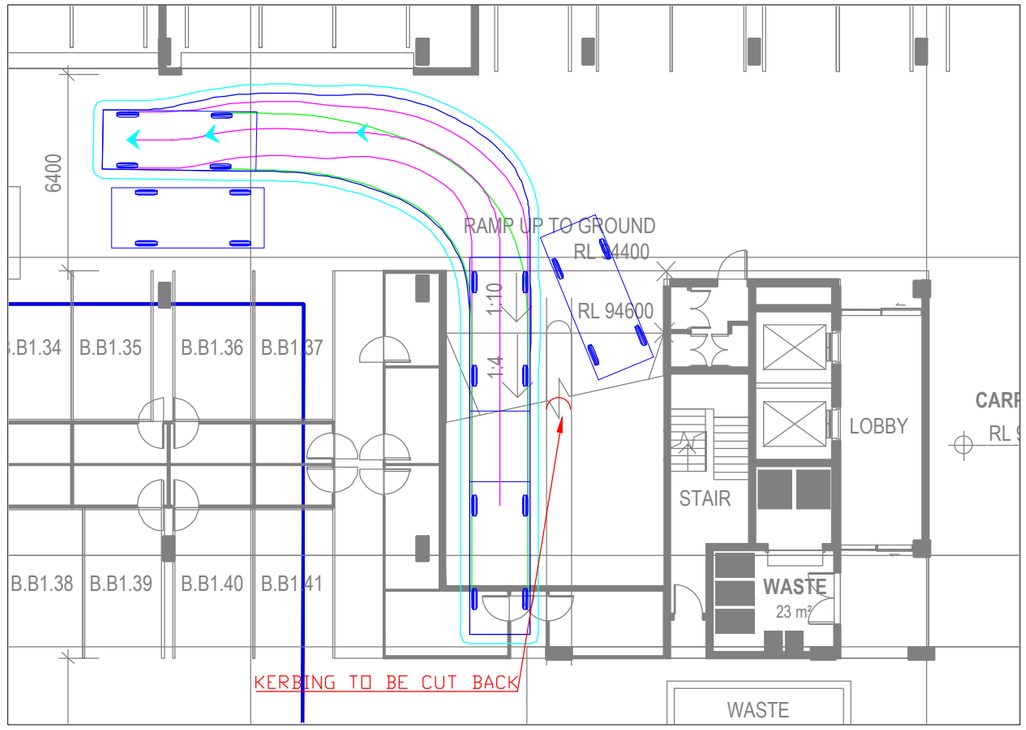
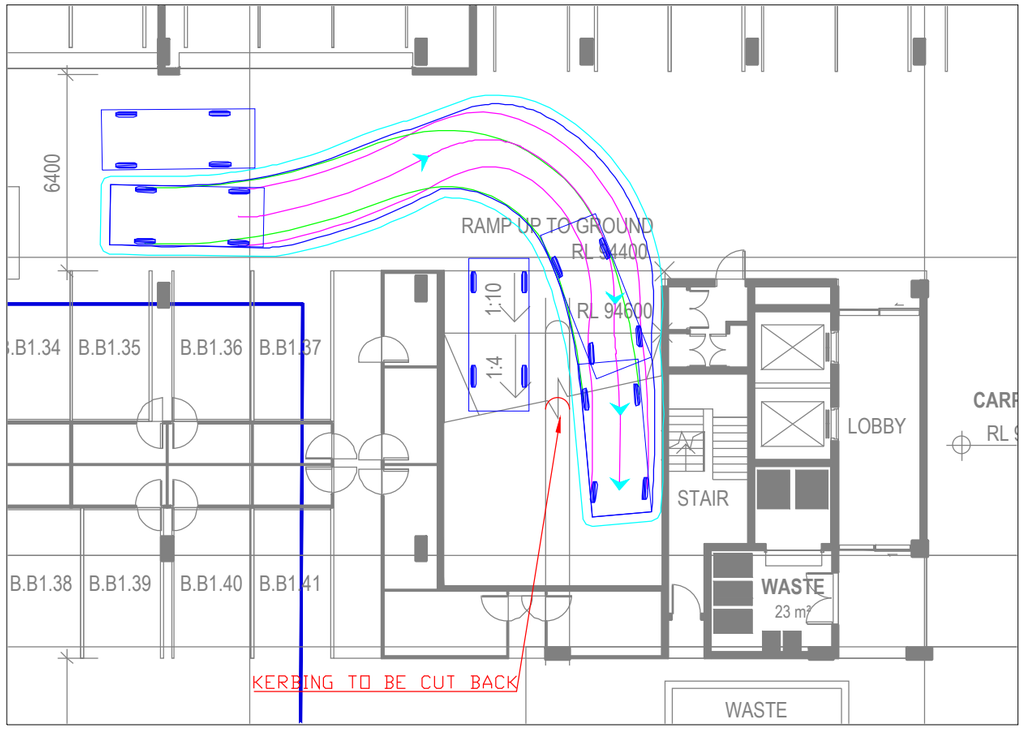
BUILDING B B99 PROP AND PASS AT LOWER GROUND - INGRESS

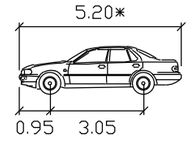


BUILDING B B99 PROP AND PASS AT LOWER GROUND - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

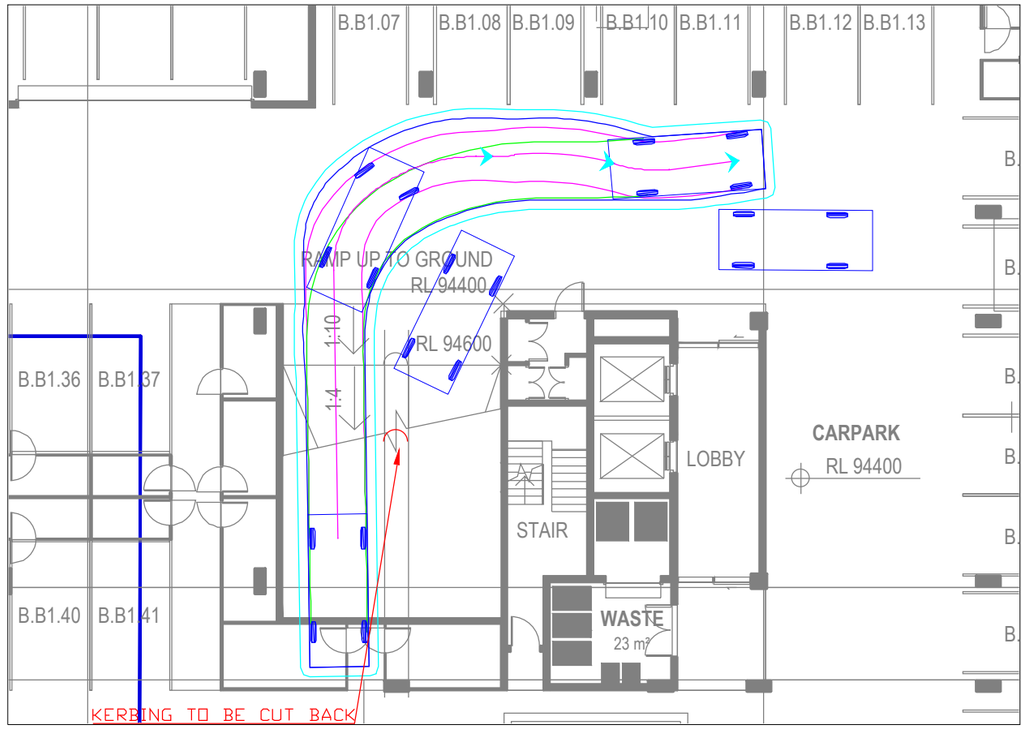
Width	: 1.94
Track	: 1.84
Kerb to Kerb Radius	: 12.5m

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

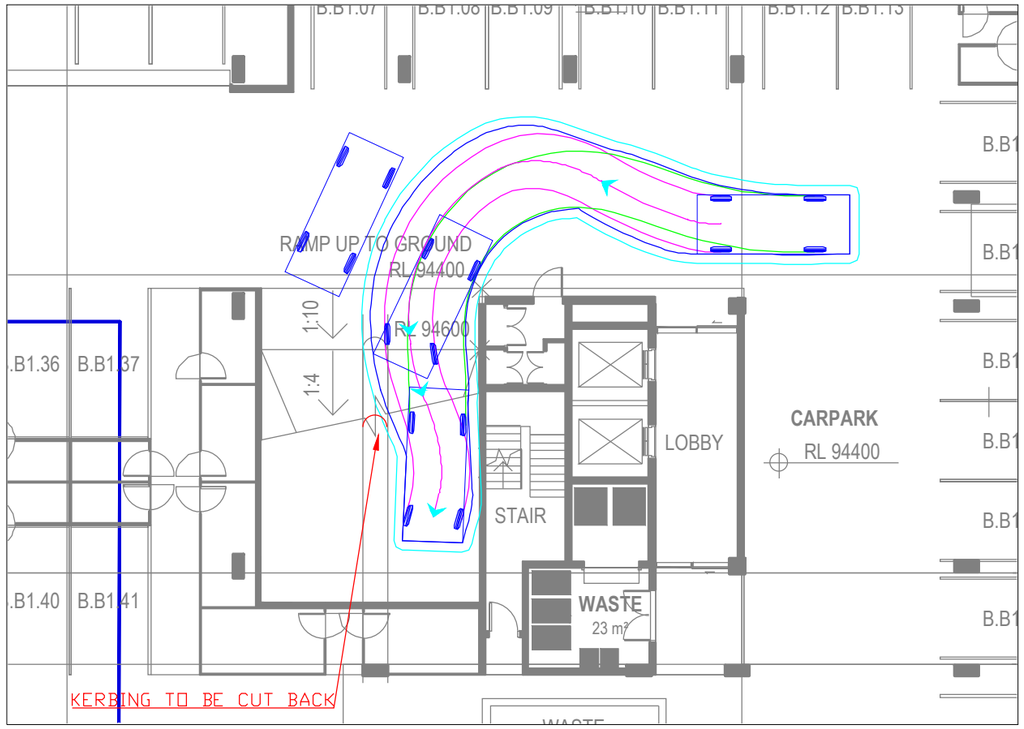
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

BUILDING B B99 PROP AND PASS AT LOWER GROUND - INGRESS



BUILDING B B99 PROP AND PASS AT LOWER GROUND - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/02/2026	TOWN PLANNING	S. STEPHENSON	L. FURNESS
B	25/05/2026	AMENDMENT	J. YOUNG	L. FURNESS

1 KENT ROAD, SURREY HILLS
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A-TP12011_J - 12 Overall Arrangement Plans - Level B1, -Level LG, - Level G, - Level 01
DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01
SHEET NO.: 04

N

SCALE: 1:200 (A3) 0 2 4

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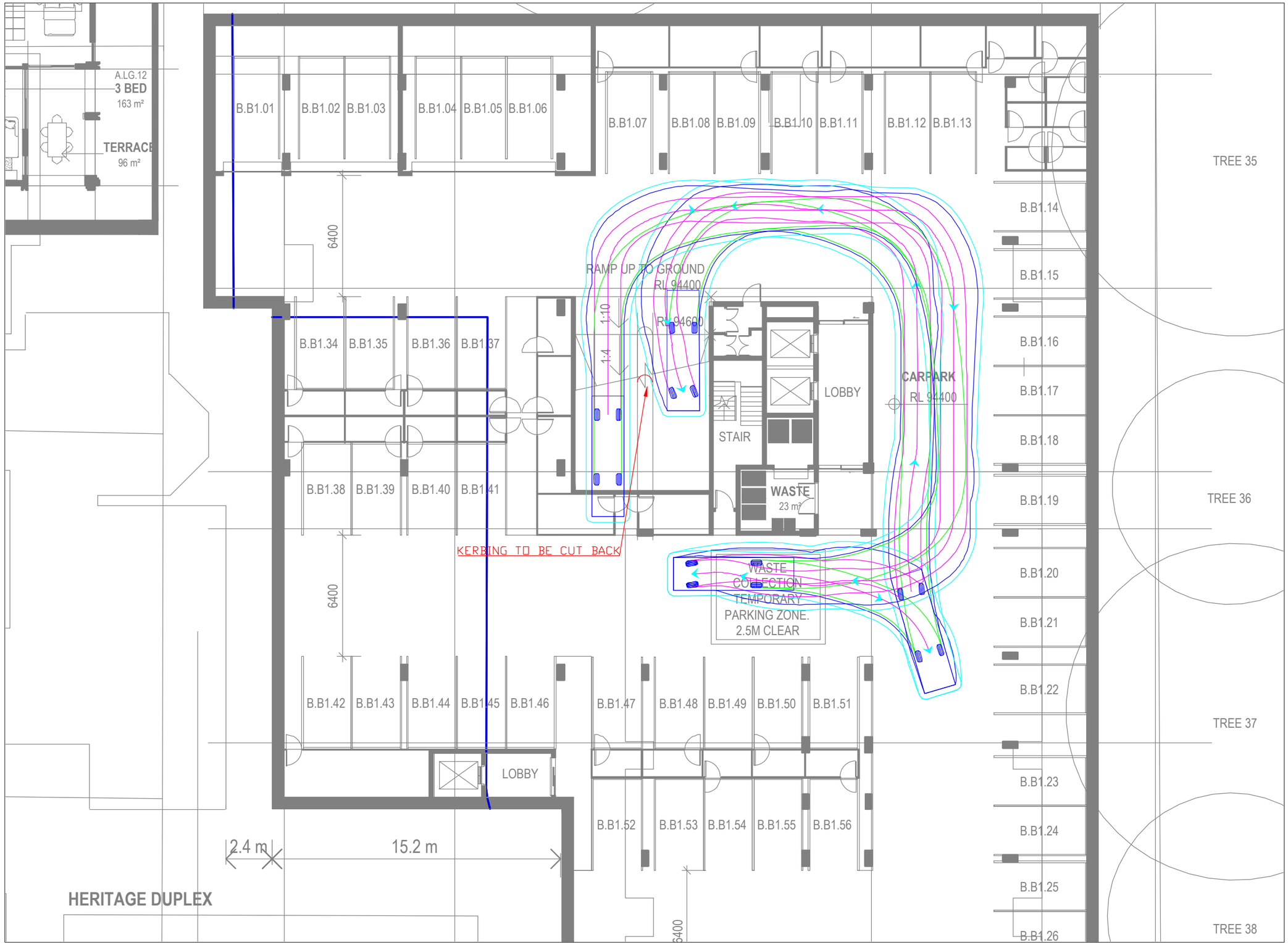
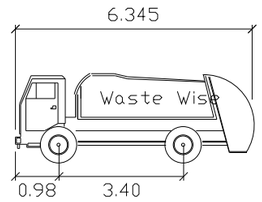
BUILDING B 6.4m WASTE VEHICLE CIRULATION



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
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1 KENT ROAD, SURREY HILLS

PROPOSED RESIDENTIAL DEVELOPMENT

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DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01

SHEET NO.: 05

N

SCALE: 1:200 (A3)

0 2 4

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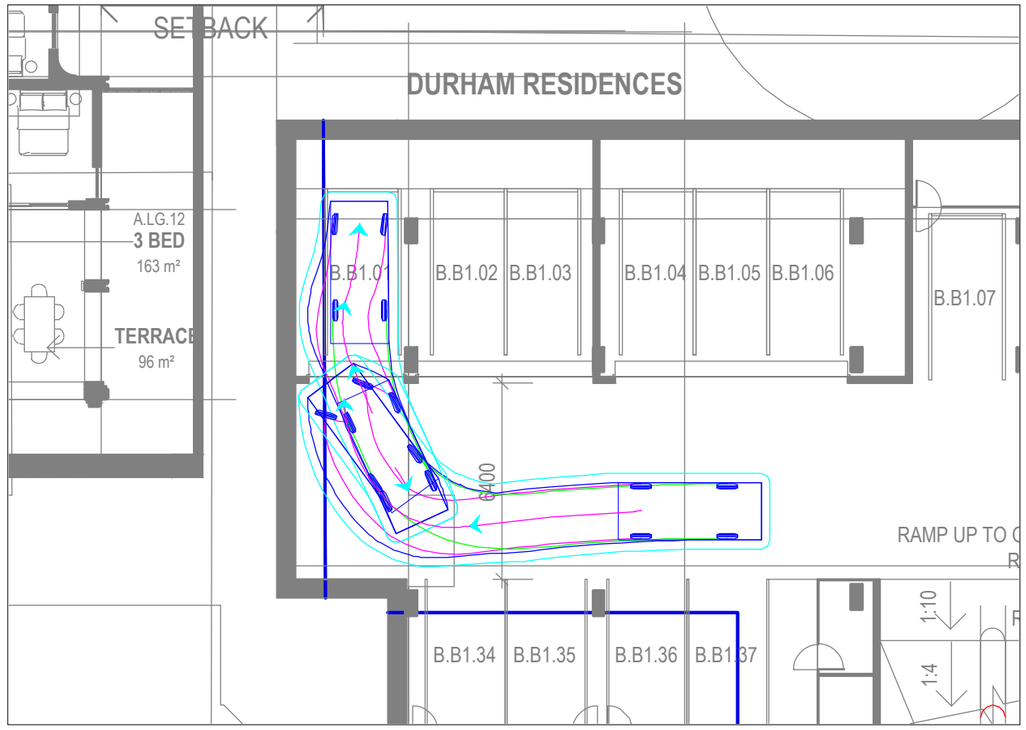
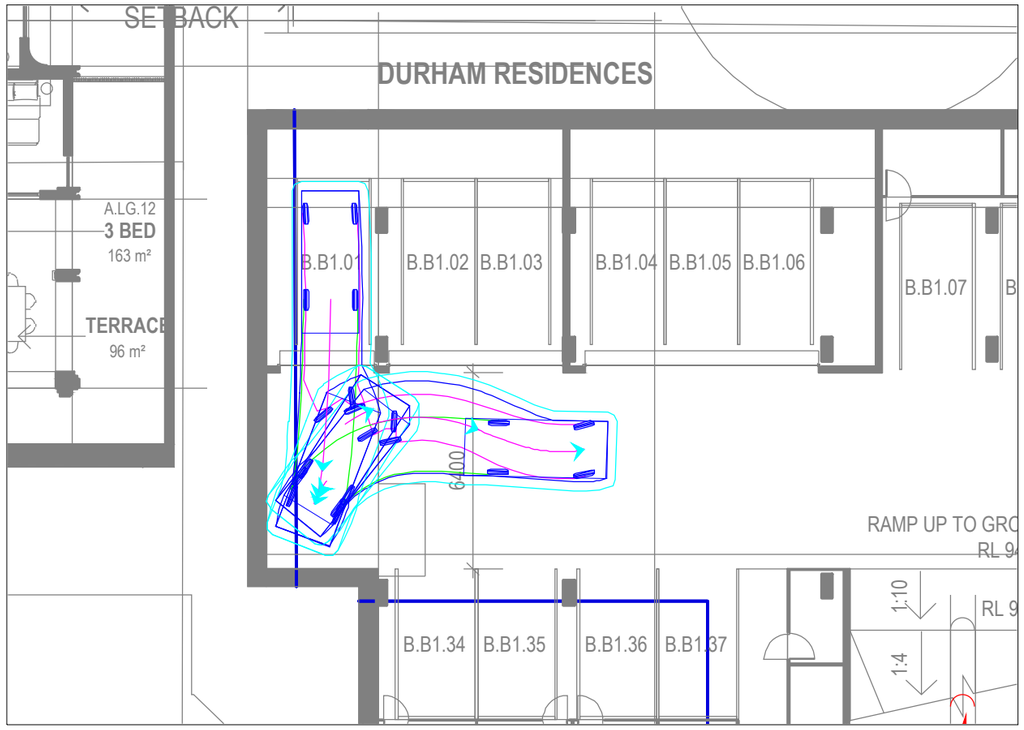
BUILDING B CAR SPACE 01 - INGRESS

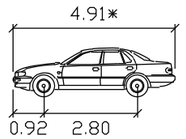


BUILDING B CAR SPACE 01 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

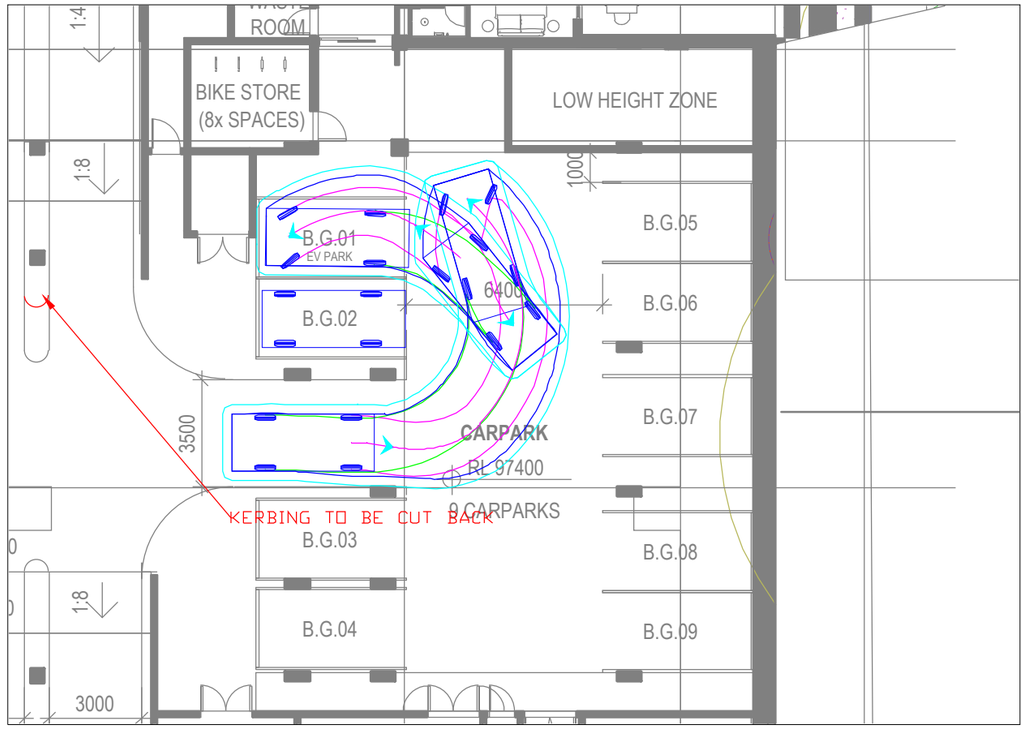
Width	: 1.87m
Track	: 1.77m
Kerb to Kerb Radius	: 11.5m

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

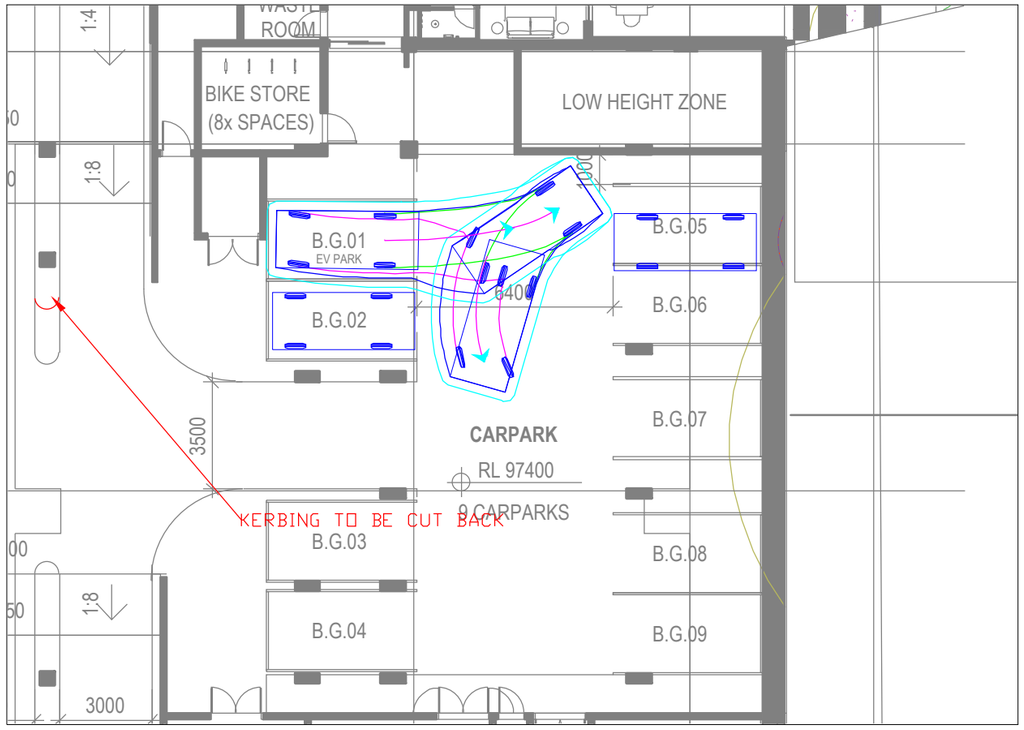
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

BUILDING B CAR SPACE 02 - INGRESS



BUILDING B CAR SPACE 02 - EGRESS



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1 KENT ROAD, SURREY HILLS
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FILE NAME: G37216-01
SHEET NO.: 06

N

SCALE: 1:200 (A3)
0 2 4

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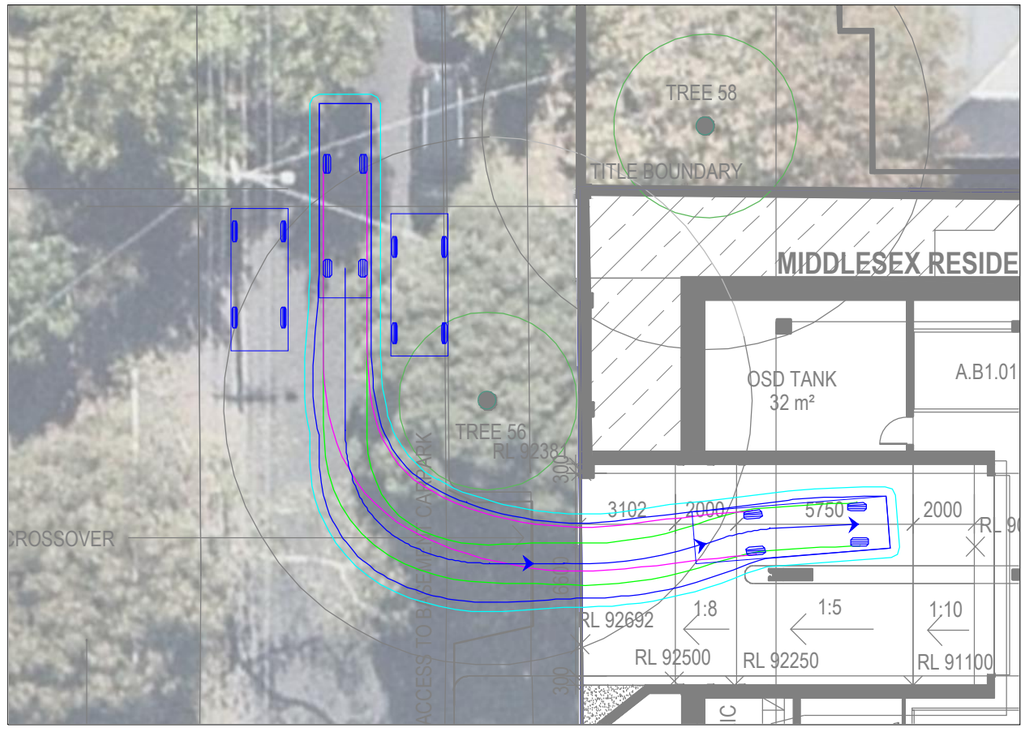
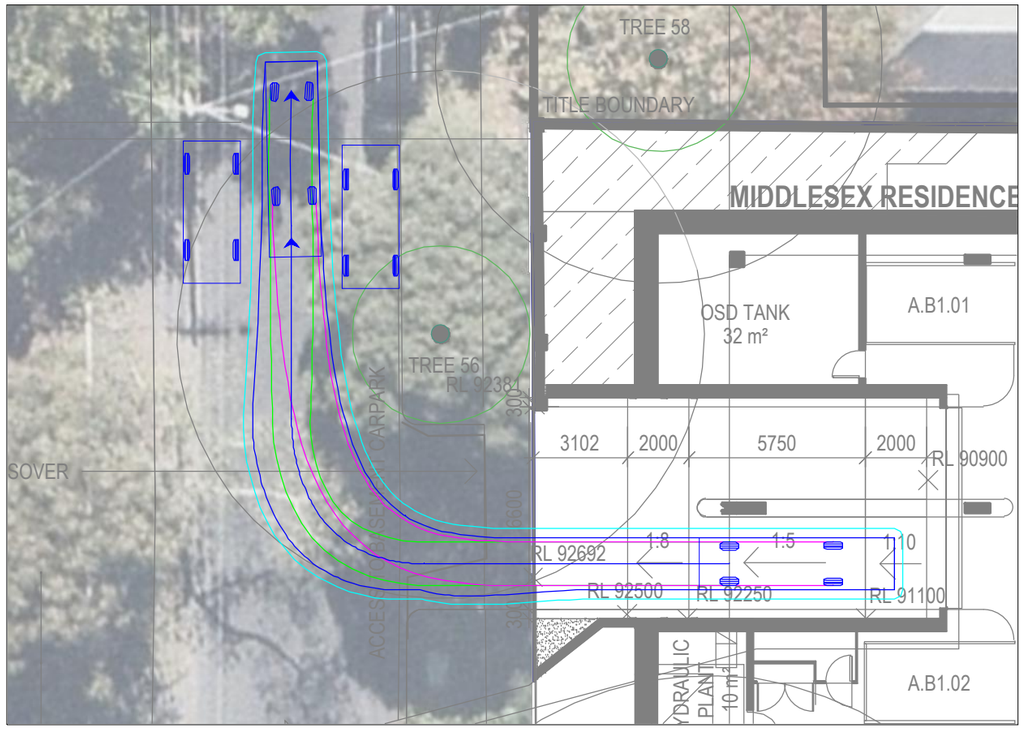
WASTE TRUCK - SITE INGRESS

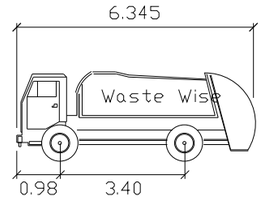


WASTE TRUCK - SITE EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



Waste Wise Mini (Hino 300)

Width	: 1.7m
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Rear Track	: 1.44m
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LEGEND

REAR WHEELS
FRONT WHEELS
VEHICLE BODY
BODY CLEARANCE

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PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

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DRAWINGS BY: Woods Bagot

FILE NAME: G37216-01
SHEET NO.: 07

N

SCALE: 1:200 (A3)
0 2 4

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