Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

1041 Centre Road, Oakleigh South (Links Shopping Centre)

Prepared for
1041 Centre Road Pty Ltd

May 2025

G29458R-01E

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A	Initial Issue	17/08/2021	Daniel Milder	Jodie Place
B	Second Issue	22/03/2022	Daniel Milder	Jodie Place
C	Third Issue	08/04/2022	Daniel Milder	Jodie Place
D	Amended Plans for VCAT	14/10/2022	Daniel Milder	Jodie Place
E	Amended Application	15/05/2025	D. Milder (RPE 7838)	H. Turnbull (RPE No. 6312)
F	Amended Application	27/05/2025	D. Milder (RPE 7838)	H. Turnbull (RPE No. 6312)

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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1. Introduction

Traffix Group has been engaged by 1041 Centre Road Pty Ltd to prepare a traffic engineering assessment for a proposed mixed-use development at 1041 Centre Road, Oakleigh (Links Shopping Centre).

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

2. Existing Conditions

2.1. Site Locality

The development site is located on the north side of Centre Road, approximately 200m east of Warrigal Road in Oakleigh, and is part of the larger subject site known as the Links Shopping Centre, as presented in the locality plan at Figure 1 below.

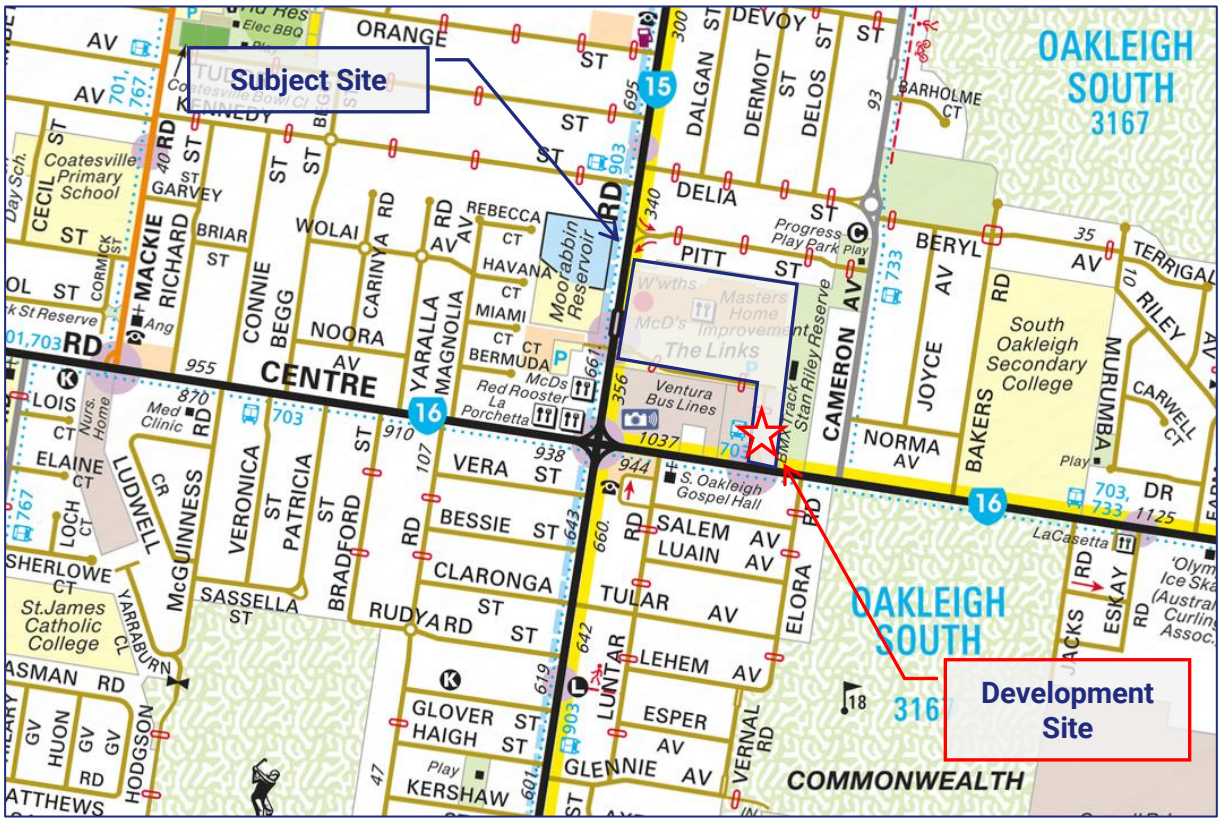


Figure 1: Locality Map (Source: Melway Publishing)

The development site is occupied by a warehouse building comprising approximately 3,300m^2 of floor area and is used by Harvey Norman as a product pickup/storage location.

It has an area of approximately 5,000m^2 and frontages to Centre Road and Links Avenue (two frontages) of approximately 47.5m, 109m(north-south) and 50m (east-west) respectively. Vehicle access is taken from the north-south section of Links Avenue at the northern

boundary to the site. The subject site is provided access via two signalised access points (one via Centre Road and one via Warrigal Road).

An aerial view of the site is shown in Figure 2 below.

Figure 2: Aerial Photograph (Source :Nearmap, December 2024)

2.2. Land Use

The site is zoned Commercial Zone – Schedule 1 (C1Z) as shown in Figure 3 below.

It is affected by a Design and Development Overlay – Schedule 1 (DDO1).

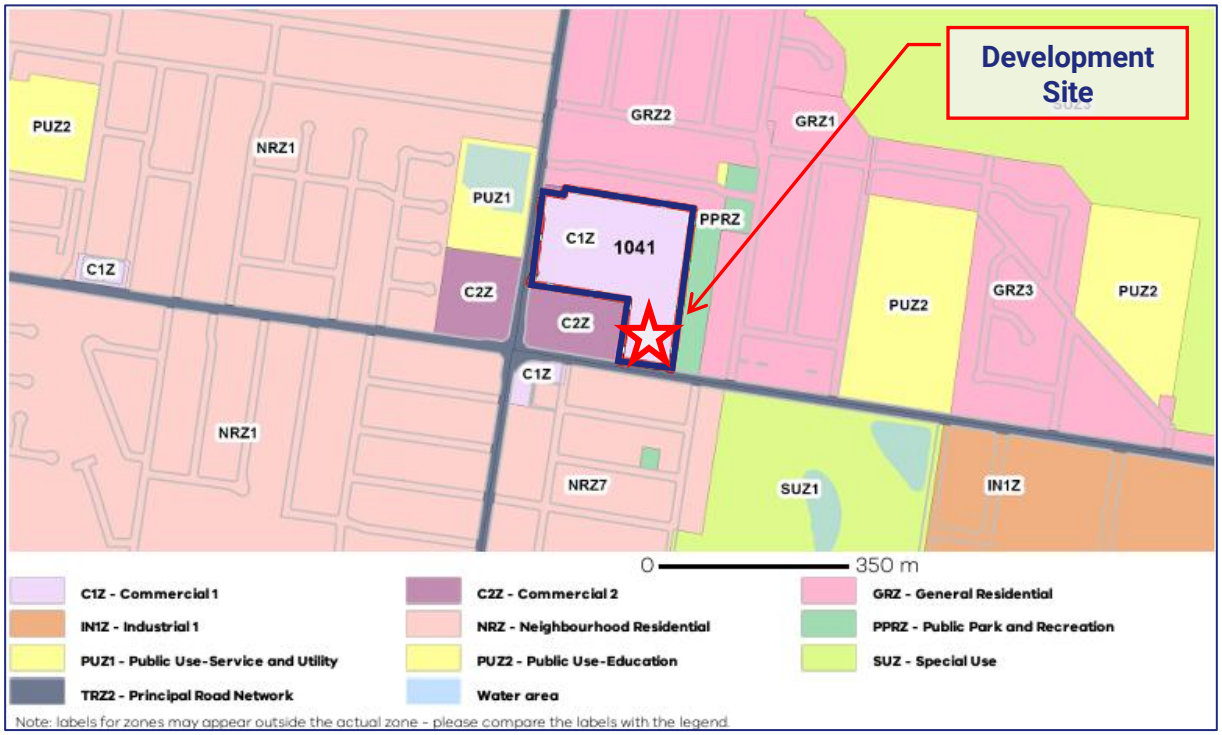


Figure 3: Land Use Zoning Map (Source: Vicplan)

The development site is located within the Links Shopping Centre which provides a range of commercial uses including Woolworths Supermarket and Bunnings Warehouse. Land beyond the commercial uses fronting Centre Road and Warrigal Road is generally zoned as residential.

2.3. Road Network

Centre Road is an arterial road under the control of the Department of Transport and Planning (DTP) and is within a Principal Road Network (TRZ2).

It extends approximately 13.2km in an east-west direction between Springvale Road to the east (where it continues as Police Road) and Hampton Street to the west.

In the vicinity of the development site, Centre Road is constructed with a 12.5m wide carriageway comprising two through traffic lanes in each direction.

Kerbside parking is not permitted on either side of the road.

A posted speed limit of 60km/h applies.

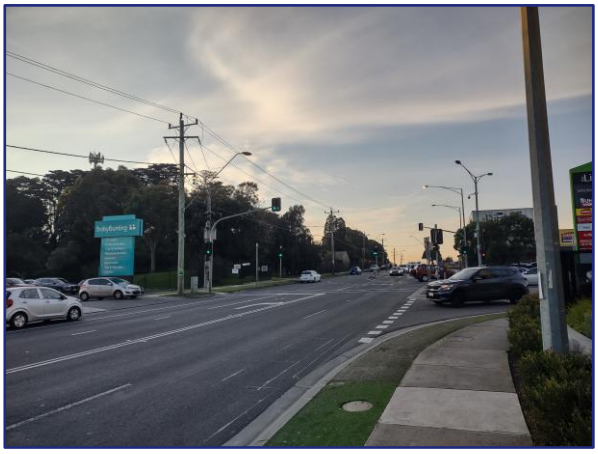


Figure 4: Centre Road view West

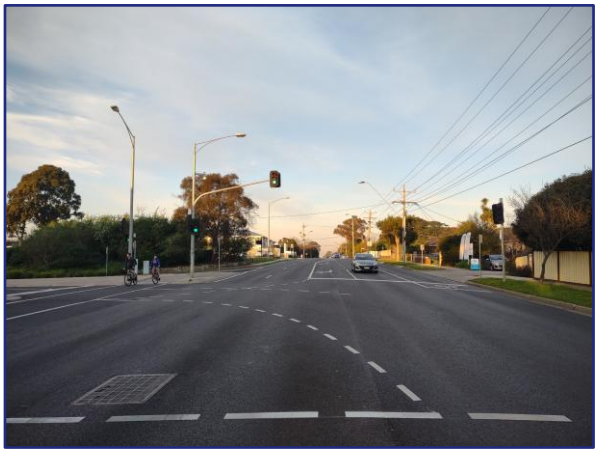


Figure 5: Centre Road view East

Warrigal Road is state arterial road located within a Principal Road Network (TRZ2) and under the control of the DTP. It extends approximately 19km in a north-south direction between Canterbury Road to the north and Beach Road to the south.

In the vicinity of the development site, Warrigal Road is constructed as an undivided carriageway with two lanes in each direction with flaring and merging at the major intersection with Centre Road.

Parking is prohibited along Warrigal Road.

A posted speed limit of 60km/h applies.

Links Avenue is private road within the Links Shopping Centre precinct. It extends east from Warrigal Road for approximately 240m and then turns south to Centre Road (approximately 125m).

Both of its intersections with the arterial roads are controlled by signals.

Links Avenue is generally constructed with a 7.3m wide carriageway which flares at the signalised intersections. A footpath is provided along the south and west sides.

Kerbside parking is not permitted along Links Avenue.

A posted speed limit of 20km/h applies.

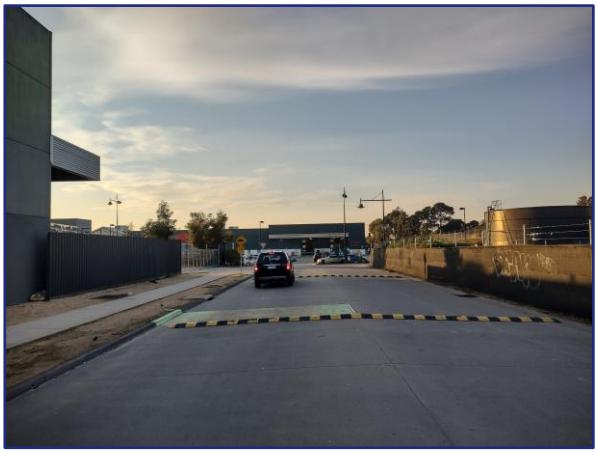


Figure 6: Links Avenue view North

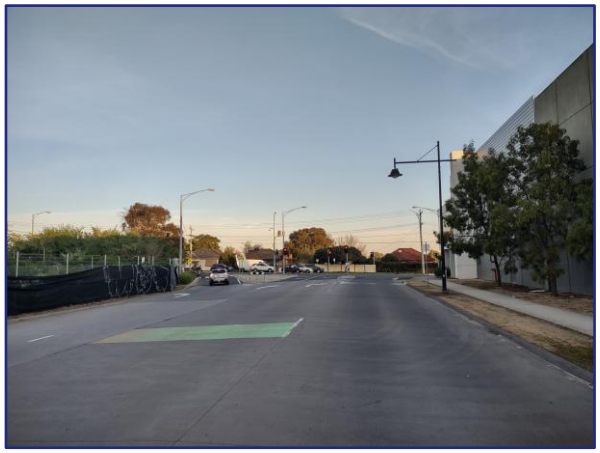


Figure 7: Links Avenue view South

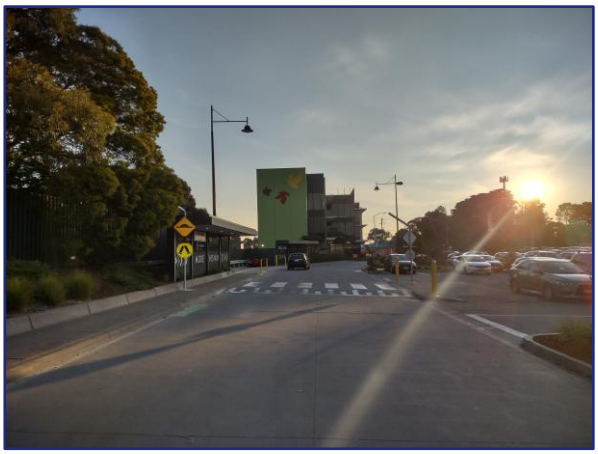


Figure 8: Links Avenue view West

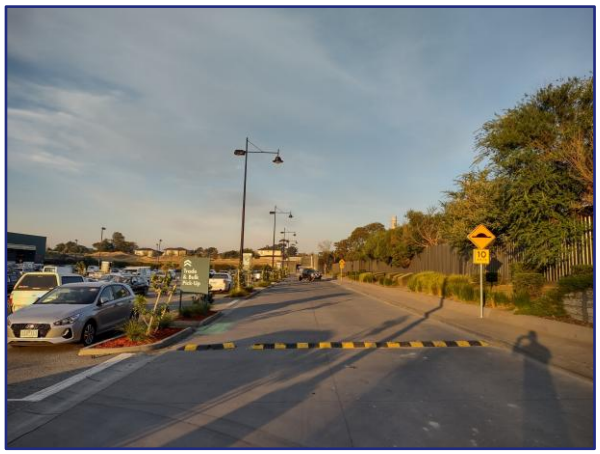


Figure 9: Links Avenue view East

2.4. Principal Public Transport Network

The subject site is located within the Principal Public Transport Network (PPTN) area as shown in Figure 10 below.

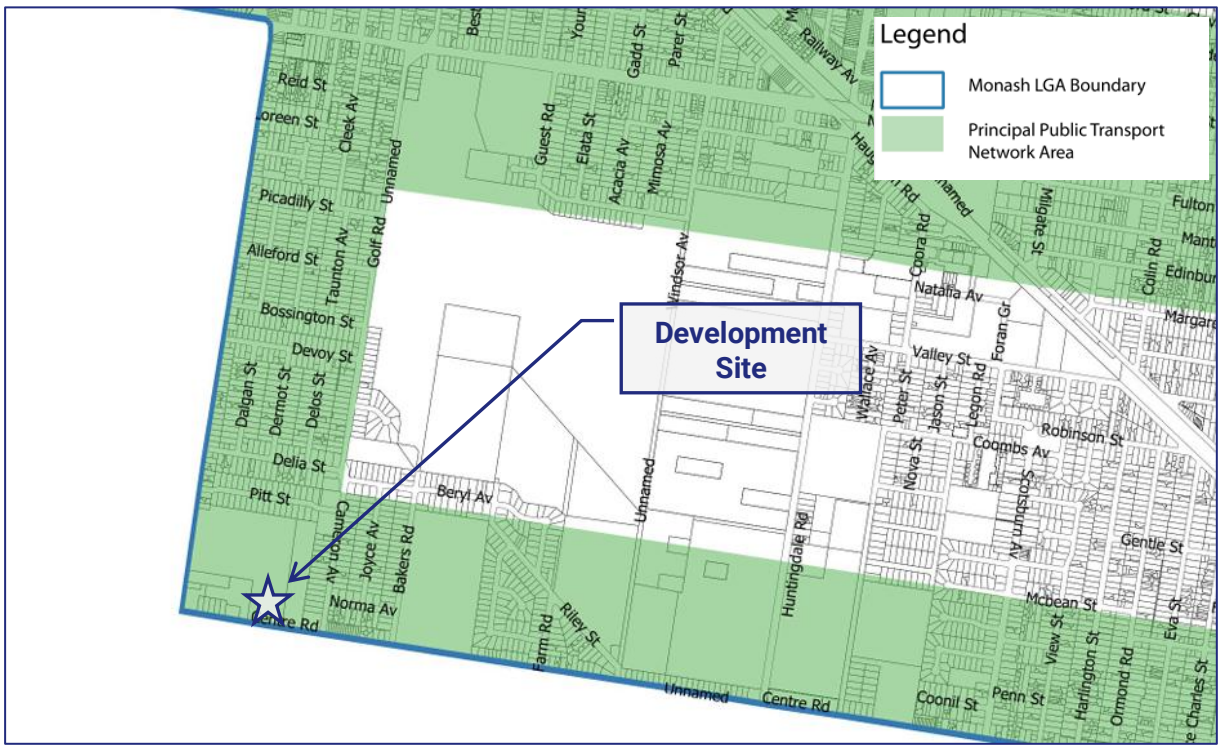


Figure 10: Excerpt of Principal Public Transport Network Area (Monash Council)

2.5. Public Transport

The development site is well located with regard to public transport. The following public transport services operate within 500m of the subject site.

- Bus route 703 operates along Centre Road directly past the subject site. It provides a connection between Middle Brighton and Blackburn via Bentleigh, Clayton and Monash University.
- Bus route 733 operates along Centre Road and Cameron Avenue with the nearest stop approximately 400m east of the site on Centre Road. It provides a connection between Oakleigh and Box Hill via Clayton, Monash University and Mt Waverley.
- Bus route 903 is a SMARTBUS route which operates along Warrigal Road directly past the subject site. It provides a connection between Altona and Mordialloc via Sunshine, Heidelberg, Burwood, and Mentone.

The above services also provide connection to other public transport routes and services providing greater connectivity to the greater metropolitan area.

Figure 11 shows the nearby public transport services.

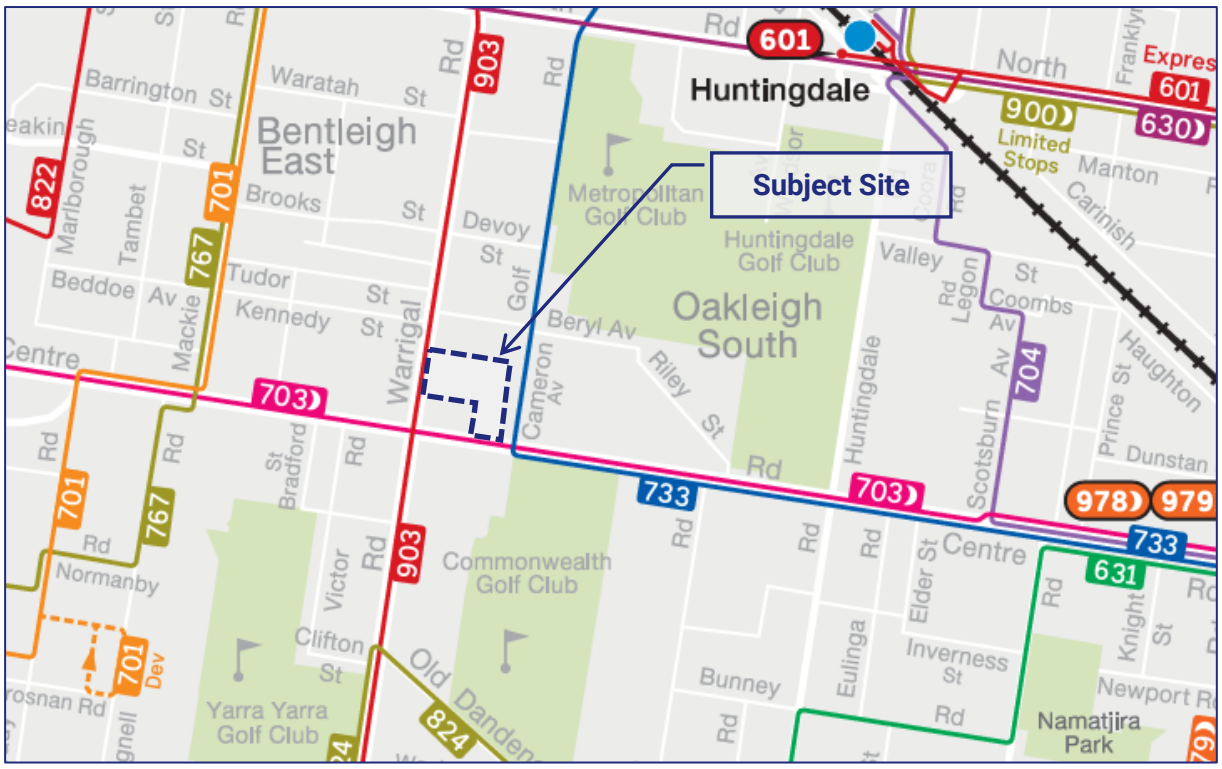


Figure 11: Excerpt of Monash Public Transport Map (Source: PTV)

3. Proposal

The proposal is for multi-storey mixed-use buildings comprising the uses specified in Table 1 below.

Table 1: Schedule of Uses

Use		Endorsed Plans	Amended Scheme
Dwellings	*One-Bedroom*	102 units	74 units
	Two-bedroom	63 units	54 units
	Three-bedroom	6 units	5 units
	TOTAL	171 units	133 units
Apartment Hotel	*One-bedroom*	-	1 unit
	Two-bedroom	-	19 units
	Three-bedroom	-	4 units
	TOTAL	-	24 units
Retail		2,940m^2	2,957m^2
Car Parking		230 spaces	208 spaces

Car parking for the residential dwellings and apartment hotel will be provided at level 1 (podium) accessed via Links Avenue by a dual width ramp. The at-grade parking will be provided on the east side of Links Avenue for use of the proposed retail tenancies. A pedestrian crossing will be provided to facilitate safe movements between the at-grade parking and the proposed uses.

A designated loading area is provided near the north-west corner of the development with three separate loading docks accessible via Links Avenue, described as follows:

- two supermarket loading docks provided with a shared double width industrial crossover, and
  - one for supermarket loading activities suitable for vehicles up to 19m semi-trailer, and
  - one for supermarket waste collection suitable for vehicles up to 12.5m long.
- one residential/retail loading dock which can accommodate vehicles up to 12.5m long.

A copy of the proposed development plans prepared by i2C Architects (dated May 2025) is attached at Appendix A.

4. Car Parking Assessment

4.1. Statutory Car Parking Requirement

The proposed uses fall under the land-use categories of 'dwelling' for residential apartments, 'supermarket', 'shop' for retail uses and 'residential hotel' for apartment hotel.

Clause 52.06 of the Planning Scheme sets out the statutory requirements for car parking. The purposes of Clause 52.06 are:

- *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.*

The statutory car parking requirement for dwellings, supermarket and retail are provided in Table 2 below.

Table 2: Statutory Car Parking Requirement

Use		Measure	Rate	Requirement(1)
Dwelling	2-bed	128 apartments	1 space to each one- or two-bedroom unit	128 spaces
	3-bed	5 apartments	2 spaces to each three-bedroom unit	10 spaces
Supermarket		1,505m^2	5 spaces to each 100m^2 of leasable floor area	75 spaces
Shop		1,452m^2	3.5 spaces to each 100m^2 of leasable floor area	50 spaces
TOTAL				**263 spaces**

(1) Rounded down in accordance with the Planning Scheme.

There is no specified car parking rate under Table 1 of Clause 52.06-5 of the Planning Scheme for a 'residential hotel' use and accordingly, as described at Clause 52.06-6 of the Planning Scheme, parking must be provided for that use to the satisfaction of the Responsible Authority.

Accordingly, the proposal has a statutory car parking requirement for 263 spaces plus parking to the satisfaction of the Responsible Authority for the hotel use.

The provision of 138 car parking spaces associated with the residential use meets the statutory car parking requirement for one and two-bedroom dwellings.

The provision of 54 spaces falls short of the commercial statutory requirement for the supermarket and shop.

4.2. Innominate Use – Residential Hotel

Traffix Group has reviewed case study data of peak parking rates associated with residential hotels throughout metropolitan Melbourne. The data indicates a peak parking rate of 0.loading

spaces per room (inclusive of staff demands).

Given the site's location, it is expected that a higher percentage of guests will travel to/from the site by car than the typical peak rate which is for sites with better access to public transport.

It is anticipated that the majority of staff will drive to the site with some staff opting to use public transport. The provision of bicycle parking on the site may also encourage some staff to cycle to work.

Having regard to the above, we consider it appropriate to adopt a peak car parking rate of 0.6 car spaces per room, inclusive of staff and guest car parking demands.

On this basis, the residential hotel component of the development is expected to generate a demand for up to 14 car spaces which is met by the on-site provision of 16 spaces (including one DDA space).

4.3. Reducing the Car Parking Requirement

Practice Note 22 (June 2022) 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 fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- The car parking demand likely to be generated by the use.
- Whether it is appropriate to allow fewer spaces to be provided.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

4.4. Car Parking Demand

Supermarket

In shopping centres, where there is a major full-line supermarket, the inclusion of a smaller secondary supermarket serves to supplement shoppers with further choices and does not generate car parking at the full statutory rate.

In our experience, supermarkets of a similar size typically generate parking at a rate of 3.5 spaces per 100m^2 of leasable floor area. Accordingly, the 1,505m^2 supermarket is expected to generate a parking demand for 52 spaces.

Shop

Staff parking demands equate to approximately 30% of retail shop parking demands or 15 spaces for staff. Customers represent the balance of parking demands or 35 spaces.

We note that there are efficiencies gained with the sharing of parking for the shop and supermarket uses due to varying times of peak demands and therefore we expect car parking demand in the order of 50% of the customer demand, or 18 spaces.

Summary

The expected car parking demand for the proposed development is summarised in Table 3 below.

Table 3: Expected Car Parking Demand

Use	Parking Demand
Supermarket	52 spaces
Shop	33 spaces
TOTAL	**85 spaces**

4.5. Providing Fewer Car Parking Spaces

The second step in determining whether it is appropriate to reduce the statutory car parking requirement is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site. Traffix Group has undertaken assessments based on the relevant decision guidelines specified at Clause 52.06-7 of the Planning Scheme below.

Car Parking Demand Assessment

The proposed development is expected to generate a maximum car parking demand for 85 commercial spaces. The provision of 54 commercial spaces falls short of the expected demand by 31 spaces.

Availability of Alternative Car Parking

The existing Links Shopping Centre has a surplus of approximately 52 car parking spaces which are not leased as part of the existing buildings. The surplus of 52 spaces is more than sufficient to meet the proposed car parking shortfall associated with the commercial component of the development.

Future Growth and Development of Activity Centre

The proposed development represents the growth and development of the Links Shopping Centre activity centre. The former approvals included surplus car parking which was to be made available to facilitate the growth of the centre.

Accordingly, there will be no adverse impacts to the viability of the overall shopping precinct as a result of the proposed car parking shortfall.

Car Park Deficiency

The approved development scheme included a commercial statutory car parking deficiency of 76 spaces. The current scheme has a reduced shortfall of 71 spaces. Accordingly, the proposed shortfall will result in a lesser reliance on the existing car parking provided for the overall centre.

There will be no adverse off-site impacts as a result of the proposed car parking deficiency.

Conclusion

Having regard to the decision guidelines above, there is sufficient justification to warrant a reduction in the statutory car parking requirement for this development.

4.6. Car Park Layout and Access

The proposed car parking layout and access arrangements have been assessed under the relevant sections of the Planning Scheme and the relevant Australian Standards.

Key elements of the design include:

- All vehicles can enter and exit the site in a forwards direction.
- All accessways are designed to accommodate simultaneous two-way traffic.
- A minimum headroom clearance of at least 2.1m is provided throughout the car parking areas.
- All 90-degree parking spaces are provided in accordance with the minimum dimensions set out at Clause 52.06-9 Design Standard 2.
- Columns are located in accordance with the Clearance Diagram at Clause 52.06-9 Design Standard 2.
- A turnaround bay should be provided at both ends of the blind-aisle for the commercial carparking area.
- A DDA space is provided within the new at-grade car park for the retail uses in accordance with AS/NZS 2890.6:2022.
- A maximum ramp grade of 1:10 is provided for the first 5 metres from the property boundary.
- A maximum ramp grade of 1:4 is provided on the site (residential parking).
- Appropriate ramp transitions are provided to prevent scrapping and bottoming out of vehicles.

We are satisfied that the proposed car parking layout meets the relevant requirements of the Planning Scheme and Australian Standard and importantly, will work well.

5. Traffic Assessment

5.1. Traffic Generation

Residential

The RTA Guide to Traffic Generating Developments (2024) (RTA Guide) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses. This guide is referred to in the Austroads Guide which is used by DTP and is generally regarded as the standard for metropolitan development characteristics.

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

Smaller Units (one and two bedrooms):

- *Daily vehicle trips = 4 – 5 per dwelling per day*
- *Weekday peak hour vehicle trips = 0.4 – 0.5 per dwelling per day*

Larger Units (Three or more bedrooms):

- *Daily vehicle trips = 5 – 6.5 per dwelling per day*
- *Weekday peak hour vehicle trips = 0.5 – 0.65 per dwelling per day*

Having regard to the locality of the site, the congested nature of the surrounding arterial roads, the availability of alternative transport modes and the limited supply of car parking at nearby railways stations, we believe that an appropriate peak hour traffic generation rate is 0.3 per dwelling. Accordingly, the proposed development (133 dwellings) will generate in the order of 40 vehicle trip ends during each peak hour. This corresponds to one vehicle movement every 90 seconds on average.

Residential Hotel

For the purposes of a robust assessment, we have assumed that the traffic generation rate for the hotel apartments is equivalent to that of standard residential apartments. Accordingly, the 16 units that are provided with a car space are expected to generate traffic during the peak periods at a rate of 0.3 per dwelling, i.e. five vehicle trips in each of the commuter peak hours.

Commercial

The commercial component of the new development will not generate traffic at the same rate as a single standalone full line supermarket and will result in a longer duration of stay on average as customers look to take advantage of the second supermarket and additional retail space.

The relationship between duration of stay, car parking and traffic generation are all interlinked with traffic generation inversely proportional to duration of stay.

Based on the above, we expect that the traffic generated by the new commercial component will be approximately 50% of the RTA rate for supermarkets/shopping centres.

Accordingly, the commercial component will generate a PM peak of 182 movements.

In our experience, significantly less traffic is generated to a shopping centre during the AM peak period, i.e. in the order of 35% of the PM peak. There will be 64 vehicle movements during the AM peak.

5.2. Comparison with Approved Scheme

As detailed in the proposal section, this application when compared with the approved scheme has a reduction in the number of residential dwellings, no material change to the commercial net floor area and 20 fewer car parking spaces. A comparison of the approved scheme's traffic generation rate during the critical PM peak against the amended scheme is provided in Table 4 below.

Table 4: Comparison of Traffic Generation Endorsed Scheme vs Amended Scheme

	Endorsed Plans		Amended Scheme	
Dwellings	171 units	51 vph	133 units	40 vph
Apartment Hotel	-	-	24 apartments	5 vph
Retail	2,940m^2	181 vph	2,957m^2	182 vph
TOTAL		**232 vph**		**227 vph**

Having regard to the above, it is evident that the proposed traffic generation is similar to that accepted as part of the approved scheme. Accordingly, there is no warrant for further or repeated detailed analysis.

6. Bicycle Assessment

Statutory bicycle parking requirements are set out at Clause 52.34 of the Planning Scheme. Table 7 below sets out the statutory bicycle parking requirements for the proposed on-site uses.

Table 5: Statutory Bicycle Parking Requirement

Use	Measure/No.	Rate	Requirement
Employee/Resident			
Dwelling	133 units	1 space to every 5 dwellings	27 spaces
Shop	1,505m^2	1 space to each 600m^2 of leasable floor area (LFA) if the LFA exceeds 1,000m^2	3 spaces
Retail	1,452m^2	1 space to each 300m^2 of LFA	5 spaces
Residential building	24 rooms	1 to each 10 lodging rooms	2 spaces
Visitor/Customer			
Dwelling	133 units	1 space to every 10 dwellings	13 spaces
Shop	1,505m^2	1 space to each 500m^2 of LFA if the LFA exceeds 1,000m^2	3 spaces
Retail	1,452m^2	1 space to each 500m^2 of LFA	3 spaces
Residential building	24 rooms	1 to each 10 lodging rooms	2 spaces
TOTAL			**58 spaces**

The proposed development has a statutory requirement for 58 bicycle spaces comprising 27 resident spaces, 10 employee spaces, and 21 visitor spaces.

There are 37 bicycle parking spaces provided within the podium level car parking in a secured room, adjacent to the core, for residents and staff and a further 22 horizontal hoops (44 spaces) at ground level for visitors.

Clause 52.34 requires that all resident and staff spaces be provided within a secure location. The bicycle storage room will be provided for residents and staff within the podium level carpark. This room includes 37 spaces which meets the resident and employee requirement.

We note that this storage room has enough space to accommodate additional bicycles if required and there is a surplus of bicycle parking opportunities at the ground floor.

Accordingly, we are satisfied that the bicycle parking demands for the site can be accommodated and the requirements set out at Clause 52.34 of the Planning Scheme are satisfied.

7. Loading

There are multiple loading areas provided as part of the proposal which are detailed below. these loading areas facilitate both loading activity, as well as waste collection.

The supermarket loading dock is located at the western boundary, accessed via a roller shutter door from Links Avenue. The supermarket loading dock is designed in accordance with AS2890.2:2018, allowing for a semi-trailer.

Immediately adjacent to the supermarket loading dock is a second roller door which is provided for supermarket waste collection. This area is designed to cater for a 12.5m HRV which is larger than a typical hook lift waste collection vehicle.

A 2m pedestrian refuge separates the supermarket compactor dock access from the residential loading dock to the east. The residential loading dock has been designed for vehicles up to and including a 12.5m HRV. The loading dock will also facilitate the residential and retail waste collection.

A small parallel loading area is nominated on the east side of the development via Links Avenue. This area allows for small trucks/vans to undertake deliveries to the small retail tenancies provided at ground level.

Traffix Group has prepared swept path diagrams for each loading area to demonstrate suitable access by the nominated design vehicle. A copy of these swept paths is attached at Appendix B.

It is significant to note that the removal of a small number of existing at-grade car parking spaces is required in order to facilitate semi-trailer and HRV movements.

Subject to the above, the proposed loading arrangements are appropriate and will not adversely impact traffic flow or road safety and importantly, will work well.

We note that the loading arrangements are generally consistent with the previous approval.

8. Conclusion

Having undertaken a traffic engineering assessment of the proposed mixed-use development at 1041 Centre Road (Links Shopping Centre), Oakleigh, we are of the opinion that:

a) the proposed development has a statutory car parking requirement for 263 spaces,

b) car parking for the proposed hotel apartment use must be provided to the satisfaction of the Responsible Authority,

c) the car parking demand for the hotel apartments is for 14 spaces,

d) the provision of residential parking within the building meets the statutory car parking requirement for the residential use, as well as the expected demand of the hotel apartment use,

e) the provision of 54 commercial spaces falls short of the commercial car parking requirement and accordingly, a permit to reduce the car parking requirement is being sought as part of this application,

f) there is sufficient justification to warrant a reduction in the statutory car parking requirement having regard to:

   a. the supermarket use will be a secondary supermarket on the site and based on our experience will generate car parking at a rate of 3.5 spaces per 100m^2,

   b. retail parking demands will be 15 staff spaces and due to the efficiencies of the 50% of the customer requirement, i.e. 18 spaces,

   c. there are approximately 52 parking spaces available on nearby land (existing centre carpark), and

   d. the provision of 54 new spaces in addition to the existing surplus spaces will meet the commercial car parking demand,

g) the carpark layout is provided in accordance with the requirement of the Planning Scheme and Australian Standard (where necessary) and importantly, will work well,

h) the quantum of traffic generated by the proposal is less than that considered as part of the previous approval which is evident by fewer dwellings and fewer overall car parking spaces,

i) the traffic generation for this application falls within the approval for the previous scheme and does not warrant any further traffic assessment,

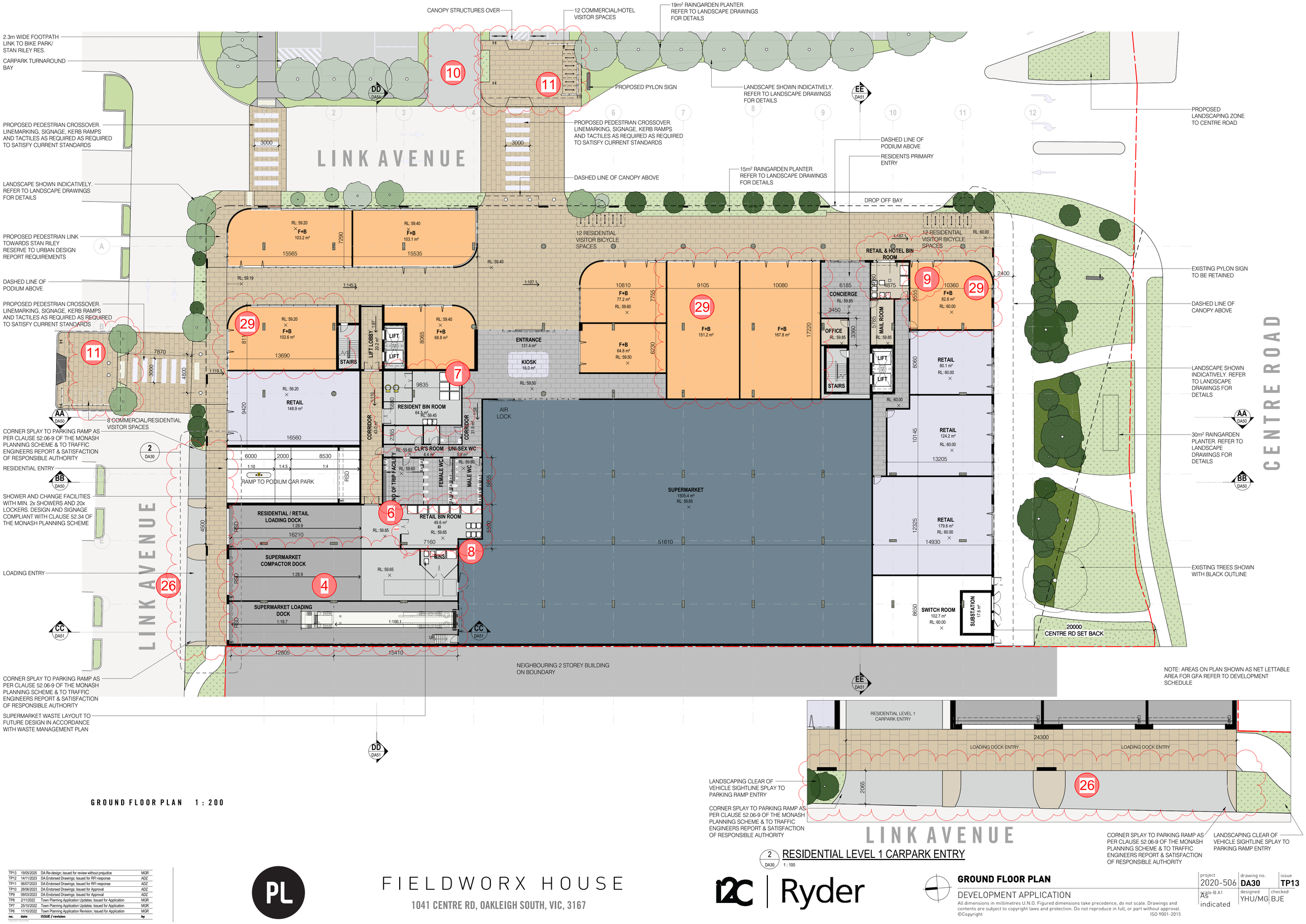
j) the provision of bicycle parking is sufficient to meet the statutory requirement set out in Clause 52.34 of the Planning Scheme,

k) loading services can be suitably provided on-site without adversely impacting traffic flow or road safety, and

l) there are no traffic engineering reasons why a planning permit for the proposed mixed-use development at 1041 Centre Road (Links Shopping Centre), Oakleigh should not be granted.

Appendix A

Proposed Development Plan



GROUND FLOOR PLAN 1 : 200

2 DA30 RESIDENTIAL LEVEL 1 CARPARK ENTRY 1 : 100

no.	date	ISSUE / revision	by
TP13	19/05/2025	DA Re-design: issued for review without prejudice	MGR
TP12	14/11/2023	DA Endorsed Drawings; Issued for RFI response	ADZ
TP11	06/07/2023	DA Endorsed Drawings; Issued for RFI response	ADZ
TP10	28/06/2023	DA Endorsed Drawings; Issued for Approval	ADZ
TP9	09/03/2023	DA Endorsed Drawings; Issued for Approval	ADZ
TP8	2/11/2022	Town Planning Application Updates; Issued for Application	MGR
TP7	25/10/2022	Town Planning Application Updates; Issued for Application	MGR
TP6	11/10/2022	Town Planning Application Revision; Issued for Application	MGR

PL

FIELDWORX HOUSE

1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

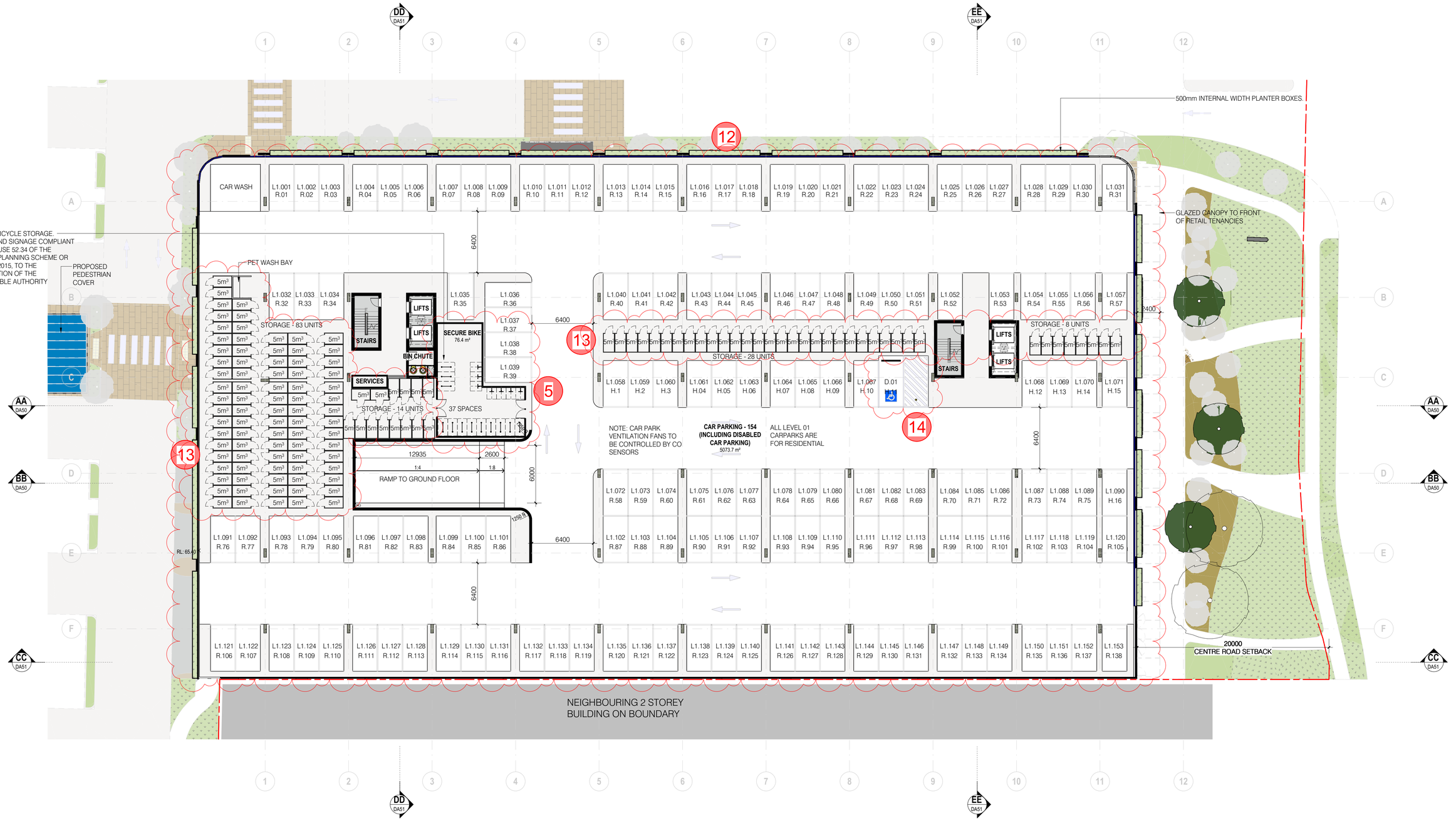
i2C | Ryder

GROUND FLOOR PLAN

DEVELOPMENT APPLICATION

project 2020-506 | drawing no. DA30 | issue TP13

scale @ A1 AS indicated | designed YHU/MG | checked BJE



LEVEL 01 FLOOR PLAN 1 : 200

no.	date	ISSUE / revision	by
TP0	19/05/2025	DA Re-design; issued for review without prejudice	MGR

FIELDWORX HOUSE

1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

t2c | Ryder

LEVEL 01

DEVELOPMENT APPLICATION

project	drawing no.	issue
2020-506	DA31	TP0
scale @ A1	designed	checked
1 : 200	YHU/MG	BJE

Development Schedule

Town Planning Revision

Proposed Mixed Use Development
Town Planning - without prejudice
Revision Date 19/05/2025

Levels	GFA (sqm)	Car Parking: Area (sqm)	Car Parking: Car Spaces	Retail: Supermarket	Retail: Retail/F&B	Retail: Retail BoH	Retail: Amenity	Retail: Outdoor Dining	Retail: Circulation
Ground Floor **(Retail, Supermarket, Parking)**	4516	1516	54	1505	1452	584	81	153	430.5
First Floor **(Residential and Terrace)**	5330	4554	154	0	0	0	0	0	0
SecondFloor **(Residential Inc. Balcony)**	3506	0	0	0	0	0	0	0	0
Third Floor **(Residential Inc. Balcony)**	2992	0	0	0	0	0	0	0	0
Fourth Floor **(Residential Inc. Balcony)**	2992	0	0	0	0	0	0	0	0
Fifth Floor **(Residential Inc. Balcony)**	2992	0	0	0	0	0	0	0	0
Sixth Floor **(Residential Inc. Balcony)**	2226	0	0	0	0	0	0	0	0
Seventh Floor **(Residential Inc. Balcony)**	1793	0	0	0	0	0	0	0	0
Rooftop	0	0	0	0	0	0	0	0	0
Totals	**26347**	**6070**	**208**	**1505**	**1452**	**584**	**81**	**153**	**430.5**

Residential Apartments & Short Stay Hotel

Levels	Total Apt Number	Total RPA sqm		1 BEDROOM – APARTMENT Type 1A: Number	SQM	Balcony/ Terrace	Total Apt Area	1 BEDROOM – APARTMENT Type 1A1: Number	SQM	Balcony/ Terrace	Total Apt Area	1 BEDROOM – SHORT STAY HOTEL Type 1B: Number	SQM	Balcony/ Terrace	Total Apt Area
Ground Floor	0	0													
First Floor	0	0	1												
SecondFloor	29	2857.3	2	11	53.7	21	821.7	2	57.3	19.8	154.2	1	62.1	24.8	86.9
Third Floor	29	2442.9	3	11	53.7	8.7	686.4	2	57.3	11.5	137.6				
Fourth Floor	29	2442.9	4	11	53.7	8.7	686.4	2	57.3	11.5	137.6				
Fifth Floor	29	2442.9	5	11	53.7	8.7	686.4	2	57.3	11.5	137.6				
Sixth Floor	23	1785.6	6	11	53.7	8.7	686.4	2	56.5	11.5	136				
Seventh Floor	18	1396.9	6	7	53.7	8.7	436.8	2	58.6	10.8	138.8				
Rooftop															
Totals	**157**	**13,369**		**62**	**322**	**65**		**12**	**344**			**1**	**62.1**		

Levels	2 BEDROOM – APARTMENT Type 2A: Number	SQM	Balcony/ Terrace	Total Apt Area	2 BEDROOM – APARTMENT 2B: Number	SQM	Balcony/ Terrace	Total Apt Area	2 BEDROOM – SHORT STAY HOTEL 2C: Number	SQM	Balcony/ Terrace	Total Apt Area	2 BEDROOM – SHORT STAY HOTEL 2D: Number	SQM	Balcony/ Terrace	Total Apt Area
Ground Floor																
First Floor																
SecondFloor	9	81	27.6	977.4					1	104.7	33.2	137.9	1	105.3	46.6	151.9
Third Floor	8	81	8.4	715.2	1	80.7	25.4	106.1	2	104.3	9.8	228.2	1	105.3	13.7	119
Fourth Floor	8	81	8.4	715.2	1	80.7	25.4	106.1	2	104.3	9.8	228.2	1	105.3	13.7	119
Fifth Floor	8	81	8.4	715.2	1	80.7	25.4	106.1	2	104.3	9.8	228.2	1	105.3	13.7	119
Sixth Floor	8	81	8.4	715.2	1	80.7	25.4	106.1								
Seventh Floor	8	81	8.4	715.2	1	80.7	25.4	106.1								
Rooftop																
Totals	**49**	**486**			**5**	**403.5**			**7**	**417.6**			**4**	**421.2**		

Levels	2 BEDROOM – SHORT STAY HOTEL 2E: Number	SQM	Balcony/ Terrace	Total Apt Area	2 BEDROOM – SHORT STAY HOTEL 2F: Number	SQM	Balcony/ Terrace	Total Apt Area	3 BEDROOM – APARTMENT Type 3A: Number	SQM	Balcony/ Terrace	Total Apt Area	3 BEDROOM – SHORT STAY HOTEL Type 3B: Number	SQM	Balcony/ Terrace	Total Apt Area	Circulation	Utilities	Indoor Res Amenity	Outdoor Res Amenity
Ground Floor																		408		
First Floor																	15.6	120	-	
SecondFloor	1	93.7	25.9	119.6	1	63.1		63.1	1	119.1	53.2	172.3	1	119.1	53.2	172.3	366	196	-	
Third Floor	1	93.7	9.8	103.5	1	63.1		63.1	1	119.1	22.8	141.9	1	119.1	22.8	141.9	366	160	-	
Fourth Floor	1	93.7	9.8	103.5	1	63.1		63.1	1	119.1	22.8	141.9	1	119.1	22.8	141.9	366	160	-	
Fifth Floor	1	93.7	9.8	103.5	1	63.1		63.1	1	119.1	22.8	141.9	1	119.1	22.8	141.9	366	160	-	
Sixth Floor									1	119.1	22.8	141.9					269	160	-	756
Seventh Floor																	224	160	-	435
Rooftop																				
Totals	**4**	**374.8**			**4**	**252**			**5**	**596**			**4**	**476**			**1,973**	**1,524**		**1,191**

	Type 1A	Type 1A1	Type 1B	Type 2A	2B	2C	2D	2E	2F	Type 3A	Type 3B
Apartment Number	62	12	1	49	5	7	4	4	4	5	4
Apartment Mix (by number)	39.5%	7.6%	0.6%	31.2%	3.2%	4.5%	2.5%	2.5%	2.5%	3.2%	2.5%
Apartment Mix (by area)	2.4%	2.6%	0.5%	3.6%	3.0%	3.1%	3.2%	2.8%	1.9%	4.5%	4%

Development Breakdown	
Site Area	**11,272**
GFA	**26,347**
Total Residential Apartments	**157**
Total Residential GFA	**16,501**
Total Car Parking Spaces	**208**

Notes and Disclaimer

Areas calculated used Property Council of Australia Method of Measurement

These areas and room numbers are approximate. They relate to areas of the building at the current stage of design and are reliant upon the information available.
All areas in sqm. All areas subject to survey.

Parking Totals	
Car Parking (Residents)	**138**
Car Parking (Hotel) + disabled	**16**
Car Parking (Commercial)	**54**
Car Parking Total	**208**
Bike Parking (Residential Secured)	**27**
Bike Parking (Employee Secured)	**10**
Bike Parking (Commercial Visitors)	**6**
Bike Parking (Hotel Visitors)	**6**
Bike Parking (Residential Visitors)	**27**
Bike Parking Total	**76**

2

no.	date	ISSUE / revision	by
TP8	19/05/2025	DA Re-design; issued for review without prejudice	MGR
TP7	28/06/2023	DA Endorsed Drawings; Issued for Approval	ADZ
TP6	09/03/2023	DA Endorsed Drawings; Issued for Approval	ADZ
TP5	4/11/2022	Town Planning Application Updates; Issued for application	MGR
TP4	2/11/2022	Town Planning Application Updates; Issued for Application	MGR
TP3	11/10/2022	Town Planning Application Revision; Issued for Application	MGR
TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response; Issued for application	CLY

19/05/2025 9:59:17 AM

FIELDWORX HOUSE

1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

i2C | Ryder

DEVELOPMENT SCHEDULE

DEVELOPMENT APPLICATION

project 2020-506 | drawing no. **DA02** | issue **TP8**
scale @ A1 | designed YHU | checked MGR

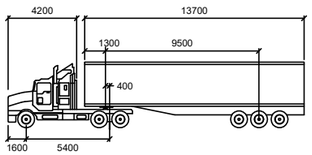
Appendix B

Swept Path Diagrams

VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



AV (AS 2890.2)

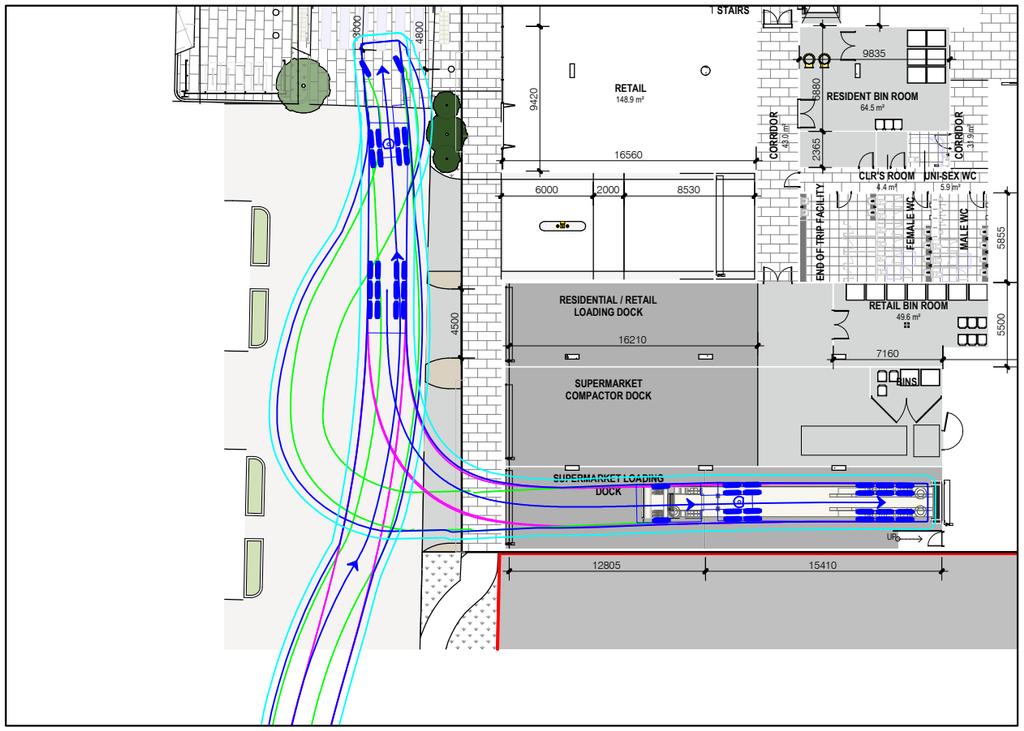
	mm		mm
Tractor Width :	2500	Lock to Lock Time :	6.0
Trailer Width :	2500	Steering Angle :	28.3
Tractor Track :	2500	Articulating Angle :	70.0
Trailer Track :	2500		

LEGEND

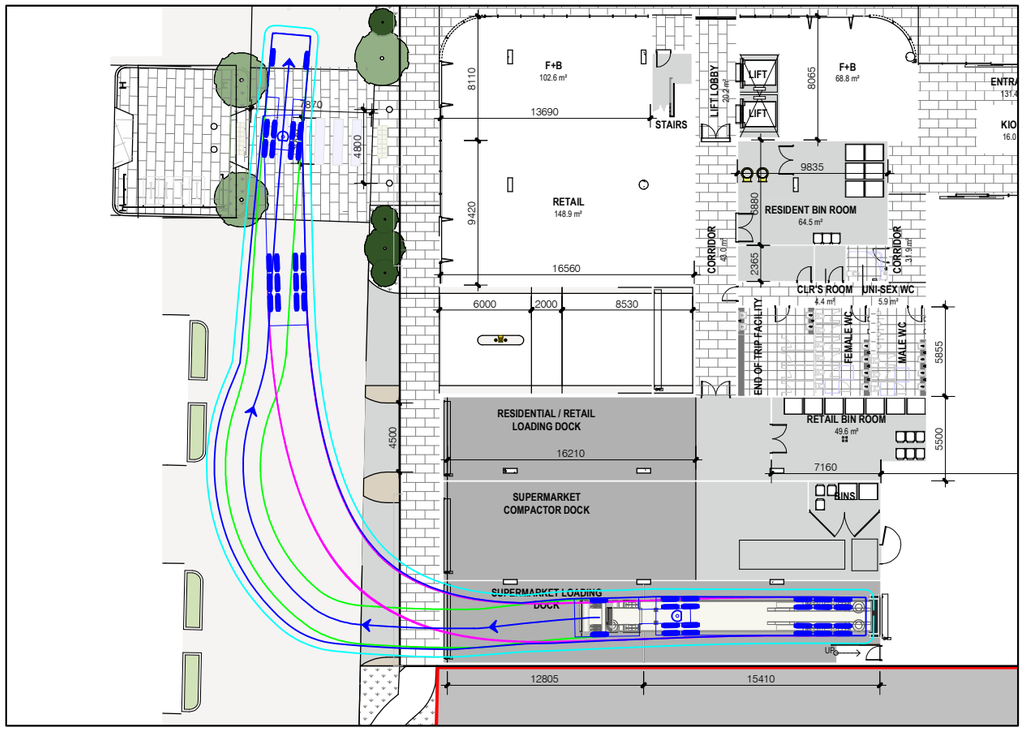
REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

LOADING BAY - SEMI TRAILER ENTRY



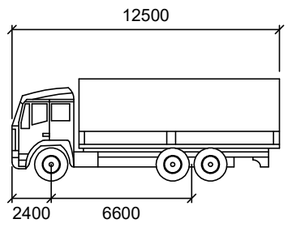
LOADING BAY - SEMI TRAILER EXIT



LOADING - COMPACTOR - ENTRY

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



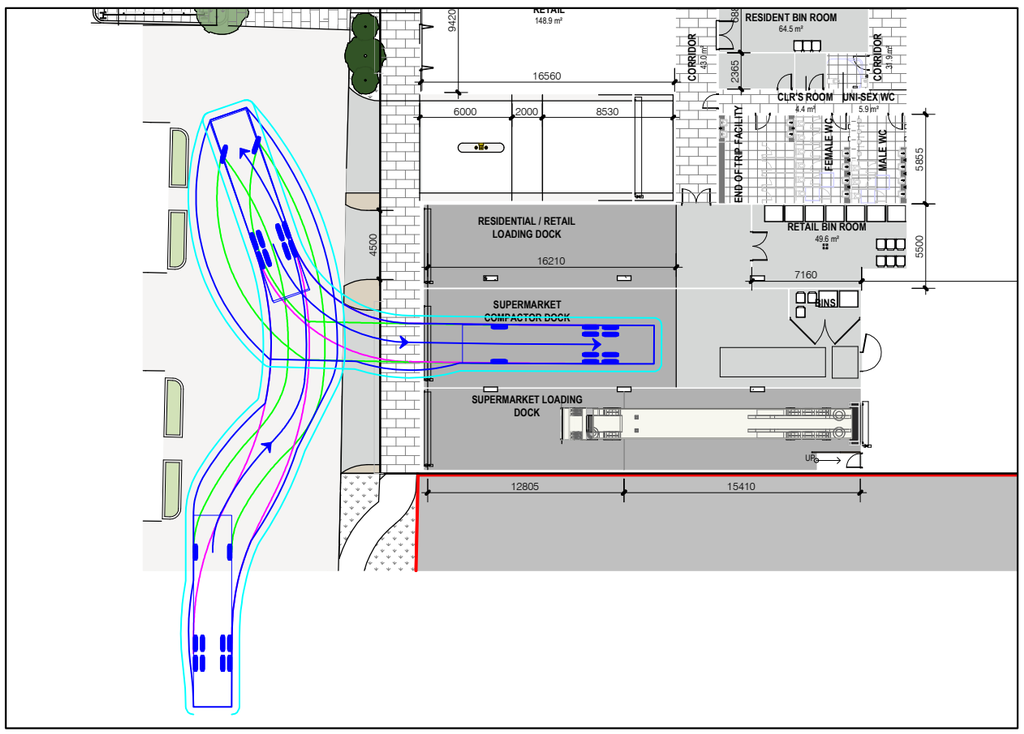
HRV (AS 2890.2) mm

Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	35.2

LEGEND

REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE



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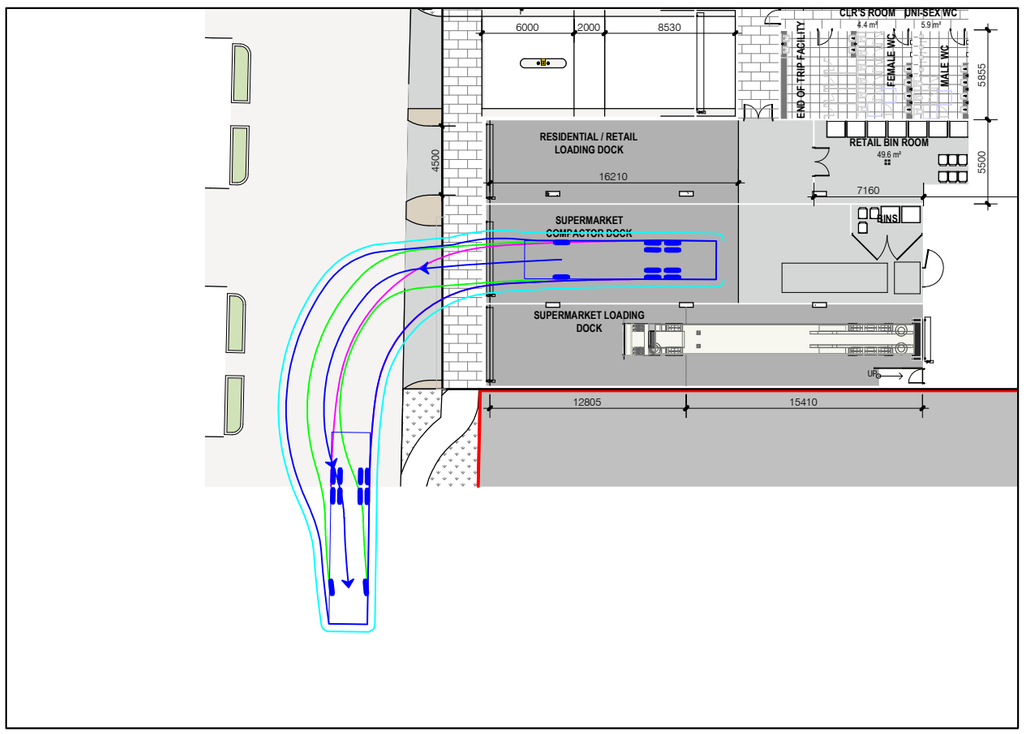

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	16/05/2025		E. O'FARRELL	H. TURNBULL

THE LINKS SHOPPING CENTRE, OAKLEIGH SOUTH

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE PLAN 'DA30 - GROUND FLOOR PLAN_TP13' RECEIVED MAY 2025

FILE NAME: G29458-09

SHEET NO.: 01

SCALE: 1:400 (A3)

0 4 8

Traffix Group

Level 28, 459 Collins St, MELBOURNE VIC 3000

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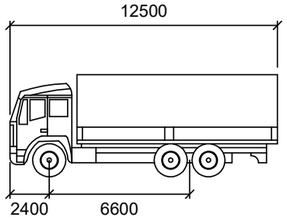
VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



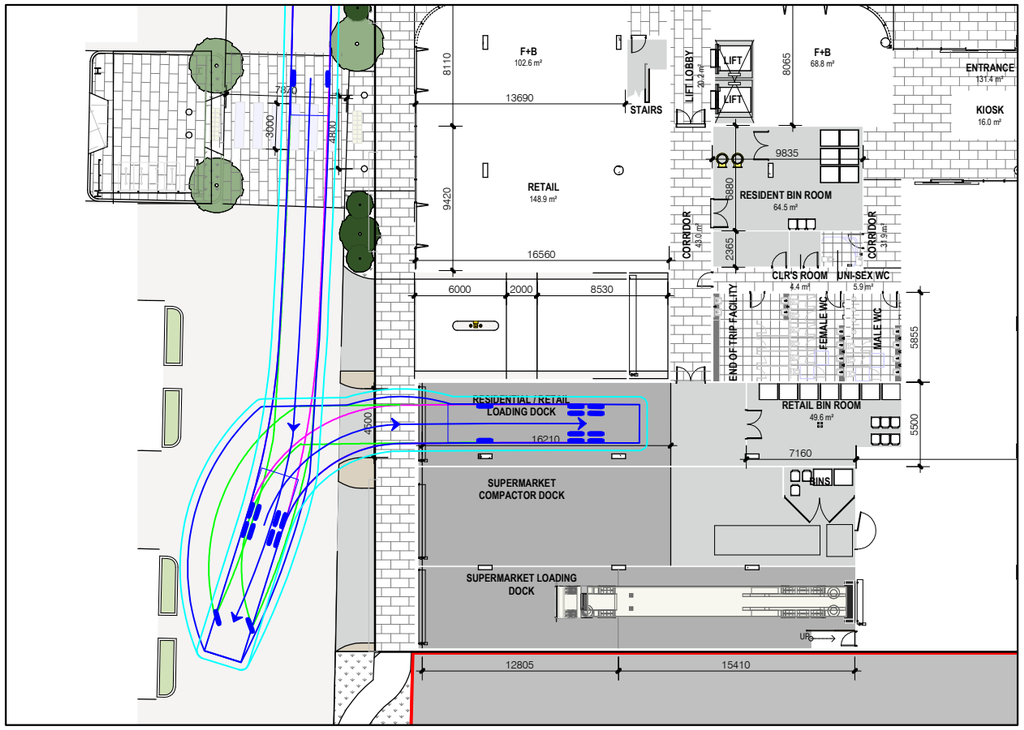
HRV (AS 2890.2)		mm
Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	35.2

LEGEND

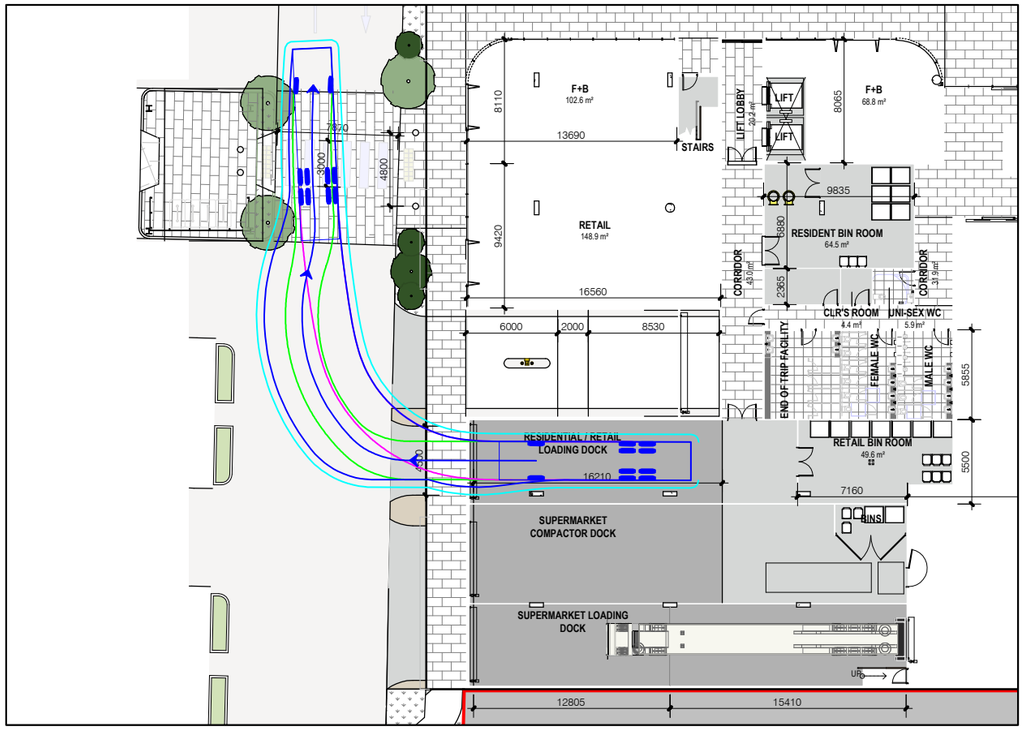
REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

RESIDENTIAL/RETAIL LOADING - ENTRY



RESIDENTIAL/RETAIL LOADING - EXIT



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	16/05/2025		E. O'FARRELL	H. TURNBULL

THE LINKS SHOPPING CENTRE, OAKLEIGH SOUTH

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE PLAN 'DA30 - GROUND FLOOR PLAN_TP13' RECEIVED MAY 2025

FILE NAME: G29458-09

SHEET NO.: 02

SCALE: 1:400 (A3)

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