Burwood Council
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Department of Planning
Received
4 DEC 2013
Scanning Room

Trim Ref No: 13/43551
25 November 2013

Dear Ms Grant,

PLANNING PROPOSAL FOR THE FLOWER POWER SITE – 27 MITCHELL STREET, CROYDON PARK

Council has received a Planning Proposal seeking to rezone a major portion of the Flower Power Site, from part R2 Low Density Residential and IN2 Light Industrial to R1 General Residential in the Burwood Local Environmental Plan 2012, with a maximum building height of 11 metres and a maximum floor space ratio of 1.2:1. The Planning Proposal will facilitate the construction of eight – 2 to 3 storey residential flat buildings containing approximately 239 dwellings.

In accordance with Clause 56 of the Environmental Planning and Assessment Act 1979, Council is forwarding the Planning Proposal requesting a Gateway Determination.

At its meeting on 21 October 2013, Council considered a report for the rezoning of the Flower Power site and resolved:

1. That Council endorse in-principle the Planning Proposal for rezoning the majority of the Flower Power site at No. 27 Mitchell Street Croydon Park, to R1 General Residential under the BLEP 2012, with a maximum building height of 11m and a maximum floor space ratio of 1.2:1.
2. That Council forward the Planning Proposal, this Report and Council's resolution to the Department of Planning and Infrastructure for a Gateway Determination.
3. That Council note the offer of a Voluntary Planning Agreement for the dedication of a portion of the site to Council for use as a community facility, and endorse negotiations for the VPA to be finalised when Council receives a positive Gateway Determination. The matters for negotiation include, but are not limited to, the crediting of the VPA works against future development contributions, the timing of the VPA execution, and the timing of the land dedication. The VPA is to be placed on public exhibition concurrently with the Planning Proposal.
4. That following the public exhibition period a Report be provided to Council on the outcomes of the exhibition and any further actions to be taken
5. That the proponent be advised that support of the Planning Proposal at this stage is not an endorsement of the indicative development concept put forward in the Planning Proposal, and that a range of detailed matters remain to be resolved as part of the future DA.
6. That Council Officers consult and investigate the opportunity to have further set backs on the top level on the Stanley Street side.
7. That Council proposes the applicant to hold a community workshop/information night and invites residents to attend as part of the community consultation process following the Gateway Determination.

Suite 1, Level 2, 1-17 Elsie Street, Burwood NSW 2134 | P.O. Box 240 Burwood NSW 1805
Phone: 02 9911 9911 | **Facsimile:** 02 9911 9900 | **Email:** council@burwood.nsw.gov.au

If you require information in other languages, please contact Burwood Council on 9911 9911. Staff will be able to organise an interpreter for you. Alternatively, you can contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

ARABIC

يحتوي هذا الرسالة على معلومات مهمة. إذا كنت غير قادر على فهم محتوياتها، يرجى الاتصال بالمجلس على الرقم 9911 9911 بمقابل. سيقوم المجلس بترتيب مترجم شفوي لك. بدلاً من ذلك، يمكنك الاتصال مباشرة بخدمة الترجمة الشفوية على الرقم 131 450 وطلب (مجانية الخدمة) وطلب منهم الاتصال بمجلس بيرود نيابة عنك على الرقم 9911 9911.

CHINESE

本信所含信息十分重要。如果您不能阅读、或是法理解其内容，请与市政署(Council)联系，电话9911 9911。我們的工作人員可以為您安排口譯人員。您也可以与电話口譯服務部門聯係，其标志語131 450（免费服务）。讓他們代您聯絡市政署聯係，市政署的聯絡電話是9911 9911。

CROATIAN

Ovo pismo sadrži važne informacije. Ako ga ne možete pročitati ili razumjeti, molimo nazovite ured na 9911 9911. Osobje Vam može organizirati pomoć tumača, ili možete nazvati Telefonsku službu tumača (Telephone Interpreter Service) na 131 450 (usluga je besplatna) i zamoliti ih da [illegible] ovdje.

GREEK

Η παρούσα επιστολή περιέχει σημαντικές πληροφορίες. Αν δεν μπορείτε να διαβάσετε ή να καταλάβετε το περιεχόμενό της, παρακαλούμε να επικοινωνήσετε με το Δήμο στο 9911 9911. Το προσωπικό μπορεί να κανονίσει για διερμηνέα. Αλλιώς μπορείτε να επικοινωνήσετε με την Τηλεφωνική Υπηρεσία Διερμηνέων στο 131 450 (δωρεάν υπηρεσία) και ζητήστε τους να επικοινωνήσουν με το Δήμο [illegible] για λογαριασμό σας.

ITALIAN

Questa lettera [illegible] informazioni importanti. Se non siete in grado di leggere o capire il suo contenuto, contattate il Municipio al numero [illegible]. Il personale può organizzare un interprete. Altrimenti potete contattare il Servizio di Interpreti Telefonici al numero 131 450 (servizio gratuito) e chiedere loro di mettersi in contatto con il Municipio di Burwood al 9911 9911 per vostro conto.

KOREAN

이 편지에는 중요한 정보가 들어 있습니다. 여러분이 내용을 읽거나 이해하실 수 없으시면 9911 9911 번으로 시의회에 연락하십시오. 직원이 통역사를 준비해 드릴 수 있습니다. 또는 전화통역서비스 (Telephone Interpreter Service) 131 450 (무료 서비스)에 연락하셔서 시의회 9911 9911 번으로 대신 연락해 달라고 요청하실 수 있습니다.

SPANISH

Esta carta contiene información importante. Si no puede leerla o entenderla, por favor contacte con el Ayuntamiento en el número 9911 9911 y el personal le facilitará un intérprete. Alternativamente, puede contactar con el Servicio de Intérpretes Telefónicos en el número 131 450 (este servicio es gratis) y solicitarles que llamen al Ayuntamiento de Burwood en su nombre al 9911 9911.

RUSSIAN

Это письмо содержит важную информацию. Если вы не можете прочитать или понять его содержание, пожалуйста, свяжитесь с Советом по телефону 9911 9911. Наши сотрудники могут организовать для вас переводчика. Вы также можете связаться с Телефонной Переводческой Службой по телефону 131 450 (это бесплатная услуга) и попросить их связаться с Советом Бервуда по телефону 9911 9911.

TAMIL

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It is brought to your attention that Council resolved for the applicant to hold community workshops as part of the consultation process. This will be undertaken in addition to any community consultation that is likely to be stipulated in the Gateway Determination.

Please be advised that Council wishes to seek delegation to make the plan pursuant to Section 23 of the Environmental Planning and Assessment Act 1979. In this regard, a copy of the evaluation criteria for the delegation of the plan making functions is attached for your perusal. In addition, please also find enclosed the Planning Proposal with supporting documentation.

Should you require any further information; please do not hesitate to contact Priya Uppal, Senior Strategic Planner on 9911 9875, or email Priya.Uppal@burwood.nsw.gov.au.

Yours sincerely

DIWEI LUO
Manager Strategic Planning

drainage line (out of the wetlands) and the amenities block.

154/13 **RESOLVED** (Carried Unanimously)

1. That Council notes the information in this Report.
2. That Council approves additional funding of $1,316,848 to complete major earthworks and the construction of the wetlands and the amenities block for Wangal Park.
3. That funding to complete stage one of Wangal Park will be sourced from s94a contributions to the amount of $816,848, and LIRS (round 3) to the amount of $500,000 to a total of $1,316,848.
4. That a further Report to Council will be prepared on the future work required for the final stages of construction to complete Wangal Park.

(Moved Councillor Sally Deans/Seconded Councillor George Mannah)

(ITEM 82/13) PLANNING PROPOSAL FOR THE FLOWER POWER SITE - 27 MITCHELL STREET, CROYDON PARK

File No: 13/41354

Summary

A Planning Proposal (PP) was submitted to Council for the rezoning of a major portion of the Flower Power site at No. 27 Mitchell Street Croydon Park, in order to facilitate the construction of eight 2 to 3 storey residential flat buildings containing approximately 239 dwellings. The proponent has also offered to enter into a Voluntary Planning Agreement (VPA) for the dedication of a portion of the site (approximately 1650m^2) on the Mitchell Street frontage, including an existing dwelling, to Council, for a possible adaptive reuse of the dwelling for a community facility.

It is recommended that Council endorse the PP in principle, submit the PP to the Department of Planning and Infrastructure (DP&I) for a Gateway Determination. It is also recommended that the VPA negotiation be finalised upon receiving a positive Gateway Determination.

155/13 **RESOLVED** (Carried Unanimously)

1. That Council endorse in-principle the Planning Proposal for rezoning the majority of the Flower Power site at No. 27 Mitchell Street Croydon Park, to R1 General Residential under the BLEP 2012, with a maximum building height of 11m and a maximum floor space ratio of 1.2:1.
2. That Council forward the Planning Proposal, this Report and Council's resolution to the Department of Planning and Infrastructure for a Gateway Determination.
3. That Council note the offer of a Voluntary Planning Agreement for the dedication of a portion of the site to Council for use as a community facility, and endorse negotiations for the VPA to be finalised when Council receives a positive Gateway Determination. The matters for negotiation include, but are not limited to, the crediting of the VPA works against future development contributions, the timing of the VPA execution, and the timing of the land dedication. The VPA is to be placed on public exhibition concurrently with the Planning Proposal.
4. That following the public exhibition period a Report be provided to Council on the outcomes of the exhibition and any further actions to be taken
5. That the proponent be advised that support of the Planning Proposal at this stage is not an endorsement of the indicative development concept put forward in the Planning Proposal, and that a range of detailed matters remain to be resolved as part of the future DA.

6. That Council Officers consult and investigate the opportunity to have further set backs on the top level on the Stanley Street side.
7. That Council proposes the applicant to hold a community workshop/information night and invites residents to attend as part of the community consultation process following the Gateway Determination.

(Moved Councillor Lesley Furneaux-Cook/Seconded Deputy Mayor Tony Doueihi)

(ITEM 83/13) VARYING A DEVELOPMENT STANDARD THROUGH A VOLUNTARY PLANNING AGREEMENT IN EXCHANGE FOR A PUBLIC BENEFIT.

File No: 13/40757

Summary

This report provides the findings of the investigation of the use of Voluntary Planning Agreements (VPAs) to vary a development standard contained within the Burwood Local Environmental Plan (BLEP) 2012.

156/13 **RESOLVED** (Carried Unanimously)

1. That Council acknowledge that there is no capacity for Council to vary a development standard through a Voluntary Planning Agreement alone.
2. That Council undertake strategic analyses of the types and details of infrastructure that would be suitable public benefits, with a view to developing a plan for community consultation.
3. That a Planning Proposal to vary a development standard be pursued only after the above plan for the provision of public benefits is adopted by Council.
4. That Council officers investigate Clause 4.6 of BLEP 2012, which may allow a variation of development standards by up to 10%, and how the variation may be justified by tying into design principles for development on a merit assessment. A report on the investigation is to be brought back to Council.

(Moved Deputy Mayor Tony Doueihi /Seconded Councillor Ernest Wong)

COUNCILLOR JUSTIN TAUNTON LEFT THE MEETING AT 8:03PM

COUNCILLOR JUSTIN TAUNTON RETURNED TO THE MEETING AT 8:10PM

COUNCILLOR SALLY DEANS LEFT THE MEETING AT 8:11PM

COUNCILLOR SALLY DEANS RETURNED TO THE MEETING AT 8.17PM

COUNCILLOR TONY DOUEIHI LEFT THE MEETING AT 8:18PM

COUNCILLOR TONY DOUEIHI RETURNED TO THE MEETING AT 8.20PM

(ITEM 84/13) REVIEW AND AMENDMENT OF BURWOOD DEVELOPMENT CONTROL PLAN

File No: 13/32605

Summary

A number of issues and anomalies have been identified since the Burwood Development Control Plan (BDCP) became operational on 1 March 2013. Several changes to the BDCP

(ITEM 82/13) PLANNING PROPOSAL FOR THE FLOWER POWER SITE - 27 MITCHELL STREET, CROYDON PARK

File No: 13/41354

REPORT BY DEPUTY GENERAL MANAGER LAND, INFRASTRUCTURE & ENVIRONMENT

Summary

A Planning Proposal (PP) was submitted to Council for the rezoning of a major portion of the Flower Power site at No. 27 Mitchell Street Croydon Park, in order to facilitate the construction of eight 2 to 3 storey residential flat buildings containing approximately 239 dwellings. The proponent has also offered to enter into a Voluntary Planning Agreement (VPA) for the dedication of a portion of the site (approximately 1650m^2) on the Mitchell Street frontage, including an existing dwelling, to Council, for a possible adaptive reuse of the dwelling for a community facility.

It is recommended that Council endorse the PP in principle, submit the PP to the Department of Planning and Infrastructure (DP&I) for a Gateway Determination. It is also recommended that the VPA negotiation be finalised upon receiving a positive Gateway Determination.

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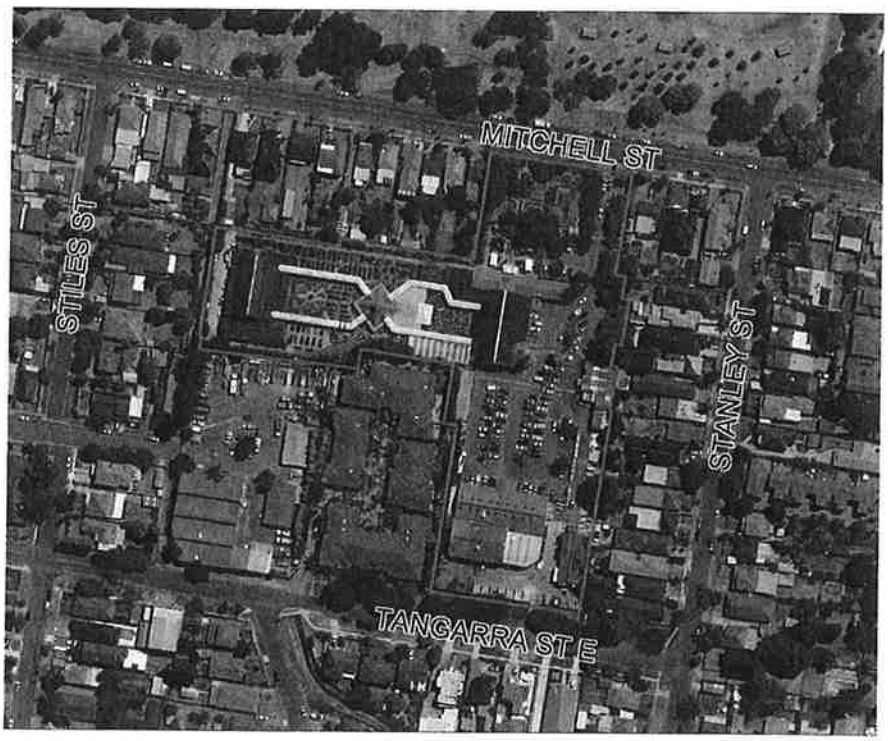
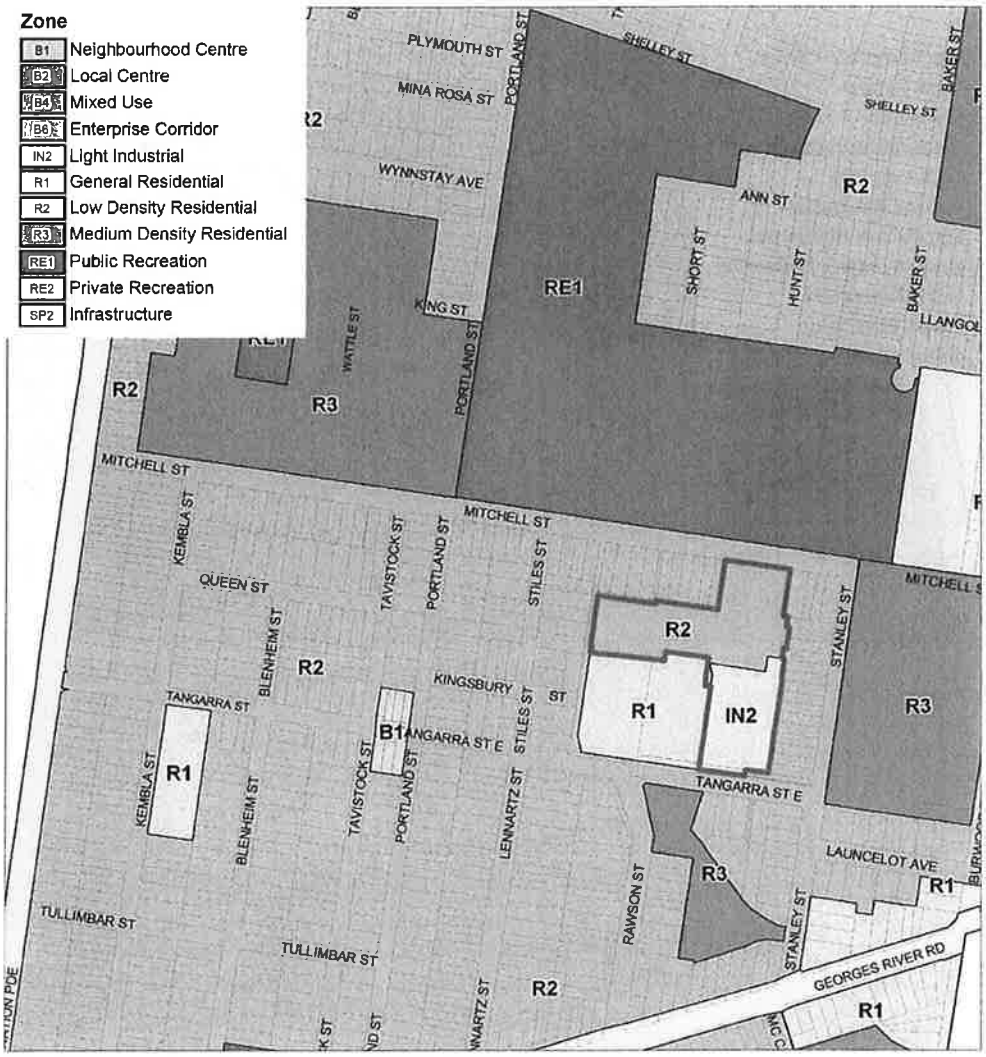
Background

The Flower Power site in Croydon Park has an area of approximately 1.9ha and a frontage to Mitchell Street to the north and Tangarra Street East to the south. There is currently a nursery, fruit shop, pet shop, café and dwelling (fronting Mitchell Street) on the site. The surrounding area is characterised as predominantly low density residential with the exception of the adjoining Council Depot. To the west of the Tangarra Street East frontage is a 3 storey residential flat development and Council Depot. To the north of the site is Henley Park, which includes the Enfield Aquatic Centre to its north. The land is currently zoned part R2 Low Density Residential (northern part) and part IN2 Light Industrial (southern part) in the Burwood Local Environmental Plan (BLEP) 2012.



The Site



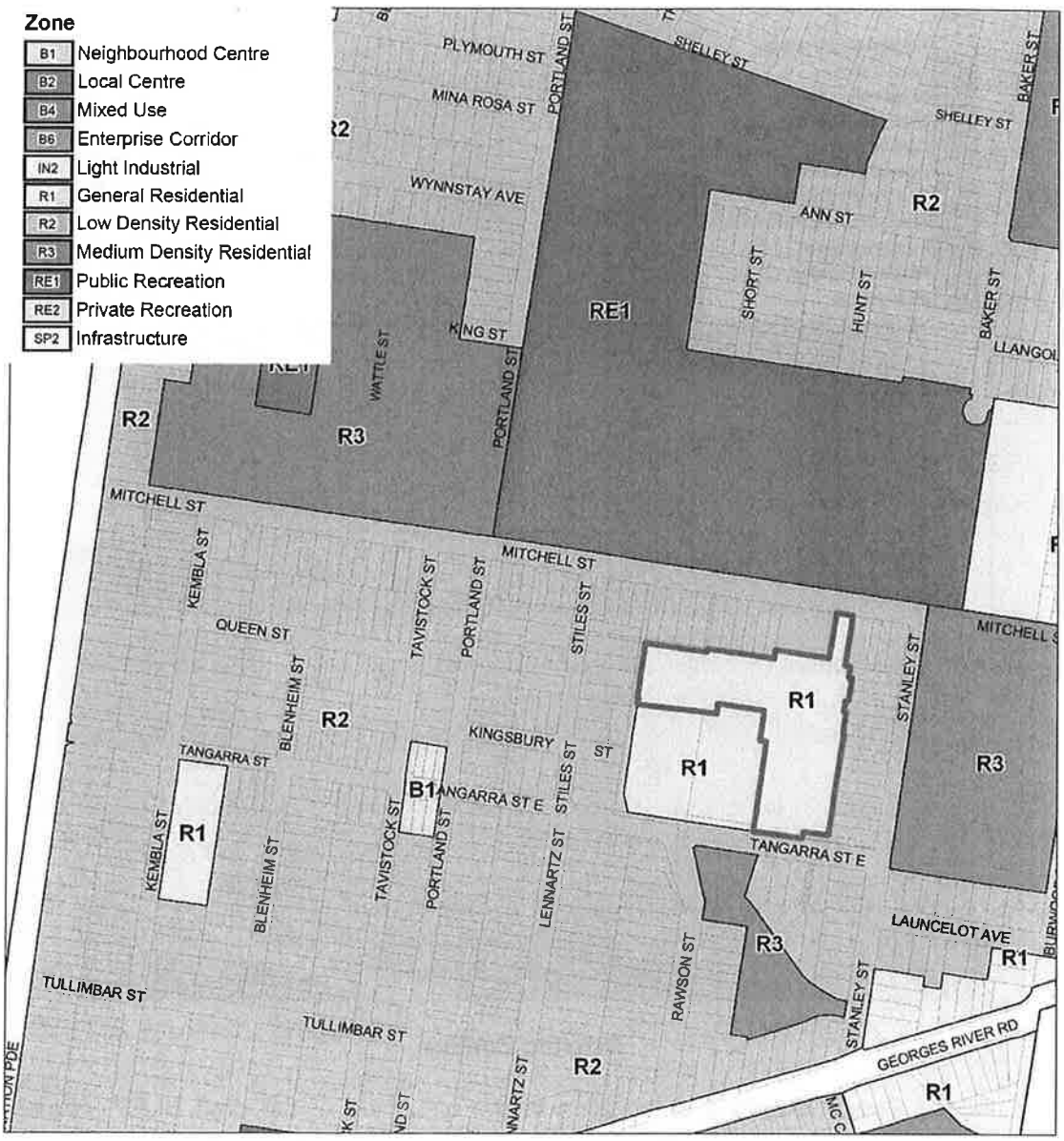
Existing Zoning

In 2012, Flower Power lodged a submission to the exhibition of the draft BLEP, requesting a rezoning of its site, from part Residential 2(a) and part Light Industrial 4(b) under the Burwood Planning Scheme Ordinance 1979, to R1 General Residential zoning under the new BLEP. Due to complex planning issues involved such as justification of loss of industrial land, amenity impact, traffic, contamination and flooding issues, Council, at its meeting of 15 May 2012 where the outcomes of the draft BLEP exhibition were considered, resolved to invite the proponent to submit a PP for separate assessment from the BLEP process.

The PP was submitted in April 2013 with a suite of documents supporting the proposal including a concept master plan which outlines the building footprint of the future development, preliminary traffic assessment and a contamination report. Since then further discussions and meetings were held between Council Officers and the proponent, concerning various aspects of the PP and possible establishment of a community facility within the Flower Power site through a VPA. The amended PP, master plan and VPA offer letter have now been submitted by the proponent.

Planning Proposal

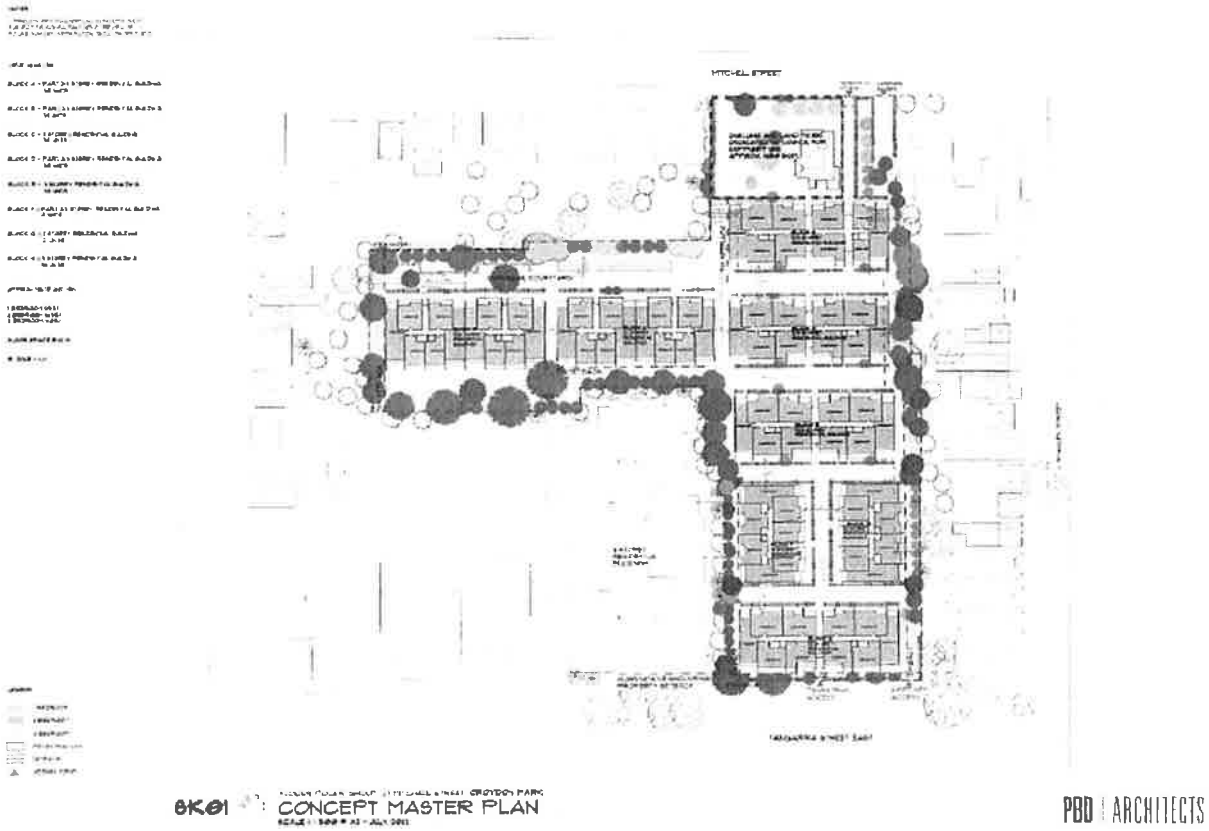
The final PP submitted by Flower Power seeks an amendment to the BLEP 2012 to facilitate a rezoning from part IN2 Light Industrial and part R2 Low Density Residential to R1 General Residential, with a maximum building height of 11m (being 3 storeys) and a maximum floor space ratio of 1.2:1.



Proposed Rezoning

It is proposed to build eight by 2 to 3 storey residential flat buildings, to provide approximately 239 one, two and three bedroom dwellings, with basement parking to be accessed by Mitchell Street and Tangarra Street East, on the land to be rezoned.

The portion of the site with the existing dwelling, fronting Mitchell Street will remain as R2 Low Density Residential. Flower Power has offered to enter into a VPA to dedicate this portion of the land (approximately 1650m^2) with the dwelling to Council, for the establishment of a community facility.



Concept Master Plan

The PP includes a letter of offer for the preparation of a VPA. Under the VPA, Flower Power will dedicate a portion of the site containing the existing dwelling facing the Mitchell Street frontage to Council, for use as a community facility. In return the letter of offer proposes that the cost of the VPA works be credited towards Section 94A contributions on the future Development Application (DA).

Consultation

The PP was referred to Council's Traffic and Transport, Asset and Design and Building and Development Teams and their comments have been taken into consideration.

A positive Gateway Determination from the DP&I will stipulate requirements for community consultation and specify the relevant State Agencies that need to provide further input into the assessment of the PP.

Assessment of the Planning Proposal

General Comment

Overall the PP has merit and warrants Council's in-principle support for these reasons:

- The proposed rezoning and redevelopment is considered to be more compatible with the surrounding land uses, being predominantly residential, compared to the existing land use of the site.

- Replacement of the existing light industrial/commercial use with a medium density residential development should cause less amenity impact to the local area in terms of traffic, especially heavy vehicle traffic, and noise.

- The applicant has attempted to justify the loss of industrial and employment land in the PP.
- Council and the local community will benefit from the provision of a community facility, to be provided on the land to be dedicated.
- While some detailed matters of design and management of local impacts are not fully resolved in the submitted documentation, these would need to be dealt with at the DA stage if the PP is successful.

It must be emphasised that Council's endorsement of the PP would not infer or oblige its consent of a DA for redevelopment. Any DA would be subject to separate assessment and public notification.

Justification of Loss of Industrial and Employment Land

The PP will result in the loss of the only light industrial zone (approximately 6335m^2) from the Burwood Local Government Area (LGA), and 18 jobs which are currently located on the industrial portion of the site. As such, the PP is inconsistent with the section 117 Direction concerning business and industrial zones. The following justifications are made:

- The site is surrounded by residential development. Access to the site is via residential streets, not ideal for truck or delivery vehicle movements. Industrial uses would cause greater traffic and noise impacts on local residents than residential uses.
- The overall employment lands and capacity for growth are expanded in the LGA's business zones through the BLEP process and the proposed spot rezoning does not impact on the viability of strategic centres. The site is not strategically significant industrial land and does not provide strategically significant local employment.
- Burwood is a small LGA within the Inner West. It is not critical for the Burwood LGA to retain an industrial zone to meet its specific purposes, as demand is met in a broader context, by the adjoining LGAs.
- Any loss of industrial and employment land as a result of this PP will be offset by the benefits of approximately 239 additional medium density dwellings, which will assist towards achieving the housing targets set out by the State Government.
- The draft Inner West Subregional Strategy identifies that 60-70% of new housing in the Inner West Subregion is to be within existing urban areas utilising existing infrastructure. The site is considered to be an ideal location to provide for medium density housing in close proximity to public transport, local services and public open space.

Council, through the BLEP process, rezoned its Depot site from Light Industrial to R1 General Residential. The Flower Power site and the Council Depot share similar attributes. It is difficult to argue against the proposed rezoning of the Flower Power site.

Overall the proposed rezoning from industrial is of minor significance in terms of the small area of land involved. The proposed rezoning will increase the supply of general residential-zoned land.

Amenity Impact

The proposed rezoning will help to remove any interface issues between the current IN2 Light Industrial and R2 Low Density Residential zoned land. The PP will also result in the removal of industrial vehicles associated with the existing industrial use of the site. The proposed residential development facilitates land uses that are more compatible with the surrounding areas and alleviates impacts on the character and amenity of the adjoining residential developments.

The Concept Master Plan submitted shows that the proposed residential flat buildings will have a secondary setback for the third storey from the boundary adjoining the low density residences to the west (fronting Stiles Street) and to the east (fronting Stanley Street), with an attempt to alleviate impact of development to these residences.

Amenity impact will be assessed further against the BLEP and the Burwood Development Control Plan (BDCP) at the DA stage.

Traffic

The traffic study submitted supporting the initial PP includes street and site access driveway intersection analysis using SIDRA modelling, parking implications and public transport availability, and traffic generation based on the proposed residential development. The traffic report concludes that the development proposal and any additional traffic flow will not have an adverse impact on the immediate road network. Council's Traffic and Transport Team has confirmed that the traffic generated by the proposed dwellings would be acceptable. Overall, the proposed development as stated in the final PP would not have significant traffic implications in terms of road network capacity.

Flooding and Contamination

Council's current hydraulic study and flood modelling indicates flooding magnitudes of overland flow for 100 year and Peak Mean Flood events for the subject site and its surrounding area. A flood study for the site is not required at the rezoning stage. Council has commissioned the Cooks River Overland Flood study that could lead to further recommendations such as flood related development controls to be applied to the site once adopted.

Council's Engineers have confirmed that the conclusions of the contamination report, submitted as part of the PP, are acceptable. Further contamination testing is required to be undertaken prior to commencement of any works.

Any further flooding, stormwater, contamination and servicing issues can be addressed at the DA stage.

Voluntary Planning Agreement

Flower Power has provided a letter of offer relating to the dedication of land (approximately 1650 m^2) and existing dwelling on the Mitchell Street frontage to Council, for possible adaptive reuse of the existing dwelling for community use. According to the letter of offer, the subject land will be subdivided from the Flower Power site under Torrens Title, and will be dedicated to Council prior to the issue of the final Occupation Certificate. The costings of the works will be done independently and will form the basis of crediting towards the imposition of Section 94A Contributions on the future DA.

The letter of offer provides some certainty to Council that the proponent is willing to enter into a VPA for the community benefit. Preparation of the VPA will require further negotiations and critical details, such as costing and timing of the VPA execution, to be resolved upon the PP receiving a positive Gateway Determination.

Financial Implications

There are unlikely to be significant financial implications for Council from the PP. A VPA will be negotiated for the dedication of land and existing dwelling to Council for community use. The works will be credited towards the imposition of Section 94A contributions on the future DA. The costs associated with the maintenance and operation of the community facility will be borne by Council. The cost associated with the preparation of the VPA is said to be borne by the applicant. However, there could be incidental costs associated with legal advice and negotiation of the VPA on Council.

Conclusion

The PP to rezone the majority part of the Flower Power site to R1 General Residential, to allow for a medium density residential development, and dedicate the remaining portion of the site containing an existing dwelling to Council for community use, should be supported in-principle, to progress to seeking a Gateway Determination from the DP&I. The rezoning would facilitate redevelopment which is more compatible with the surrounding residential land uses. The strategic planning framework, local infrastructure, environmental, social and economic concerns do not present impediments to the PP.

Various detailed design matters can be resolved at the DA stage if the PP is implemented through an amending LEP. Matters in and associated with the proposed VPA, including works costing, development contributions, timing of the land dedication, and timing of the VPA execution should be the subject of further negotiation upon receiving a positive Gateway Determination from the DP&I. The VPA should be prepared before the public exhibition of the PP, to ensure a concurrent exhibition of the PP and the VPA.

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Recommendation(s)

1. That Council endorse in-principle the Planning Proposal for rezoning the majority of the Flower Power site at No. 27 Mitchell Street Croydon Park, to R1 General Residential under the BLEP 2012, with a maximum building height of 11m and a maximum floor space ratio of 1.2:1.

2. That Council forward the Planning Proposal, this Report and Council's resolution to the Department of Planning and Infrastructure for a Gateway Determination.

3. That Council note the offer of a Voluntary Planning Agreement for the dedication of a portion of the site to Council for use as a community facility, and endorse negotiations for the VPA to be finalised when Council receives a positive Gateway Determination. The matters for negotiation include, but are not limited to, the crediting of the VPA works against future development contributions, the timing of the VPA execution, and the timing of the land dedication. The VPA is to be placed on public exhibition concurrently with the Planning Proposal.

4. That following the public exhibition period a Report be provided to Council on the outcomes of the exhibition and any further actions to be taken

5. That the proponent be advised that support of the Planning Proposal at this stage is not an endorsement of the indicative development concept put forward in the Planning Proposal, and that a range of detailed matters remain to be resolved as part of the future DA.

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Attachments

1 Planning Proposal 46 Pages
2 Letter of Offer 2 Pages

Evaluation criteria for the issuing of an Authorisation

(NOTE – where the matter is identified as relevant and the requirement has not been met, council is attach information to explain why the matter has not been addressed)	Council response		Department assessment	
	Y/N	Not relevant	Agree	Not agree
Is the planning proposal consistent with the Standard Instrument Order, 2006?	Y			
Does the planning proposal contain an adequate explanation of the intent, objectives, and intended outcome of the proposed amendment?	Y			
Are appropriate maps included to identify the location of the site and the intent of the amendment?	Y			
Does the planning proposal contain details related to proposed consultation?	Y			
Is the planning proposal compatible with an endorsed regional or sub-regional planning strategy or a local strategy endorsed by the Director-General?				
Does the planning proposal adequately address any consistency with all relevant S117 Planning Directions?	Y			
Is the planning proposal consistent with all relevant State Environmental Planning Policies (SEPPs)?	Y			
Minor Mapping Error Amendments	Y/N			
Does the planning proposal seek to address a minor mapping error and contain all appropriate maps that clearly identify the error and the manner in which the error will be addressed?	N			
Heritage LEPs	Y/N			
Does the planning proposal seek to add or remove a local heritage item and is it supported by a strategy/study endorsed by the Heritage Office?	N			
Does the planning proposal include another form of endorsement or support from the Heritage Office if there is no supporting strategy/study?	N			
Does the planning proposal potentially impact on an item of State Heritage Significance and if so, have the views of the Heritage Office been obtained?	N			
Reclassifications	Y/N			
Is there an associated spot rezoning with the reclassification?		N/A		
If yes to the above, is the rezoning consistent with an endorsed Plan of Management (POM) or strategy?		N/A		
Is the planning proposal proposed to rectify an anomaly in a classification?		N/A		
Will the planning proposal be consistent with an adopted POM or other strategy related to the site?		N/A		
Will the draft LEP discharge any interests in public land under section 30 of the *Local Government Act, 1993*?		N/A		

If so, has council identified all interests; whether any rights or interests will be extinguished; any trusts and covenants relevant to the site; and, included a copy of the title with the planning proposal?		N/A		
Has the council identified that it will exhibit the planning proposal in accordance with the department's Practice Note (PN 09-003) *Classification and reclassification of public land through a local environmental plan and Best Practice Guideline for LEPs and Council Land*?		N/A		
Has council acknowledged in its planning proposal that a Public Hearing will be required and agreed to hold one as part of its documentation?		N/A		
Spot Rezonings	**Y/N**			
Will the proposal result in a loss of development potential for the site (ie reduced FSR or building height) that is not supported by an endorsed strategy?	N			
Is the rezoning intended to address an anomaly that has been identified following the conversion of a principal LEP into a Standard Instrument LEP format?	N			
Will the planning proposal deal with a previously deferred matter in an existing LEP and if so, does it provide enough information to explain how the issue that lead to the deferral has been addressed?	N			
If yes, does the planning proposal contain sufficient documented justification to enable the matter to proceed?		N/A		
Does the planning proposal create an exception to a mapped development standard?	N			
Section 73A matters				
Does the proposed instrument a. correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error?; b. address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature?; or c. deal with matters that do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land? (**NOTE** – the Minister (or Delegate) will need to form an Opinion under section 73(A(1)(c) of the Act in order for a matter in this category to proceed).		N/A		

NOTES

- Where a council responds 'yes' or can demonstrate that the matter is 'not relevant', in most cases, the planning proposal will routinely be delegated to council to finalise as a matter of local planning significance.
- Endorsed strategy means a regional strategy, sub-regional strategy, or any other local strategic planning document that is endorsed by the Director-General of the department.

Rezoning Application
Residential Planning Proposal

27 Mitchell Street, Croydon Park

TRAFFIC AND PARKING ASSESSMENT REPORT

19 November 2013

Ref 12260

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089
Ph: 9904 3224 Fax: 9904 3228

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Figure 2 Site
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Figure 4 Existing Traffic & Parking Controls
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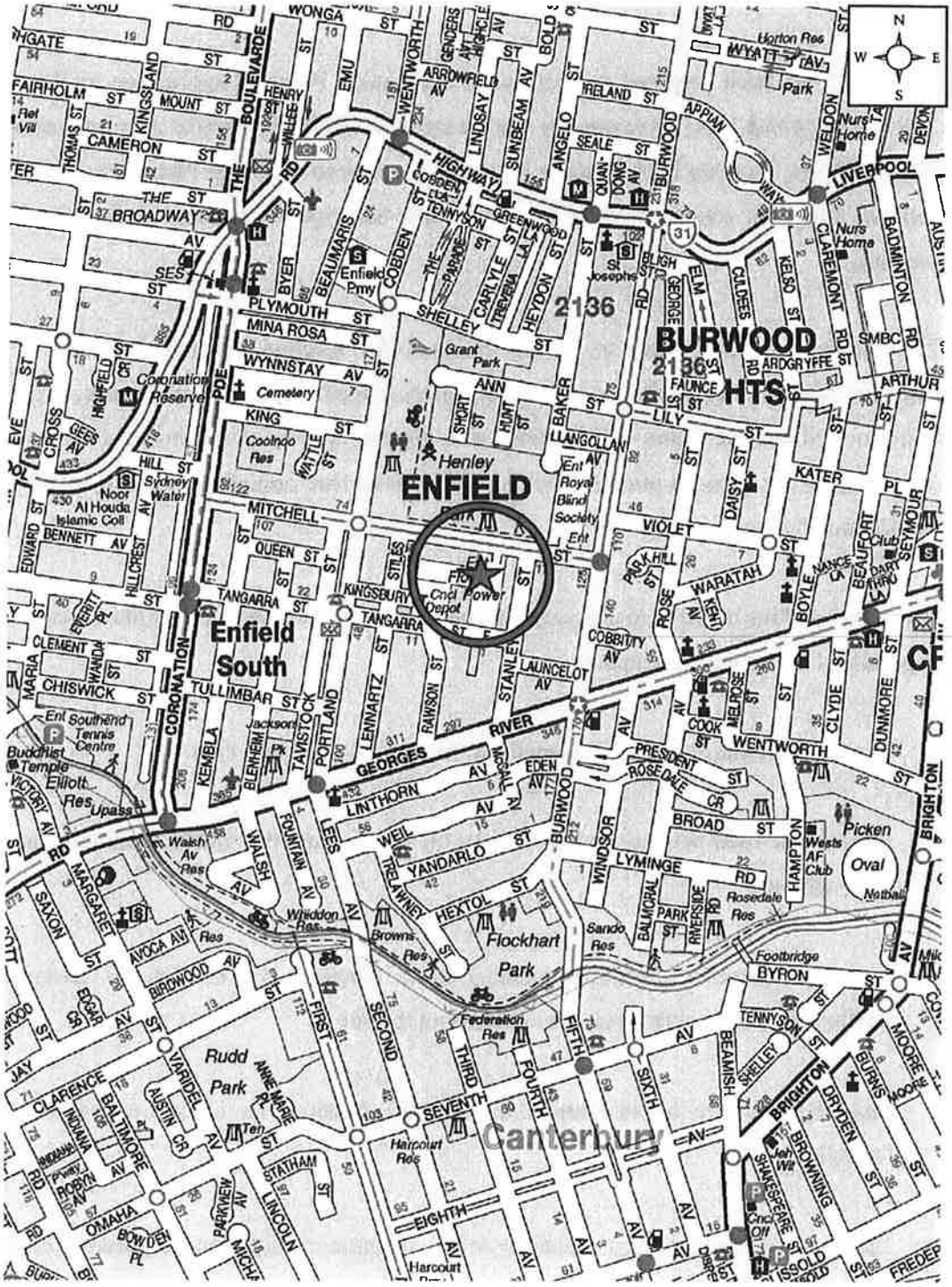
1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal application to Burwood City Council which seeks to rezone the site for medium density residential development at 27 Mitchell Street, Croydon Park (Figures 1 and 2). An indicative Master Plan is attached to the Planning Proposal which provides a concept for the type of residential dwellings and densities.

The planning proposal seeks to rezone the land for medium residential density. The indicative Master Plan envisages demolition of the existing Flower Power nursery garden centre to facilitate the future construction of residential apartment/townhouse development. Carparking is likely to be provided within a new basement carparking area, in accordance with Council's requirements.

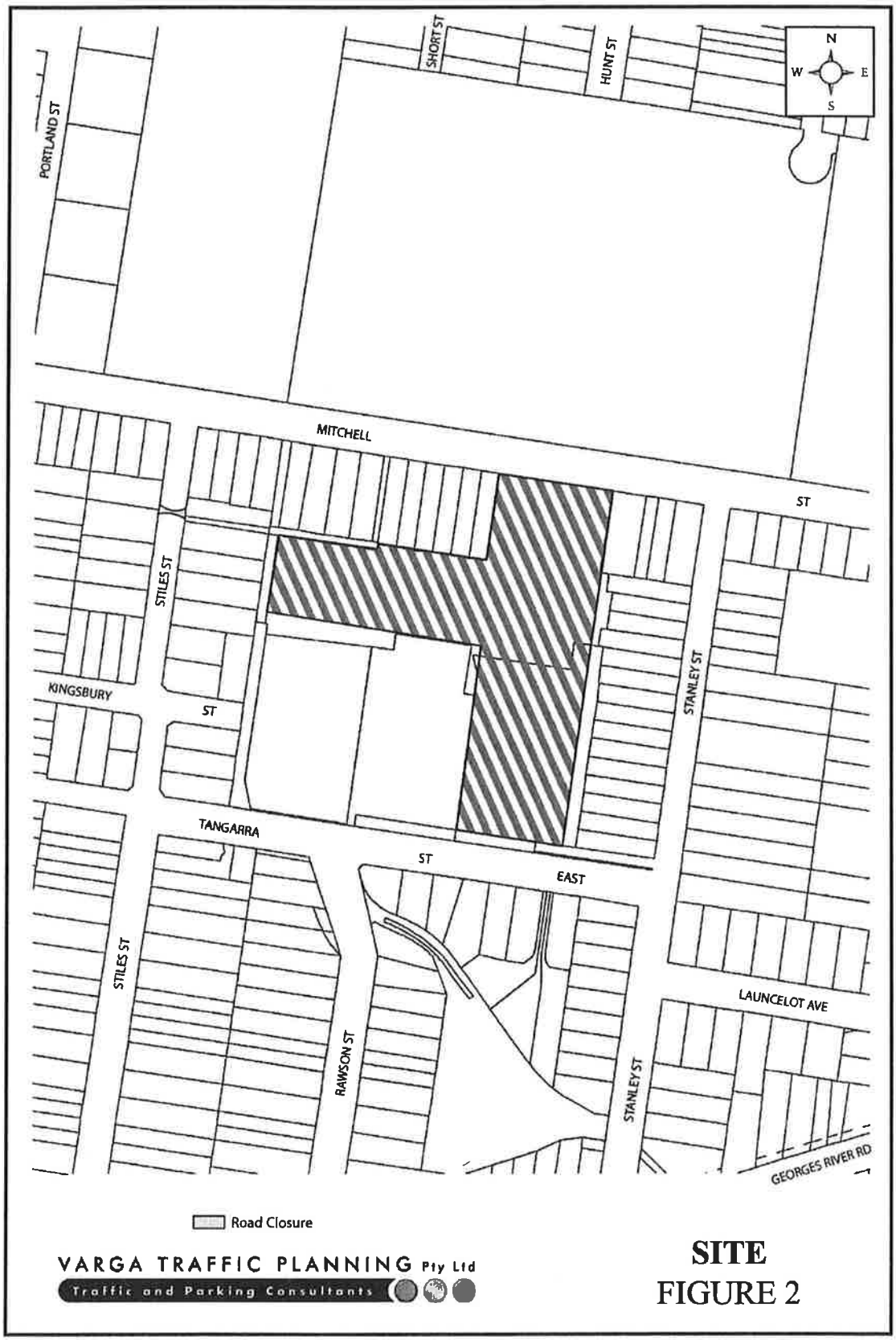
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the indicative Master Plan
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the indicative Master Plan, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the indicative Master Plan in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1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SHORT ST
HUNT ST
PORTLAND ST
MITCHELL
ST
STILES ST
KINGSBURY
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STANLEY ST
TANGARRA
ST
EAST
STILES ST
RAWSON ST
STANLEY ST
LAUNCELOT AVE
GEORGES RIVER RD
Road Closure
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2. INDICATIVE MASTER PLAN

Site

The subject site is located on the southern side of Mitchell Street, in between Stiles Street and Stanley Street, and extends through to Tangarra Street East. The site has a street frontage approximately 63m in length to Mitchell Street, 67m in length to Tangarra Street East and occupies an area of approximately 19,269m^2.

The subject site is currently occupied by a Flower Power nursery which includes a fruit shop, pet shop and café.

Off-street parking for the Flower Power garden centre is currently provided for approximately 140 cars in a large outdoor car parking area. Vehicular access to the garden centre car parking area is provided via an entry/exit driveway located at the eastern end of the Mitchell Street site frontage.

Loading/servicing for the existing garden centre is currently undertaken by a variety of vehicles up to and including 8.8m long medium rigid trucks. The loading area is located at the rear of the site, with vehicular ingress provided via either the abovementioned driveway in Mitchell Street or an entry/exit driveway located at the eastern end of the Tangarra Street East site frontage. Vehicular egress from the loading area is provided via Tangarra Street East only.

Indicative Master Plan

The indicative Master Plan attached to the Planning Proposal envisages the demolition of the existing nursery, fruit shop, pet shop and café buildings on the site to facilitate the construction of a new residential apartment development comprising approximately eight buildings that range in height from two to three storeys. Redevelopment is subject to a future development application.

The indicative Master Plan attached to the Planning Proposal has identified a potential dwelling density in the order of 239 residential apartments.

For the purpose of this analysis and given the preliminary nature of the Masterplan, a nominal mix of units as follows is used:

1 bedroom 30%:	72 dwellings
2 bedroom 60%:	143 dwellings
3 bedroom 10%:	24 dwellings

Future off-street car parking is likely to be provided in basement car parking areas in accordance with Council's requirements. It is envisaged that vehicular access to the car parking facilities is to be provided via two separate two-way driveways; one located at the eastern end of the Mitchell Street site frontage and the other located at the eastern end of the Tangarra Street East site frontage.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

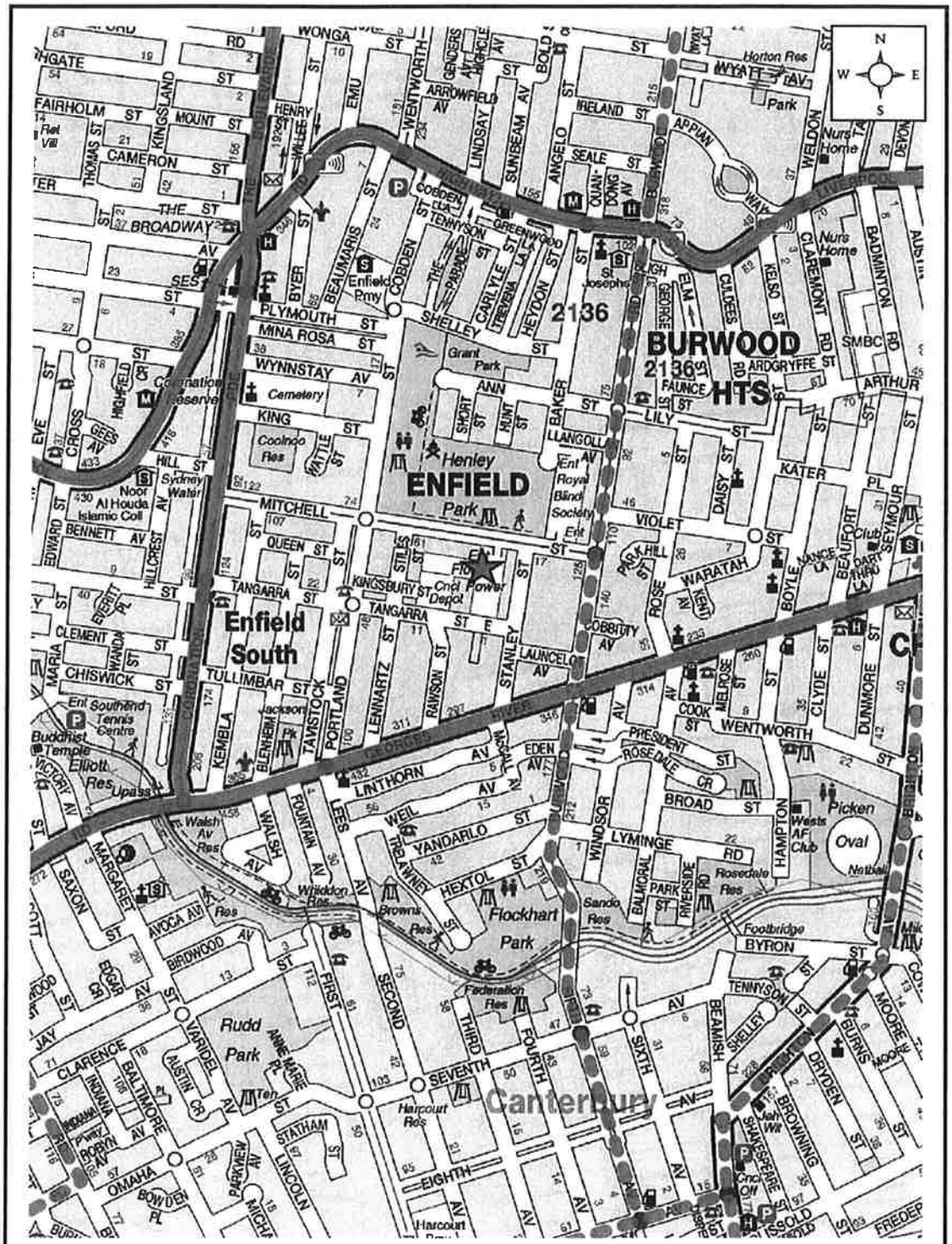
The Hume Highway is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Summer Hill to Campbelltown and beyond. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a centre median island.

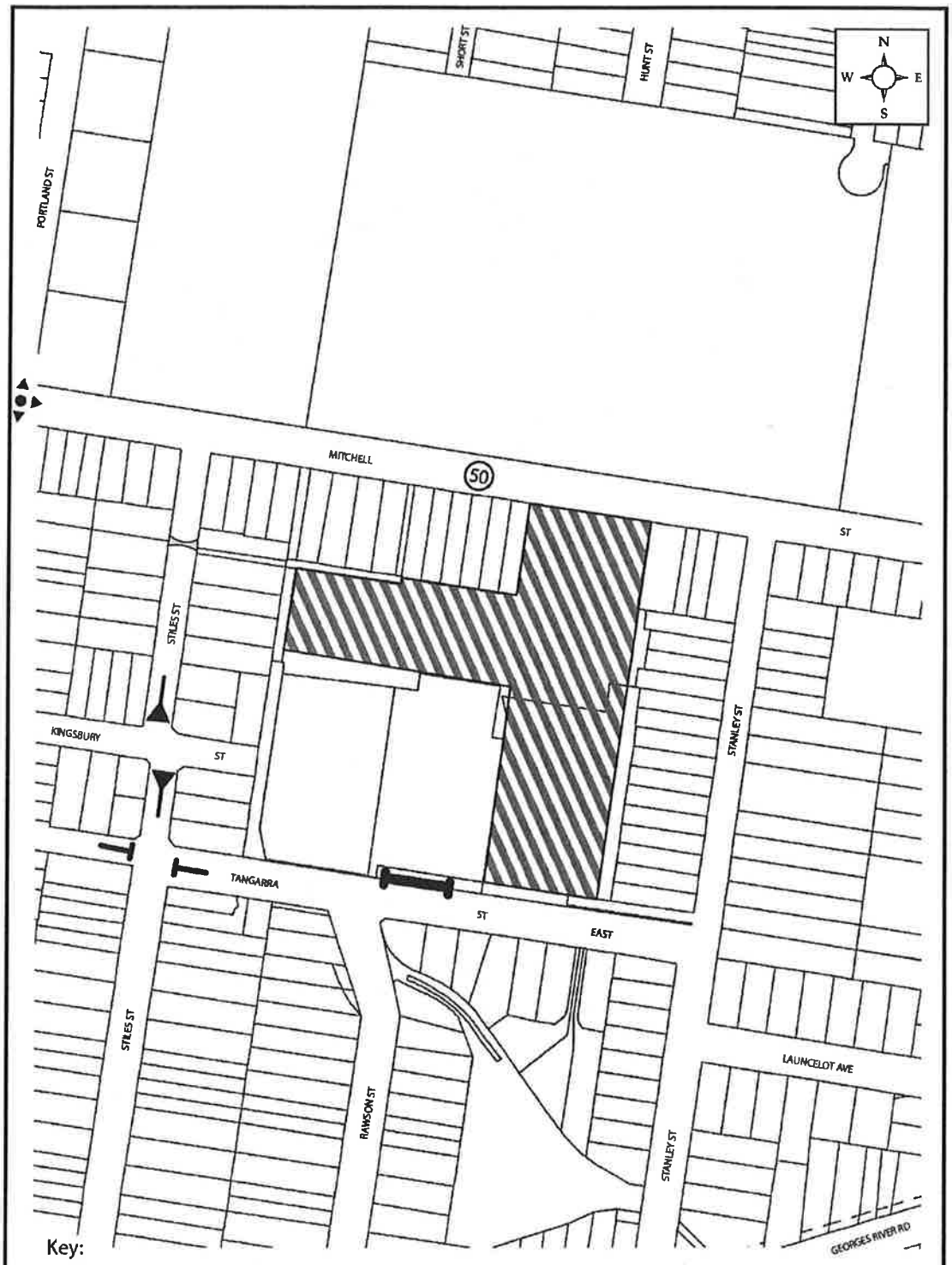
Georges River Road is also classified by the RMS as a *State Road* and provides another key east-west road link in the area, linking Milton Street to Punchbowl Road. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted outside of commuter peak periods.

Coronation Parade is also classified by the RMS as a *State Road* and provides a key north-south road link in the area, linking Georges River Road to the Hume Highway. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted outside of commuter peak periods.

Burwood Road is classified by the RMS as a *Regional Road* which provides another key north-south road link in the area, linking Concord to Enfield. It typically carries one traffic lanes in each direction in the vicinity of the site, with additional lanes provided at key locations.

Mitchell Street and Tangarra Street East are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of both roads.


Enfield
Enfield South
Henley
ENFIELD
Park
BURWOOD
2136
HTS
2136
Flockhart
Park
Rudd
Park
Canterbury
Picken
Oval
Grant
Park
Cemetery
Coolnoo
Res
Flockhart
Park
Federation
Res
Harcourt
Res
Rosedale
Res
Sando
Res
Whiddon
Res
Browns
Res
Footbridge
Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3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HUNT ST
PORTLAND ST
MITCHELL
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STILES ST
KINGSBURY
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STANLEY ST
TANGARRA
ST
EAST
STILES ST
RAWSON ST
LAUNCELOT AVE
STANLEY ST
GEORGES RIVER RD
Key:
Give Way Sign
Stop Sign
No Stopping
Roundabout
50 Speed Limit
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC & PARKING CONTROLS
FIGURE 4

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 50 km/h SPEED LIMIT which applies to Mitchell Street, Tangarra Street East and all other local roads in the area
- TRAFFIC SIGNALS in Mitchell Street where it intersects with Burwood Road
- a ROUNDABOUT in Mitchell Street where it intersects with Portland Street.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this traffic study. The traffic surveys were undertaken in Mitchell Street and also Tangarra Street East where they intersect with the site's existing vehicular access driveways on Friday 14th October and Saturday 15th October, 2012. The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- two-way traffic flows in Mitchell Street are typically in the order of 400-500 vehicles per hour (vph) during the morning and afternoon weekday peak periods, increasing to 500-600 vph during the Saturday peak period
- two-way traffic flows in Tangarra Street East are significantly lower, typically in the order of 90 vph during the morning and afternoon weekday peak periods as well as the during the Saturday peak period.

The traffic surveys also identified the traffic generation characteristics of the existing use of the site by Flower Power as follows:

- cumulative two-way traffic flows into and out of Flower Power site are typically in the order of 140 vph during the *morning* peak period

- cumulative two-way traffic flows in/out of Flower Power site are typically in the order of 220 vph during the *afternoon* peak period

- cumulative two-way traffic flows in/out of Flower Power site are typically in the order of 460 vph during the *Saturday* peak period.

Public Transport Services

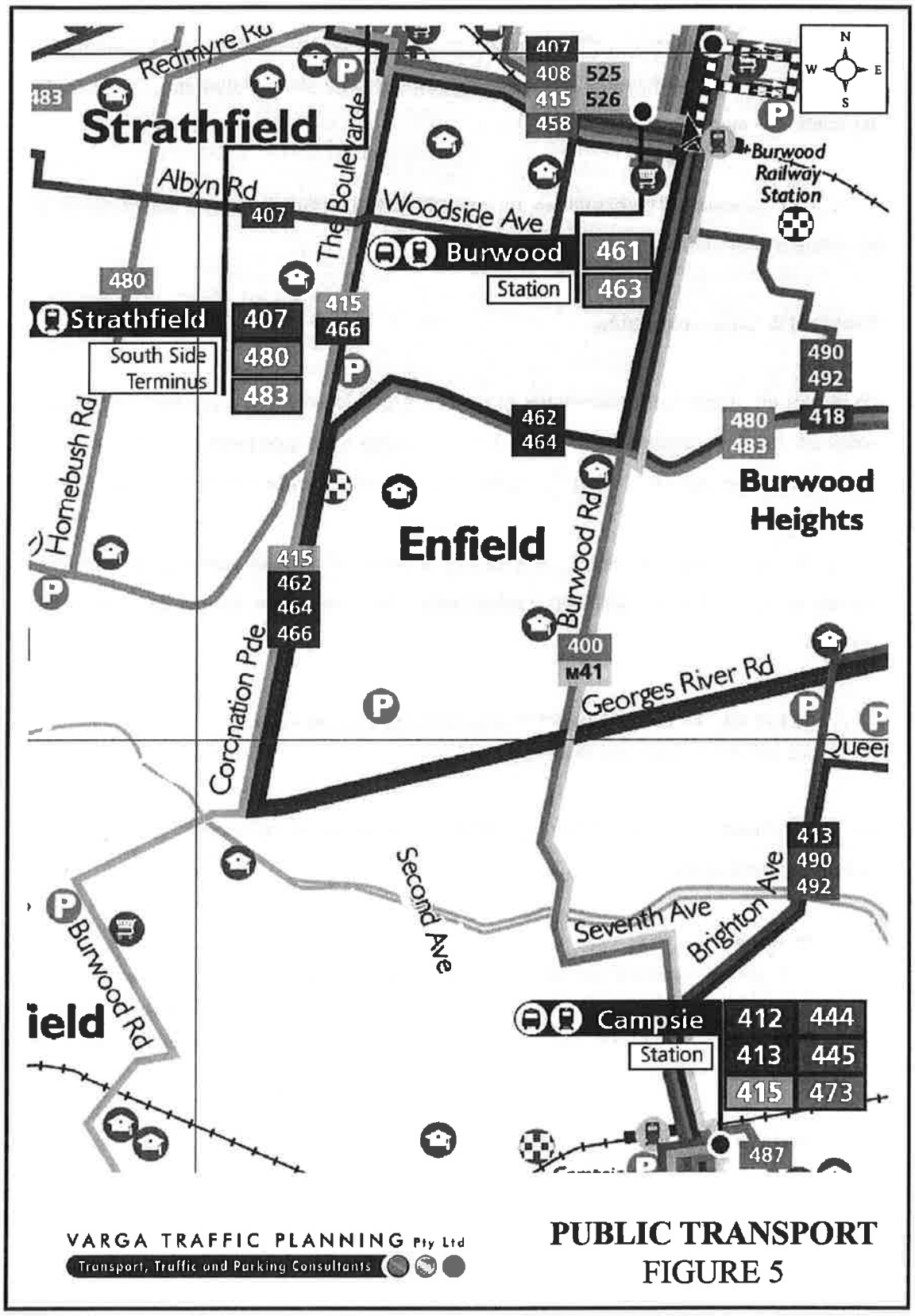
The site is readily accessible by public transport, being located in easy walking distances of regular bus services traversing Coronation Parade, Georges River Road, Burwood Road and/or Liverpool Road, as illustrated on Figure 5. A summary of bus services available in the vicinity of the site on weekdays and weekends is summarised in the table below, revealing that:

- there are approximately 295 inbound bus services and 287 outbound bus services available in the vicinity of the site on weekdays

- weekend bus services comprise approximately 190 services in each direction on Saturday, and approximately 140 bus services on Sundays.

NUMBER OF BUS SERVICES							
Route No.	Route	MON to FRI		SAT		SUN	
		IN	OUT	IN	OUT	IN	OUT
400	Burwood to Bondi Jctn via Airport	52	50	45	45	45	45
462, 466 & 468	Ashfield to Cabarita & Mortlake	74	70	46	53	25	31
415	Chiswick to Campsie	41	41	27	29	11	12
480 & 483	Strathfield to City	70	68	41	47	20	20
M41*	Marsfield, Ryde, Concord, Enfield, Campsie, Hurstville	58	58	33	33	33	33
TOTAL		**295**	**287**	**192**	**187**	**134**	**141**

*Approximate



PUBLIC TRANSPORT
FIGURE 5

In addition, the bus services provide a direct link to Strathfield, Burwood and Campsie railway stations, connecting with the suburban rail network services, and with Country Link rail services at Strathfield and Central railway stations. Bus No.400 also services the Sydney International and Domestic Airports.

In the circumstances, it is reasonable to conclude that the proposed development site is well served by public transport.

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal is provided by reference to the former Roads and Traffic Authority's publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002).*

The RTA *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the development proposal:

> **High Density Residential Flat Buildings in Sub-Regional Centres**
> 0.29 peak hour vehicle trips/dwelling

The RTA Guidelines also make the following observation in respect of high density residential flat buildings:

> **Definition**
> A *high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level carparking and are located in close proximity to public transport services. The building may contain a component of commercial use.
>
> **Factors**
> The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

Application of the above "high density" traffic generation rate to the potential for 239 dwellings on the site yields a traffic generation potential of approximately 69 vehicle trips per hour during commuter peak periods.

However, for the purposes of sensitivity testing, the higher traffic generation rates nominated in the RTA Guidelines for *medium density* residential developments have been adopted in this instance, as set out below:

Medium Density Residential Flat Buildings

Up to 2-bedrooms:	0.4-05 peak hour vehicle trips/dwelling
3 or more bedrooms:	0.5-0.65 peak hour vehicle trips/dwelling

Application of the above "medium density" traffic generation rates to the potential for 239 dwellings on the site yields a traffic generation potential of approximately 123 vehicle trips per hour during commuter peak periods.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

As noted in the foregoing, traffic surveys undertaken at the Flower Power's existing site access driveways reveal that:

- cumulative two-way traffic flows into and out of Flower Power are typically in the order of 140 vph during the *morning* peak period

- cumulative two-way traffic flows into and out of Flower Power are typically in the order of 220 vph during the *afternoon* peak period

- cumulative two-way traffic flows into and out of Flower Power are typically in the order of 460 vph during the *Saturday* peak period.

Accordingly, it is likely that the proposed development will result in a ***significant reduction*** in the traffic generation potential the site during the morning, afternoon *and* Saturday peak periods.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA program which is widely used by the RTA and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

The results of the SIDRA analysis of the Mitchell Street & site access driveway intersection are summarised on Table 3.1 below, revealing that:

- the Mitchell Street & site access driveway intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of up to 5 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the Mitchell Street & site access driveway intersection will continue to operate at *Level of Service "A"*, with a reduction in average vehicle delays to approximately 2 seconds/vehicle.

The results of the SIDRA analysis of the Tangarra Street East & site access driveway intersection are summarised on Table 3.2 below, revealing that:

- the Tangarra Street East & site access driveway intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of 1 second/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the Tangarra Street East & site access driveway intersection will continue to

operate at *Level of Service "A"*, with increases in average vehicle delays of approximately 3 seconds/vehicle.

In the circumstances, it is clear that the proposed development will not have any unacceptable traffic implications in terms of road network capacity.

TABLE 3.1 - RESULTS OF SIDRA ANALYSIS OF MITCHELL STREET & SITE ACCESS DRIVEWAY

Key Indicators		Existing Traffic Demand			Projected Development Traffic Demand		
		AM	PM	SAT	AM	PM	SAT
Level of Service		A	A	A	A	A	A
Degree of Saturation		0.117	0.152	0.356	0.098	0.151	0.101
Average Vehicle Delay (secs/veh)							
Mitchell Street (west)	T	1.0	1.4	1.5	0.8	1.4	0.8
	R	7.8	8.2	8.2	7.6	8.1	7.6
Site Access Driveway (south)	L	9.4	10.6	12.1	9.3	10.4	9.3
	R	9.7	10.9	12.5	9.6	10.7	9.7
Mitchell Street (east)	L	6.4	6.4	6.4	6.4	6.4	6.4
	T	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL AVERAGE VEHICLE DELAY		**2.6**	**2.6**	**5.5**	**1.8**	**1.6**	**1.7**
			MIT_ACCX			MIT_ACCP	

TABLE 3.2 - RESULTS OF SIDRA ANALYSIS OF TANGARRA STREET EAST & SITE ACCESS DRIVEWAY

Key Indicators		Existing Traffic Demand			Projected Development Traffic Demand		
		AM	PM	SAT	AM	PM	SAT
Level of Service		A	A	A	A	A	A
Degree of Saturation		0.020	0.030	0.024	0.049	0.051	0.037
Average Vehicle Delay (secs/veh)							
Tangarra Street East (west)	L	6.4	6.4	6.4	6.4	6.4	6.4
	T	0.0	0.0	0.0	0.0	0.0	0.0
Tangarra Street East (east)	T	0.1	0.1	0.1	0.1	0.2	0.1
	R	6.8	6.9	6.9	6.9	6.9	6.9
Site Access Driveway (north)	L	6.6	6.8	6.8	6.7	7.0	6.8
	R	7.0	7.1	7.1	7.1	7.3	7.2
TOTAL AVERAGE VEHICLE DELAY		**0.6**	**0.6**	**1.1**	**3.4**	**2.9**	**3.1**
		TAN_ACCX			TAN_ACCP		

Criteria for Interpreting Results of Sidra Analysis

1. *Level of Service (LOS)*

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. *Average Vehicle Delay (AVD)*

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. *Degree of Saturation (DS)*

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are also illustrated on Figure 4 and comprise:

- NO STOPPING restrictions along a small section on the northern side of Tangarra Street East, just west of the site

- generally UNRESTRICTED kerbside parking elsewhere in Tangarra Street East as well as both sides of Mitchell Street and throughout the local area, including along both site frontages.

Off-Street Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in Council's recently adopted *Development Control Plan Section 4.6, Table 4 – Car Parking Rates in Residential Zones* document in the following terms:

Multi-Dwelling Housing and Residential Flat Buildings (in Residential Zones)

1 bedroom apartments:	1 space per dwelling
2 bedroom apartments:	1 space per dwelling
3-bedroom apartments:	2 spaces per dwelling
Visitors:	1 space per 5 dwellings

Application of the above parking requirements to the potential for 239 dwellings on the site yields an off-street parking requirement of 311 parking spaces as set out below:

Residents (239 dwellings):	263.0 spaces
Visitors:	47.8 spaces
TOTAL:	**310.8 spaces**

Whilst the number of parking spaces to be provided is not yet known, it is envisaged that the parking requirements specified in Council's recently adopted *DCP* could be satisfied through

the provision of basement car parking, but this would be subject to a future development application.

Future vehicular access to the basement car parking facility is likely to be provided via two separate two-way driveways; one located at the eastern end of the Mitchell Street site frontage, the other located at the eastern end of the Tangarra Street East site frontage.

The geometric design layout of the proposed car parking facilities will be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* in respect of parking bay dimensions, ramp gradients and aisle widths.

In summary, the proposed parking facilities can be designed to satisfy the relevant requirements specified in both Council's Parking Code as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.

APPENDIX A

TRAFFIC SURVEY DATA

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Friday 14th September 2012

PEDS	WEST	SOUTH	EAST	
Time Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
0630 - 0645	1	2	1	**4**
0645 - 0700	0	0	1	**1**
0700 - 0715	1	1	6	**8**
0715 - 0730	4	2	2	**8**
0730 - 0745	3	1	2	**6**
0745 - 0800	4	2	1	**7**
0800 - 0815	1	1	1	**3**
0815 - 0830	1	0	7	**8**
0830 - 0845	1	1	1	**3**
0845 - 0900	2	1	7	**10**
0900 - 0915	1	1	5	**7**
0915 - 0930	2	2	5	**9**
Per End	**21**	**14**	**39**	**74**

PEDS	WEST	SOUTH	EAST	
Peak Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
0630 - 0730	6	5	10	**21**
0645 - 0745	8	4	11	**23**
0700 - 0800	12	6	11	**29**
0715 - 0815	12	6	6	**24**
0730 - 0830	9	4	11	**24**
0745 - 0845	7	4	10	**21**
0800 - 0900	5	3	16	**24**
0815 - 0915	5	3	20	**28**
0830 - 0930	6	5	18	**29**
PEAK HR	**6**	**5**	**18**	**29**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	29	3	0	2	2	26	**62**
0645 - 0700	16	2	0	0	2	13	**33**
0700 - 0715	32	6	0	3	3	26	**70**
0715 - 0730	36	3	2	2	3	21	**67**
0730 - 0745	34	4	2	3	1	22	**66**
0745 - 0800	62	7	2	0	2	26	**99**
0800 - 0815	52	5	3	5	4	37	**106**
0815 - 0830	56	5	4	1	4	43	**113**
0830 - 0845	54	8	6	4	7	49	**128**
0845 - 0900	32	9	7	5	8	50	**111**
0900 - 0915	37	14	5	8	10	45	**119**
0915 - 0930	38	9	10	10	16	38	**121**
Per End	**478**	**75**	**41**	**43**	**62**	**396**	**1095**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	0	0	0	0	0	0	**0**
0645 - 0700	1	1	0	0	0	0	**2**
0700 - 0715	0	0	0	0	0	0	**0**
0715 - 0730	1	0	1	0	0	0	**2**
0730 - 0745	0	0	0	0	0	0	**0**
0745 - 0800	0	1	0	0	0	0	**1**
0800 - 0815	1	0	0	0	1	0	**2**
0815 - 0830	0	0	1	0	0	0	**1**
0830 - 0845	0	0	0	0	0	0	**0**
0845 - 0900	0	0	0	0	0	0	**0**
0900 - 0915	0	0	0	0	0	0	**0**
0915 - 0930	0	0	0	0	0	0	**0**
Per End	**3**	**2**	**2**	**0**	**1**	**0**	**8**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	29	3	0	2	2	26	**62**
0645 - 0700	17	3	0	0	2	13	**35**
0700 - 0715	32	6	0	3	3	26	**70**
0715 - 0730	37	3	3	2	3	21	**69**
0730 - 0745	34	4	2	3	1	22	**66**
0745 - 0800	62	8	2	0	2	26	**100**
0800 - 0815	53	5	3	5	5	37	**108**
0815 - 0830	56	5	5	1	4	43	**114**
0830 - 0845	54	8	6	4	7	49	**128**
0845 - 0900	32	9	7	5	8	50	**111**
0900 - 0915	37	14	5	8	10	45	**119**
0915 - 0930	38	9	10	10	16	38	**121**
Per End	**481**	**77**	**43**	**43**	**63**	**396**	**1103**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	113	14	2	7	10	86	**232**
0645 - 0745	118	15	4	8	9	82	**236**
0700 - 0800	164	20	6	8	9	95	**302**
0715 - 0815	184	19	9	10	10	106	**338**
0730 - 0830	204	21	11	9	11	128	**384**
0745 - 0845	224	25	15	10	17	155	**446**
0800 - 0900	194	27	20	15	23	179	**458**
0815 - 0915	179	36	22	18	29	187	**471**
0830 - 0930	161	40	28	27	41	182	**479**
PEAK HR	**161**	**40**	**28**	**27**	**41**	**182**	**479**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	2	1	1	0	0	0	**4**
0645 - 0745	2	1	1	0	0	0	**4**
0700 - 0800	1	1	1	0	0	0	**3**
0715 - 0815	2	1	1	0	1	0	**5**
0730 - 0830	1	1	1	0	1	0	**4**
0745 - 0845	1	1	1	0	1	0	**4**
0800 - 0900	1	0	1	0	1	0	**3**
0815 - 0915	0	0	1	0	0	0	**1**
0830 - 0930	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	115	15	3	7	10	86	**236**
0645 - 0745	120	16	5	8	9	82	**240**
0700 - 0800	165	21	7	8	9	95	**305**
0715 - 0815	186	20	10	10	11	106	**343**
0730 - 0830	205	22	12	9	12	128	**388**
0745 - 0845	225	26	16	10	18	155	**450**
0800 - 0900	195	27	21	15	24	179	**461**
0815 - 0915	179	36	23	18	29	187	**472**
0830 - 0930	161	40	28	27	41	182	**479**
PEAK HR	**161**	**40**	**28**	**27**	**41**	**182**	**479**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Friday 14th September 2012

PEDS	WEST	NORTH	EAST	
Time Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
0630 - 0645	0	0	0	**0**
0645 - 0700	0	1	0	**1**
0700 - 0715	0	0	0	**0**
0715 - 0730	0	0	0	**0**
0730 - 0745	0	1	1	**2**
0745 - 0800	0	0	0	**0**
0800 - 0815	0	0	0	**0**
0815 - 0830	0	1	0	**1**
0830 - 0845	3	0	0	**3**
0845 - 0900	0	2	1	**3**
0900 - 0915	0	3	0	**3**
0915 - 0930	0	3	0	**3**
Per End	**3**	**11**	**2**	**16**

PEDS	WEST	NORTH	EAST	
Peak Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
0630 - 0730	0	1	0	**1**
0645 - 0745	0	2	1	**3**
0700 - 0800	0	1	1	**2**
0715 - 0815	0	1	1	**2**
0730 - 0830	0	2	1	**3**
0745 - 0845	3	1	0	**4**
0800 - 0900	3	3	1	**7**
0815 - 0915	3	6	1	**10**
0830 - 0930	3	8	1	**12**
PEAK HR	**3**	**3**	**1**	**7**

Lights	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
0630 - 0645	8	0	0	0	0	6	**14**
0645 - 0700	6	0	0	0	0	4	**10**
0700 - 0715	4	0	0	0	0	4	**8**
0715 - 0730	9	0	0	0	0	9	**18**
0730 - 0745	17	0	0	0	0	11	**28**
0745 - 0800	4	0	0	0	0	3	**7**
0800 - 0815	8	0	0	0	0	7	**15**
0815 - 0830	11	0	0	1	0	22	**34**
0830 - 0845	7	0	0	0	0	9	**16**
0845 - 0900	8	0	0	0	0	13	**21**
0900 - 0915	4	0	0	1	1	8	**14**
0915 - 0930	6	0	1	1	0	6	**14**
Per End	**92**	**0**	**1**	**3**	**1**	**102**	**199**

Heavies	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
0630 - 0645	0	0	0	0	0	0	**0**
0645 - 0700	0	0	0	0	0	1	**1**
0700 - 0715	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	0	1	1	**2**
0730 - 0745	0	0	0	0	0	1	**1**
0745 - 0800	0	0	0	1	0	0	**1**
0800 - 0815	0	0	0	0	0	0	**0**
0815 - 0830	0	0	0	0	0	0	**0**
0830 - 0845	0	0	0	0	0	0	**0**
0845 - 0900	0	0	0	0	0	0	**0**
0900 - 0915	0	0	0	0	0	0	**0**
0915 - 0930	0	0	0	0	1	1	**2**
Per End	**0**	**0**	**0**	**1**	**2**	**4**	**7**

Combined	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
0630 - 0645	8	0	0	0	0	6	**14**
0645 - 0700	6	0	0	0	0	5	**11**
0700 - 0715	4	0	0	0	0	4	**8**
0715 - 0730	9	0	0	0	1	10	**20**
0730 - 0745	17	0	0	0	0	12	**29**
0745 - 0800	4	0	0	1	0	3	**8**
0800 - 0815	8	0	0	0	0	7	**15**
0815 - 0830	11	0	0	1	0	22	**34**
0830 - 0845	7	0	0	0	0	9	**16**
0845 - 0900	8	0	0	0	0	13	**21**
0900 - 0915	4	0	0	1	1	8	**14**
0915 - 0930	6	0	1	1	1	7	**16**
Per End	**92**	**0**	**1**	**4**	**3**	**106**	**206**

Lights	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
0630 - 0730	27	0	0	0	0	23	**50**
0645 - 0745	36	0	0	0	0	28	**64**
0700 - 0800	34	0	0	0	0	27	**61**
0715 - 0815	38	0	0	0	0	30	**68**
0730 - 0830	40	0	0	1	0	43	**84**
0745 - 0845	30	0	0	1	0	41	**72**
0800 - 0900	34	0	0	1	0	51	**86**
0815 - 0915	30	0	0	2	1	52	**85**
0830 - 0930	25	0	1	2	1	36	**65**
PEAK HR	**34**	**0**	**0**	**1**	**0**	**51**	**86**

Heavies	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
0630 - 0730	0	0	0	0	1	2	**3**
0645 - 0745	0	0	0	0	1	3	**4**
0700 - 0800	0	0	0	1	1	2	**4**
0715 - 0815	0	0	0	1	1	2	**4**
0730 - 0830	0	0	0	1	0	1	**2**
0745 - 0845	0	0	0	1	0	0	**1**
0800 - 0900	0	0	0	0	0	0	**0**
0815 - 0915	0	0	0	0	0	0	**0**
0830 - 0930	0	0	0	0	1	1	**2**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
0630 - 0730	27	0	0	0	1	25	**53**
0645 - 0745	36	0	0	0	1	31	**68**
0700 - 0800	34	0	0	1	1	29	**65**
0715 - 0815	38	0	0	1	1	32	**72**
0730 - 0830	40	0	0	2	0	44	**86**
0745 - 0845	30	0	0	2	0	41	**73**
0800 - 0900	34	0	0	1	0	51	**86**
0815 - 0915	30	0	0	2	1	52	**85**
0830 - 0930	25	0	1	2	2	37	**67**
PEAK HR	**34**	**0**	**0**	**1**	**0**	**51**	**86**

R.O.A.R. DATA

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Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Friday 14th September 2012

Combined	NORTH *Mitchell St*		
Time Per	IN	OUT	TOT
0630 - 0645	5	2	7
0645 - 0700	5	0	5
0700 - 0715	9	3	12
0715 - 0730	6	5	11
0730 - 0745	5	5	10
0745 - 0800	10	2	12
0800 - 0815	10	8	18
0815 - 0830	9	6	15
0830 - 0845	15	10	25
0845 - 0900	17	12	29
0900 - 0915	24	13	37
0915 - 0930	25	20	45
Per End	**140**	**86**	**226**

Combined	SOUTH *Tangarra St*		
Time Per	IN	OUT	TOT
0630 - 0645	0	0	0
0645 - 0700	0	0	0
0700 - 0715	0	0	0
0715 - 0730	1	0	1
0730 - 0745	0	0	0
0745 - 0800	0	1	1
0800 - 0815	0	0	0
0815 - 0830	0	1	1
0830 - 0845	0	0	0
0845 - 0900	0	0	0
0900 - 0915	1	1	2
0915 - 0930	1	2	3
Per End	**3**	**5**	**8**

	COMBINED *Both Access*		
Time Per	IN	OUT	TOT
0630 - 0645	5	2	7
0645 - 0700	5	0	5
0700 - 0715	9	3	12
0715 - 0730	7	5	12
0730 - 0745	5	5	10
0745 - 0800	10	3	13
0800 - 0815	10	8	18
0815 - 0830	9	7	16
0830 - 0845	15	10	25
0845 - 0900	17	12	29
0900 - 0915	25	14	39
0915 - 0930	26	22	48
Per End	**143**	**91**	**234**

Combined	NORTH *Mitchell St*		
Peak Per	IN	OUT	TOT
0630 - 0730	25	10	35
0645 - 0745	25	13	38
0700 - 0800	30	15	45
0715 - 0815	31	20	51
0730 - 0830	34	21	55
0745 - 0845	44	26	70
0800 - 0900	51	36	87
0815 - 0915	65	41	106
0830 - 0930	81	55	136
PEAK HR	**81**	**55**	**136**

Combined	SOUTH *Tangarra St*		
Peak Per	IN	OUT	TOT
0630 - 0730	1	0	1
0645 - 0745	1	0	1
0700 - 0800	1	1	2
0715 - 0815	1	1	2
0730 - 0830	0	2	2
0745 - 0845	0	2	2
0800 - 0900	0	1	1
0815 - 0915	1	2	3
0830 - 0930	2	3	5
PEAK HR	**2**	**3**	**5**

	COMBINED *Both Access*		
Peak Per	IN	OUT	TOT
0630 - 0730	26	10	36
0645 - 0745	26	13	39
0700 - 0800	31	16	47
0715 - 0815	32	21	53
0730 - 0830	34	23	57
0745 - 0845	44	28	72
0800 - 0900	51	37	88
0815 - 0915	66	43	109
0830 - 0930	83	58	141
PEAK HR	**83**	**58**	**141**

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Day/Date : Friday 14th September 2012

PEDS	WEST	SOUTH	EAST	
Time Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
1530 - 1545	3	1	7	**11**
1545 - 1600	0	0	3	**3**
1600 - 1615	6	1	1	**8**
1615 - 1630	6	0	2	**8**
1630 - 1645	1	3	2	**6**
1645 - 1700	1	1	1	**3**
1700 - 1715	8	0	5	**13**
1715 - 1730	0	2	1	**3**
1730 - 1745	2	2	5	**9**
1745 - 1800	2	1	2	**5**
1800 - 1815	1	3	3	**7**
1815 - 1830	1	2	0	**3**
Per End	**31**	**16**	**32**	**79**

PEDS	WEST	SOUTH	EAST	
Peak Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
1530 - 1630	15	2	13	**30**
1545 - 1645	13	4	8	**25**
1600 - 1700	14	5	6	**25**
1615 - 1715	16	4	10	**30**
[illegible]	10	6	9	**25**
1645 - 1745	11	5	12	**28**
1700 - 1800	12	5	13	**30**
1715 - 1815	5	8	11	**24**
1730 - 1830	6	8	10	**24**
PEAK HR	**10**	**6**	**9**	**25**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	29	9	20	13	14	48	**133**
1545 - 1600	28	7	18	20	11	58	**142**
1600 - 1615	25	17	8	8	13	48	**119**
1615 - 1630	32	8	11	19	13	58	**141**
1630 - 1645	41	8	19	9	13	61	**151**
1645 - 1700	40	4	7	14	10	60	**135**
1700 - 1715	48	3	8	10	8	66	**143**
1715 - 1730	50	5	4	8	4	71	**142**
1730 - 1745	54	4	10	4	1	66	**139**
1745 - 1800	33	4	5	4	1	53	**100**
1800 - 1815	40	0	11	0	0	58	**109**
1815 - 1830	34	0	0	1	0	45	**80**
Per End	**454**	**69**	**121**	**110**	**88**	**692**	**1534**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	0	0	0	0	0	0	**0**
1545 - 1600	0	0	0	0	0	0	**0**
1600 - 1615	0	0	0	0	0	0	**0**
1615 - 1630	0	0	0	0	0	0	**0**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	0	0	**0**
1700 - 1715	1	0	0	0	0	1	**2**
1715 - 1730	0	0	0	0	0	0	**0**
1730 - 1745	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	**0**
1800 - 1815	0	0	0	0	0	0	**0**
1815 - 1830	0	0	0	0	0	0	**0**
Per End	**1**	**0**	**0**	**0**	**0**	**1**	**2**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	29	9	20	13	14	48	**133**
1545 - 1600	28	7	18	20	11	58	**142**
1600 - 1615	25	17	8	8	13	48	**119**
1615 - 1630	32	8	11	19	13	58	**141**
1630 - 1645	41	8	19	9	13	61	**151**
1645 - 1700	40	4	7	14	10	60	**135**
1700 - 1715	49	3	8	10	8	67	**145**
1715 - 1730	50	5	4	8	4	71	**142**
1730 - 1745	54	4	10	4	1	66	**139**
1745 - 1800	33	4	5	4	1	53	**100**
1800 - 1815	40	0	11	0	0	58	**109**
1815 - 1830	34	0	0	1	0	45	**80**
Per End	**455**	**69**	**121**	**110**	**88**	**693**	**1536**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	114	41	57	60	51	212	**535**
1545 - 1645	126	40	56	56	50	225	**553**
1600 - 1700	138	37	45	50	49	227	**546**
1615 - 1715	161	23	45	52	44	245	**570**
[illegible]	179	20	38	41	35	258	**571**
1645 - 1745	192	16	29	36	23	263	**559**
1700 - 1800	185	16	27	26	14	256	**524**
1715 - 1815	177	13	30	16	6	248	**490**
1730 - 1830	161	8	26	9	2	222	**428**
PEAK HR	**179**	**20**	**38**	**41**	**35**	**258**	**571**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	0	0	0	0	0	0	**0**
1545 - 1645	0	0	0	0	0	0	**0**
1600 - 1700	0	0	0	0	0	0	**0**
1615 - 1715	1	0	0	0	0	1	**2**
[illegible]	1	0	0	0	0	1	**2**
1645 - 1745	1	0	0	0	0	1	**2**
1700 - 1800	1	0	0	0	0	1	**2**
1715 - 1815	0	0	0	0	0	0	**0**
1730 - 1830	0	0	0	0	0	0	**0**
PEAK HR	**1**	**0**	**0**	**0**	**0**	**1**	**2**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	114	41	57	60	51	212	**535**
1545 - 1645	126	40	56	56	50	225	**553**
1600 - 1700	138	37	45	50	49	227	**546**
1615 - 1715	162	23	45	52	44	246	**572**
[illegible]	180	20	38	41	35	259	**573**
1645 - 1745	193	16	29	36	23	264	**561**
1700 - 1800	186	16	27	26	14	257	**526**
1715 - 1815	177	13	30	16	6	248	**490**
1730 - 1830	161	8	26	9	2	222	**428**
PEAK HR	**180**	**20**	**38**	**41**	**35**	**259**	**573**

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Client : Varga Traffic Planning
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Day/Date : Friday 14th September 2012

PEDS	WEST	NORTH	EAST	
Time Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
1530 - 1545	0	0	5	**5**
1545 - 1600	0	0	0	**0**
1600 - 1615	0	1	3	**4**
1615 - 1630	1	1	4	**6**
1630 - 1645	2	0	6	**8**
1645 - 1700	0	0	3	**3**
1700 - 1715	0	0	1	**1**
1715 - 1730	1	0	0	**1**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	0	0	**0**
1800 - 1815	0	1	0	**1**
1815 - 1830	0	2	1	**3**
Per End	**4**	**5**	**23**	**32**

PEDS	WEST	NORTH	EAST	
Peak Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
1530 - 1630	1	2	12	**15**
1545 - 1645	3	2	13	**18**
[illegible]	3	2	16	**21**
1615 - 1715	3	1	14	**18**
1630 - 1730	3	0	10	**13**
1645 - 1745	1	0	4	**5**
1700 - 1800	1	0	1	**2**
1715 - 1815	1	1	0	**2**
1730 - 1830	0	3	1	**4**
PEAK HR	**3**	**2**	**16**	**21**

Lights	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	8	0	1	0	0	16	**25**
1545 - 1600	5	0	0	0	0	11	**16**
1600 - 1615	8	0	0	0	0	15	**23**
1615 - 1630	6	0	1	1	0	15	**23**
1630 - 1645	11	0	1	0	0	13	**25**
1645 - 1700	8	0	1	1	0	15	**25**
1700 - 1715	6	0	0	1	0	12	**19**
1715 - 1730	3	0	0	0	0	17	**20**
1730 - 1745	7	0	0	0	0	15	**22**
1745 - 1800	9	0	0	0	0	10	**19**
1800 - 1815	10	0	0	0	0	16	**26**
1815 - 1830	10	0	0	0	0	15	**25**
Per End	**91**	**0**	**4**	**3**	**0**	**170**	**268**

Heavies	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	0	0	0	0	0	0	**0**
1545 - 1600	1	0	0	0	0	0	**1**
1600 - 1615	0	0	0	0	0	0	**0**
1615 - 1630	0	0	0	0	0	0	**0**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	1	1	**2**
1700 - 1715	0	0	0	1	0	0	**1**
1715 - 1730	0	0	0	0	0	0	**0**
1730 - 1745	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	**0**
1800 - 1815	0	0	0	0	0	0	**0**
1815 - 1830	0	0	0	0	0	0	**0**
Per End	**1**	**0**	**0**	**1**	**1**	**1**	**4**

Combined	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	8	0	1	0	0	16	**25**
1545 - 1600	6	0	0	0	0	11	**17**
1600 - 1615	8	0	0	0	0	15	**23**
1615 - 1630	6	0	1	1	0	15	**23**
1630 - 1645	11	0	1	0	0	13	**25**
1645 - 1700	8	0	1	1	1	16	**27**
1700 - 1715	6	0	0	2	0	12	**20**
1715 - 1730	3	0	0	0	0	17	**20**
1730 - 1745	7	0	0	0	0	15	**22**
1745 - 1800	9	0	0	0	0	10	**19**
1800 - 1815	10	0	0	0	0	16	**26**
1815 - 1830	10	0	0	0	0	15	**25**
Per End	**92**	**0**	**4**	**4**	**1**	**171**	**272**

Lights	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	27	0	2	1	0	57	**87**
1545 - 1645	30	0	2	1	0	54	**87**
[illegible]	33	0	3	2	0	58	**96**
1615 - 1715	31	0	3	3	0	55	**92**
1630 - 1730	28	0	2	2	0	57	**89**
1645 - 1745	24	0	1	2	0	59	**86**
1700 - 1800	25	0	0	1	0	54	**80**
1715 - 1815	29	0	0	0	0	58	**87**
1730 - 1830	36	0	0	0	0	56	**92**
PEAK HR	**33**	**0**	**3**	**2**	**0**	**58**	**96**

Heavies	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	1	0	0	0	0	0	**1**
1545 - 1645	1	0	0	0	0	0	**1**
[illegible]	0	0	0	0	1	1	**2**
1615 - 1715	0	0	0	1	1	1	**3**
1630 - 1730	0	0	0	1	1	1	**3**
1645 - 1745	0	0	0	1	1	1	**3**
1700 - 1800	0	0	0	1	0	0	**1**
1715 - 1815	0	0	0	0	0	0	**0**
1730 - 1830	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**1**	**1**	**2**

Combined	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	28	0	2	1	0	57	**88**
1545 - 1645	31	0	2	1	0	54	**88**
[illegible]	33	0	3	2	1	59	**98**
1615 - 1715	31	0	3	4	1	56	**95**
1630 - 1730	28	0	2	3	1	58	**92**
1645 - 1745	24	0	1	3	1	60	**89**
1700 - 1800	25	0	0	2	0	54	**81**
1715 - 1815	29	0	0	0	0	58	**87**
1730 - 1830	36	0	0	0	0	56	**92**
PEAK HR	**33**	**0**	**3**	**2**	**1**	**59**	**98**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Friday 14th September 2012

Combined	NORTH *Mitchell St*		
Time Per	IN	OUT	TOT
1530 - 1545	23	33	**56**
1545 - 1600	18	38	**56**
1600 - 1615	30	16	**46**
1615 - 1630	21	30	**51**
1630 - 1645	21	28	**49**
1645 - 1700	14	21	**35**
1700 - 1715	11	18	**29**
1715 - 1730	9	12	**21**
1730 - 1745	5	14	**19**
1745 - 1800	5	9	**14**
1800 - 1815	0	11	**11**
1815 - 1830	0	1	**1**
Per End	**157**	**231**	**388**

Combined	SOUTH *Tangarra St*		
Time Per	IN	OUT	TOT
1530 - 1545	0	1	**1**
1545 - 1600	0	0	**0**
1600 - 1615	0	0	**0**
1615 - 1630	0	2	**2**
1630 - 1645	0	1	**1**
1645 - 1700	1	2	**3**
1700 - 1715	0	2	**2**
1715 - 1730	0	0	**0**
1730 - 1745	0	0	**0**
1745 - 1800	0	0	**0**
1800 - 1815	0	0	**0**
1815 - 1830	0	0	**0**
Per End	**1**	**8**	**9**

	COMBINED *Both Access*		
Time Per	IN	OUT	TOT
1530 - 1545	23	34	**57**
1545 - 1600	18	38	**56**
1600 - 1615	30	16	**46**
1615 - 1630	21	32	**53**
1630 - 1645	21	29	**50**
1645 - 1700	15	23	**38**
1700 - 1715	11	20	**31**
1715 - 1730	9	12	**21**
1730 - 1745	5	14	**19**
1745 - 1800	5	9	**14**
1800 - 1815	0	11	**11**
1815 - 1830	0	1	**1**
Per End	**158**	**239**	**397**

Combined	NORTH *Mitchell St*		
Peak Per	IN	OUT	TOT
1530 - 1630	92	117	**209**
1545 - 1645	90	112	**202**
1600 - 1700	86	95	**181**
1615 - 1715	67	97	**164**
1630 - 1730	55	79	**134**
1645 - 1745	39	65	**104**
1700 - 1800	30	53	**83**
1715 - 1815	19	46	**65**
1730 - 1830	10	35	**45**
PEAK HR	**92**	**117**	**209**

Combined	SOUTH *Tangarra St*		
Peak Per	IN	OUT	TOT
1630 - 1730	0	3	**3**
1545 - 1645	0	3	**3**
1600 - 1700	1	5	**6**
1615 - 1715	1	7	**8**
1630 - 1730	1	5	**6**
1645 - 1745	1	4	**5**
1700 - 1800	0	2	**2**
1715 - 1815	0	0	**0**
1730 - 1830	0	0	**0**
PEAK HR	**0**	**3**	**3**

	COMBINED *Both Access*		
Peak Per	IN	OUT	TOT
1530 - 1630	92	120	**212**
1545 - 1645	90	115	**205**
1600 - 1700	87	100	**187**
1615 - 1715	68	104	**172**
1630 - 1730	56	84	**140**
1645 - 1745	40	69	**109**
1700 - 1800	30	55	**85**
1715 - 1815	19	46	**65**
1730 - 1830	10	35	**45**
PEAK HR	**92**	**120**	**212**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Saturday 15th September 2012

PEDS	WEST	SOUTH	EAST	
Time Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
1000 - 1015	5	0	0	**5**
1015 - 1030	2	3	2	**7**
1030 - 1045	1	2	2	**5**
1045 - 1100	7	6	2	**15**
1100 - 1115	1	12	2	**15**
1115 - 1130	2	2	2	**6**
1130 - 1145	2	4	2	**8**
1145 - 1200	2	2	1	**5**
1200 - 1215	0	0	0	**0**
1215 - 1230	0	3	0	**3**
1230 - 1245	0	2	2	**4**
1245 - 1300	0	6	2	**8**
1300 - 1315	0	1	1	**2**
1315 - 1330	0	3	0	**3**
1330 - 1345	0	0	0	**0**
1345 - 1400	0	0	0	**0**
1400 - 1415	0	0	0	**0**
1415 - 1430	0	0	0	**0**
1430 - 1445	0	3	0	**3**
1445 - 1500	0	1	0	**1**
Per End	**22**	**50**	**18**	**90**

PEDS	WEST	SOUTH	EAST	
Peak Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
1000 - 1100	15	11	6	**32**
1015 - 1115	11	23	8	**42**
1030 - 1130	11	22	8	**41**
1045 - 1145	12	24	8	**44**
1100 - 1200	7	20	7	**34**
1115 - 1215	6	8	5	**19**
1130 - 1230	4	9	3	**16**
1145 - 1245	2	7	3	**12**
1200 - 1300	0	11	4	**15**
1215 - 1315	0	12	5	**17**
1230 - 1330	0	12	5	**17**
1245 - 1345	0	10	3	**13**
1300 - 1400	0	4	1	**5**
1315 - 1415	0	3	0	**3**
1330 - 1430	0	0	0	**0**
1345 - 1445	0	3	0	**3**
1400 - 1500	0	4	0	**4**
PEAK HR	**0**	**12**	**5**	**17**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	35	24	15	22	21	26	**143**
1015 - 1030	43	17	19	15	20	41	**155**
1030 - 1045	41	18	12	15	31	45	**162**
1045 - 1100	50	25	27	17	44	38	**201**
1100 - 1115	33	32	25	23	33	34	**180**
1115 - 1130	24	26	32	20	26	36	**164**
1130 - 1145	31	18	23	23	29	42	**166**
1145 - 1200	34	25	38	24	40	25	**186**
1200 - 1215	33	22	22	24	34	39	**174**
1215 - 1230	41	23	23	34	21	28	**170**
1230 - 1245	44	16	23	32	32	41	**188**
1245 - 1300	46	10	19	23	35	50	**183**
1300 - 1315	37	23	22	22	31	55	**190**
1315 - 1330	26	17	18	23	25	44	**153**
1330 - 1345	26	20	17	19	27	30	**139**
1345 - 1400	44	16	21	21	23	27	**152**
1400 - 1415	39	17	19	16	32	54	**177**
1415 - 1430	36	30	25	23	30	45	**189**
1430 - 1445	18	12	21	27	28	33	**139**
1445 - 1500	19	13	17	17	18	40	**124**
Per End	**700**	**404**	**438**	**440**	**580**	**773**	**3335**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	0	0	0	0	0	0	**0**
1015 - 1030	0	0	0	0	0	0	**0**
1030 - 1045	0	0	0	0	0	0	**0**
1045 - 1100	0	0	0	0	0	0	**0**
1100 - 1115	0	0	0	0	0	0	**0**
1115 - 1130	0	0	0	0	0	0	**0**
1130 - 1145	0	0	0	0	0	0	**0**
1145 - 1200	0	0	0	0	0	0	**0**
1200 - 1215	0	0	0	0	0	0	**0**
1215 - 1230	0	0	0	0	0	0	**0**
1230 - 1245	0	0	0	0	0	0	**0**
1245 - 1300	0	0	0	0	0	0	**0**
1300 - 1315	0	0	0	0	0	0	**0**
1315 - 1330	0	0	0	0	0	0	**0**
1330 - 1345	0	0	0	0	0	0	**0**
1345 - 1400	0	0	0	0	0	0	**0**
1400 - 1415	0	0	0	0	0	0	**0**
1415 - 1430	0	0	0	0	0	0	**0**
1430 - 1445	0	0	0	0	0	0	**0**
1445 - 1500	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	35	24	15	22	21	26	**143**
1015 - 1030	43	17	19	15	20	41	**155**
1030 - 1045	41	18	12	15	31	45	**162**
1045 - 1100	50	25	27	17	44	38	**201**
1100 - 1115	33	32	25	23	33	34	**180**
1115 - 1130	24	26	32	20	26	36	**164**
1130 - 1145	31	18	23	23	29	42	**166**
1145 - 1200	34	25	38	24	40	25	**186**
1200 - 1215	33	22	22	24	34	39	**174**
1215 - 1230	41	23	23	34	21	28	**170**
1230 - 1245	44	16	23	32	32	41	**188**
1245 - 1300	46	10	19	23	35	50	**183**
1300 - 1315	37	23	22	22	31	55	**190**
1315 - 1330	26	17	18	23	25	44	**153**
1330 - 1345	26	20	17	19	27	30	**139**
1345 - 1400	44	16	21	21	23	27	**152**
1400 - 1415	39	17	19	16	32	54	**177**
1415 - 1430	36	30	25	23	30	45	**189**
1430 - 1445	18	12	21	27	28	33	**139**
1445 - 1500	19	13	17	17	18	40	**124**
Per End	**700**	**404**	**438**	**440**	**580**	**773**	**3335**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Saturday 15th September 2012

Lights

	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	169	84	73	69	116	150	**661**
1015 - 1115	167	92	83	70	128	158	**698**
1030 - 1130	148	101	96	75	134	153	**707**
1045 - 1145	138	101	107	83	132	150	**711**
1100 - 1200	122	101	118	90	128	137	**696**
1115 - 1215	122	91	115	91	129	142	**690**
1130 - 1230	139	88	106	105	124	134	**696**
1145 - 1245	152	86	106	114	127	133	**718**
1200 - 1300	164	71	87	113	122	158	**715**
1215 - 1315	168	72	87	111	119	174	**731**
1230 - 1330	153	66	82	100	123	190	**714**
1245 - 1345	135	70	76	87	118	179	**665**
1300 - 1400	133	76	78	85	106	156	**634**
1315 - 1415	135	70	75	79	107	155	**621**
1330 - 1430	145	83	82	79	112	156	**657**
1345 - 1445	137	75	86	87	113	159	**657**
1400 - 1500	112	72	82	83	108	172	**629**
PEAK HR	**168**	**72**	**87**	**111**	**119**	**174**	**731**

Heavies

	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	0	0	0	0	0	0	**0**
1015 - 1115	0	0	0	0	0	0	**0**
1030 - 1130	0	0	0	0	0	0	**0**
1045 - 1145	0	0	0	0	0	0	**0**
1100 - 1200	0	0	0	0	0	0	**0**
1115 - 1215	0	0	0	0	0	0	**0**
1130 - 1230	0	0	0	0	0	0	**0**
1145 - 1245	0	0	0	0	0	0	**0**
1200 - 1300	0	0	0	0	0	0	**0**
1215 - 1315	0	0	0	0	0	0	**0**
1230 - 1330	0	0	0	0	0	0	**0**
1245 - 1345	0	0	0	0	0	0	**0**
1300 - 1400	0	0	0	0	0	0	**0**
1315 - 1415	0	0	0	0	0	0	**0**
1330 - 1430	0	0	0	0	0	0	**0**
1345 - 1445	0	0	0	0	0	0	**0**
1400 - 1500	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined

	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	169	84	73	69	116	150	**661**
1015 - 1115	167	92	83	70	128	158	**698**
1030 - 1130	148	101	96	75	134	153	**707**
1045 - 1145	138	101	107	83	132	150	**711**
1100 - 1200	122	101	118	90	128	137	**696**
1115 - 1215	122	91	115	91	129	142	**690**
1130 - 1230	139	88	106	105	124	134	**696**
1145 - 1245	152	86	106	114	127	133	**718**
1200 - 1300	164	71	87	113	122	158	**715**
1215 - 1315	168	72	87	111	119	174	**731**
1230 - 1330	153	66	82	100	123	190	**714**
1245 - 1345	135	70	76	87	118	179	**665**
1300 - 1400	133	76	78	85	106	156	**634**
1315 - 1415	135	70	75	79	107	155	**621**
1330 - 1430	145	83	82	79	112	156	**657**
1345 - 1445	137	75	86	87	113	159	**657**
1400 - 1500	112	72	82	83	108	172	**629**
PEAK HR	**168**	**72**	**87**	**111**	**119**	**174**	**731**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Saturday 15th September 2012

PEDS	WEST	NORTH	EAST	
Time Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
1000 - 1015	0	1	2	**3**
1015 - 1030	1	1	2	**4**
1030 - 1045	3	1	1	**5**
1045 - 1100	1	1	4	**6**
1100 - 1115	0	0	2	**2**
1115 - 1130	1	0	1	**2**
1130 - 1145	1	4	4	**9**
1145 - 1200	0	0	1	**1**
1200 - 1215	1	1	2	**4**
1215 - 1230	0	0	2	**2**
1230 - 1245	2	0	1	**3**
1245 - 1300	2	0	1	**3**
1300 - 1315	3	1	0	**4**
1315 - 1330	2	0	1	**3**
1330 - 1345	0	0	0	**0**
1345 - 1400	1	0	0	**1**
1400 - 1415	1	0	0	**1**
1415 - 1430	2	1	0	**3**
1430 - 1445	1	1	0	**2**
1445 - 1500	0	0	0	**0**
Per End	**22**	**12**	**24**	**58**

PEDS	WEST	NORTH	EAST	
Peak Per	*Tangarra St*	*Flower Power*	*Tangarra St*	TOT
1000 - 1100	5	4	9	**18**
1015 - 1115	5	3	9	**17**
1030 - 1130	5	2	8	**15**
1045 - 1145	3	5	11	**19**
1100 - 1200	2	4	8	**14**
1115 - 1215	3	5	8	**16**
1130 - 1230	2	5	9	**16**
1145 - 1245	3	1	6	**10**
1200 - 1300	5	1	6	**12**
1215 - 1315	7	1	4	**12**
1230 - 1330	9	1	3	**13**
1245 - 1345	7	1	2	**10**
1300 - 1400	6	1	1	**8**
1315 - 1415	4	0	1	**5**
1330 - 1430	4	1	0	**5**
1345 - 1445	5	2	0	**7**
1400 - 1500	4	2	0	**6**
PEAK HR	**3**	**5**	**8**	**16**

Lights	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	6	0	1	2	1	9	**19**
1015 - 1030	10	0	1	2	0	10	**23**
1030 - 1045	8	0	1	1	0	12	**22**
1045 - 1100	2	0	3	1	1	11	**18**
1100 - 1115	8	0	0	4	0	9	**21**
1115 - 1130	7	1	1	5	0	9	**23**
1130 - 1145	8	1	4	2	1	5	**21**
1145 - 1200	11	0	2	3	0	10	**26**
1200 - 1215	9	0	1	5	1	9	**25**
1215 - 1230	6	0	0	0	0	12	**18**
1230 - 1245	11	1	2	1	0	9	**24**
1245 - 1300	6	0	2	2	0	13	**23**
1300 - 1315	5	0	2	0	0	12	**19**
1315 - 1330	8	0	2	2	0	10	**22**
1330 - 1345	11	0	0	2	0	9	**22**
1345 - 1400	10	0	1	0	0	7	**18**
1400 - 1415	7	0	1	2	0	10	**20**
1415 - 1430	12	0	2	1	1	3	**19**
1430 - 1445	8	0	1	2	0	11	**22**
1445 - 1500	4	0	2	1	0	6	**13**
Per End	**157**	**3**	**29**	**38**	**5**	**186**	**418**

Heavies	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	0	0	0	0	0	0	**0**
1015 - 1030	0	0	0	0	0	0	**0**
1030 - 1045	0	0	0	0	0	0	**0**
1045 - 1100	0	0	0	0	0	0	**0**
1100 - 1115	0	0	0	0	0	0	**0**
1115 - 1130	0	0	0	0	0	0	**0**
1130 - 1145	0	0	0	0	0	0	**0**
1145 - 1200	0	0	0	0	0	0	**0**
1200 - 1215	0	0	0	0	0	0	**0**
1215 - 1230	0	0	0	0	0	0	**0**
1230 - 1245	1	0	0	0	0	0	**1**
1245 - 1300	0	0	0	0	0	0	**0**
1300 - 1315	0	0	0	0	0	0	**0**
1315 - 1330	0	0	0	0	0	0	**0**
1330 - 1345	0	0	0	0	0	0	**0**
1345 - 1400	0	0	0	0	0	0	**0**
1400 - 1415	0	0	0	0	0	0	**0**
1415 - 1430	0	0	0	0	0	0	**0**
1430 - 1445	0	0	0	0	0	0	**0**
1445 - 1500	0	0	0	0	0	0	**0**
Per End	**1**	**0**	**0**	**0**	**0**	**0**	**1**

Combined	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	6	0	1	2	1	9	**19**
1015 - 1030	10	0	1	2	0	10	**23**
1030 - 1045	8	0	1	1	0	12	**22**
1045 - 1100	2	0	3	1	1	11	**18**
1100 - 1115	8	0	0	4	0	9	**21**
1115 - 1130	7	1	1	5	0	9	**23**
1130 - 1145	8	1	4	2	1	5	**21**
1145 - 1200	11	0	2	3	0	10	**26**
1200 - 1215	9	0	1	5	1	9	**25**
1215 - 1230	6	0	0	3	0	12	**18**
1230 - 1245	12	1	2	1	0	9	**25**
1245 - 1300	6	0	2	2	0	13	**23**
1300 - 1315	5	0	2	0	0	12	**19**
1315 - 1330	8	0	2	2	0	10	**22**
1330 - 1345	11	0	0	2	0	9	**22**
1345 - 1400	10	0	1	0	0	7	**18**
1400 - 1415	7	0	1	2	0	10	**20**
1415 - 1430	12	0	2	1	1	3	**19**
1430 - 1445	8	0	1	2	0	11	**22**
1445 - 1500	4	0	2	1	0	6	**13**
Per End	**158**	**3**	**29**	**41**	**5**	**186**	**419**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Saturday 15th September 2012

Lights

	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	26	0	6	6	2	42	**82**
1015 - 1115	28	0	5	8	1	42	**84**
1030 - 1130	25	1	5	11	1	41	**84**
1045 - 1145	25	2	8	12	2	34	**83**
1100 - 1200	34	2	7	14	1	33	**91**
1115 - 1215	35	2	8	15	2	33	**95**
1130 - 1230	34	1	7	10	2	36	**90**
1145 - 1245	37	1	5	9	1	40	**93**
1200 - 1300	32	1	5	8	1	43	**90**
1215 - 1315	28	1	6	3	0	46	**84**
1230 - 1330	30	1	8	5	0	44	**88**
1245 - 1345	30	0	6	6	0	44	**86**
1300 - 1400	34	0	5	4	0	38	**81**
1315 - 1415	36	0	4	6	0	36	**82**
1330 - 1430	40	0	4	5	1	29	**79**
1345 - 1445	37	0	5	5	1	31	**79**
1400 - 1500	31	0	6	6	1	30	**74**
PEAK HR	**35**	**2**	**8**	**15**	**2**	**33**	**95**

Heavies

	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	0	0	0	0	0	0	**0**
1015 - 1115	0	0	0	0	0	0	**0**
1030 - 1130	0	0	0	0	0	0	**0**
1045 - 1145	0	0	0	0	0	0	**0**
1100 - 1200	0	0	0	0	0	0	**0**
1115 - 1215	0	0	0	0	0	0	**0**
1130 - 1230	0	0	0	0	0	0	**0**
1145 - 1245	1	0	0	0	0	0	**1**
1200 - 1300	1	0	0	0	0	0	**1**
1215 - 1315	1	0	0	0	0	0	**1**
1230 - 1330	1	0	0	0	0	0	**1**
1245 - 1345	0	0	0	0	0	0	**0**
1300 - 1400	0	0	0	0	0	0	**0**
1315 - 1415	0	0	0	0	0	0	**0**
1330 - 1430	0	0	0	0	0	0	**0**
1345 - 1445	0	0	0	0	0	0	**0**
1400 - 1500	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined

	WEST		NORTH		EAST		
	Tangarra St		*Flower Power*		*Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	26	0	6	6	2	42	**82**
1015 - 1115	28	0	5	8	1	42	**84**
1030 - 1130	25	1	5	11	1	41	**84**
1045 - 1145	25	2	8	12	2	34	**83**
1100 - 1200	34	2	7	14	1	33	**91**
1115 - 1215	35	2	8	15	2	33	**95**
1130 - 1230	34	1	7	13	2	36	**93**
1145 - 1245	38	1	5	12	1	40	**97**
1200 - 1300	33	1	5	11	1	43	**94**
1215 - 1315	29	1	6	6	0	46	**88**
1230 - 1330	31	1	8	5	0	44	**89**
1245 - 1345	30	0	6	6	0	44	**86**
1300 - 1400	34	0	5	4	0	38	**81**
1315 - 1415	36	0	4	6	0	36	**82**
1330 - 1430	40	0	4	5	1	29	**79**
1345 - 1445	37	0	5	5	1	31	**79**
1400 - 1500	31	0	6	6	1	30	**74**
PEAK HR	**35**	**2**	**8**	**15**	**2**	**33**	**95**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4281 ENFIELD Flower Power
Day/Date : Saturday 15th September 2012

Combined	NORTH *Mitchell St*		
Time Per	IN	OUT	TOT
1000 - 1015	45	37	82
1015 - 1030	37	34	71
1030 - 1045	49	27	76
1045 - 1100	69	44	113
1100 - 1115	65	48	113
1115 - 1130	52	52	104
1130 - 1145	47	46	93
1145 - 1200	65	62	127
1200 - 1215	56	46	102
1215 - 1230	44	57	101
1230 - 1245	48	55	103
1245 - 1300	45	42	87
1300 - 1315	54	44	98
1315 - 1330	42	41	83
1330 - 1345	47	36	83
1345 - 1400	39	42	81
1400 - 1415	49	35	84
1415 - 1430	60	48	108
1430 - 1445	40	48	88
1445 - 1500	31	34	65
Per End	**984**	**878**	**1862**

Combined	SOUTH *Tangarra St*		
Time Per	IN	OUT	TOT
1000 - 1015	1	3	4
1015 - 1030	0	3	3
1030 - 1045	0	2	2
1045 - 1100	1	4	5
1100 - 1115	0	4	4
1115 - 1130	1	6	7
1130 - 1145	2	6	8
1145 - 1200	0	5	5
1200 - 1215	1	6	7
1215 - 1230	0	3	3
1230 - 1245	1	3	4
1245 - 1300	0	4	4
1300 - 1315	0	2	2
1315 - 1330	0	4	4
1330 - 1345	0	2	2
1345 - 1400	0	1	1
1400 - 1415	0	3	3
1415 - 1430	1	3	4
1430 - 1445	0	3	3
1445 - 1500	0	3	3
Per End	**8**	**70**	**78**

	COMBINED *Both Access*		
Time Per	IN	OUT	TOT
1000 - 1015	46	40	86
1015 - 1030	37	37	74
1030 - 1045	49	29	78
1045 - 1100	70	48	118
1100 - 1115	65	52	117
1115 - 1130	53	58	111
1130 - 1145	49	52	101
1145 - 1200	65	67	132
1200 - 1215	57	52	109
1215 - 1230	44	60	104
1230 - 1245	49	58	107
1245 - 1300	45	46	91
1300 - 1315	54	46	100
1315 - 1330	42	45	87
1330 - 1345	47	38	85
1345 - 1400	39	43	82
1400 - 1415	49	38	87
1415 - 1430	61	51	112
1430 - 1445	40	51	91
1445 - 1500	31	37	68
Per End	**992**	**948**	**1940**

Combined	NORTH *Mitchell St*		
Peak Per	IN	OUT	TOT
1000 - 1100	200	142	342
1015 - 1115	220	153	373
1030 - 1130	235	171	406
1045 - 1145	233	190	423
1100 - 1200	229	208	437
1115 - 1215	220	206	426
1130 - 1230	212	211	423
1145 - 1245	213	220	433
1200 - 1300	193	200	393
1215 - 1315	191	198	389
1230 - 1330	189	182	371
1245 - 1345	188	163	351
1300 - 1400	182	163	345
1315 - 1415	177	154	331
1330 - 1430	195	161	356
1345 - 1445	188	173	361
1400 - 1500	180	165	345
PEAK HR	**229**	**208**	**437**

Combined	SOUTH *Tangarra St*		
Peak Per	IN	OUT	TOT
1000 - 1100	2	12	14
1015 - 1115	1	13	14
1030 - 1130	2	16	18
1045 - 1145	4	20	24
1100 - 1200	3	21	24
1115 - 1215	4	23	27
1130 - 1230	3	20	23
1145 - 1245	2	17	19
1200 - 1300	2	16	18
1215 - 1315	1	12	13
1230 - 1330	1	13	14
1245 - 1345	0	12	12
1300 - 1400	0	9	9
1315 - 1415	0	10	10
1330 - 1430	1	9	10
1345 - 1445	1	10	11
1400 - 1500	1	12	13
PEAK HR	**3**	**21**	**24**

	COMBINED *Both Access*		
Peak Per	IN	OUT	TOT
1000 - 1100	202	154	356
1015 - 1115	221	166	387
1030 - 1130	237	187	424
1045 - 1145	237	210	447
1100 - 1200	232	229	461
1115 - 1215	224	229	453
1130 - 1230	215	231	446
1145 - 1245	215	237	452
1200 - 1300	195	216	411
1215 - 1315	192	210	402
1230 - 1330	190	195	385
1245 - 1345	188	175	363
1300 - 1400	182	172	354
1315 - 1415	177	164	341
1330 - 1430	196	170	366
1345 - 1445	189	183	372
1400 - 1500	181	177	358
PEAK HR	**232**	**229**	**461**

LJB Urban Planning Pty Limited
ABN: 73 123 529 564
26 Shoplands Rd Annangrove
T: 0414 730 842

4 November 2013

Ms Priya Uppal
Senior Strategic Planner
Burwood Council
Suite 1, Level 2
1-17 Elsie Street
BURWOOD NSW 2134

Dear Ms Uppal,

PLANNING PROPOSAL- 27 MITCHELL STREET, CROYDON PARK

1.1 This letter provides an updated setback schedule to reflect the recent amendments to the proposed zoning to incorporate the dedication of land to Council for community purposes.

1.2 The following table provides an assessment of the required setbacks / separation and that proposed in the concept Masterplan: (separation distances are shown in bold, setbacks are unbold)

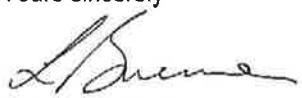
	North		South		East		West	
Block	**Required**	**Proposed**	**Required**	**Proposed**	**Required**	**Proposed**	**Required**	**Proposed**
A	5 (DCP allows reduction to 2m)	3 (appropriate given non res use)	**12**	**12**	5	5 3rd 7.5m	5	5 3rd 7.5m
B	7.3 (15% of depth)	20	7.3 (15% of depth)	12	**6**	**6**	5	5 3rd 7.5
C	7.3 (15% of depth)	20	**12**	12	**6**	**6**	**6**	**6**
D	**9**	**12**	**12**	**12**	5	7 3rd 7.5	**6**	**6**
E	**12**	**12**	**9**	**9**	5	5 3rd 7.5	**12**	**14**
F	**9**	**9**	**9**	**9**	**12**	**12**	**12**	**12**
G	**9**	**9**	**9**	**9**	5	5 3rd 7.5	**12**	**12**
H	**9**	**9**	6	Match adj	5	7.5	**9**	**11**

1.3 As demonstrated above, the concept Masterplan has considered Council's DCP requirements and the RFDC. The final configuration of the site will be subject to compliance with these controls and this will be further demonstrated at the DA stage.

1.4 However, the preliminary concept for the site demonstrates that compliant building forms are capable of being achieved on the site, which will ultimately achieve the desired future character of the revised zoning. The above setbacks are not in any way locked in by the Planning Proposal. They are subject to detailed planning analysis and consideration of potential impacts at DA stage.

Should you require any additional information, please contact Larissa Brennan at LJB Urban Planning Pty Ltd on 0414 730 842 or via email larissa@ljbplanning.com.au

Yours sincerely



Larissa Brennan
Director
LJB Urban Planning

28 August 2013

THE FLOWER POWER GROUP

Mr Michael McMahon
General Manager
Suite 1, Level 2
1-17 Elsie Street
BURWOOD NSW 2134

Dear Mr McMahon,

ENFIELD FLOWER POWER SITE
PLANNING PROPOSAL TO REZONE LAND
VOLUNTARY PLANNING AGREEMENT

As owners of 27 Mitchell Street, Enfield (Lot 101 DP 737342 & Lot 23 DP 774159), The Flower Power Group advise that we are willing to enter into a Voluntary Planning Agreement with Burwood Council.

The works the subject of the offer relate to the amendments to the Burwood Local Environmental Plan 2012 as follows:

- Rezoning of the subject site from part R2 Low Density Residential and part IN2 Light Industrial to R1 General Residential,
- Amendment of the Maximum Building Height and Maximum Floor Space Ratio Maps as detailed in table below:

Zone	Maximum Height	Maximum Floor Space Ratio
R1	11m	1.2:1

This letter of offer of a public benefit provides for the following:

- Prior to issue of the final occupation certificate for the construction of the development (the subject of the rezoning) the applicant shall dedicate to Council the portion of land approximately 165m2 (subject to survey) on the Mitchell Street frontage which contains an existing structure. The purpose of the land dedication is for community use;
- The land to be dedicated shall be subdivided from the site under a Torrens Title Subdivision;
- The works the subject of this letter of offer shall be independently costed and will form the basis of a credit towards the imposition of Section 94 Contributions on the future development application. The value of the land and existing structure shall be determined at the time of dedication.
- Any works to the dedicated land including construction of an alternate facility and ongoing running costs shall be the responsibility of Burwood Council.
- The terms of the VPA will be negotiated with Council prior to execution of the VPA.

THE FLOWER POWER GROUP

The VPA shall be prepared and executed prior to gazettal of the amendments to Burwood Local Environmental Plan.

The cost associated with the preparation of the VPA shall be borne by the applicant.

Yours sincerely

MICHAEL SPITERI
Finance Director
Flower Power Group Pty Ltd

Delegation Checklist

Evaluation criteria for the delegation of plan making functions

Local Government Area: Burwood

Name of the Draft LEP: Planning Proposal for Flower Power Site – 27 Mitchell Street, Croydon Park

Address of land (if applicable): 27 Mitchell Street, Croydon Park

Intent of the draft LEP: The draft LEP seeks to rezone the site from part IN2 Light Industrial and part R2 Low Density Residential to R1 General Residential. The rezoning will facilitate the construction of eight 2 to 3 storey residential flat buildings containing approximately 239 dwellings.

Additional Supporting Points/Information: Please see attached all relevant supporting documentation and information.