

Planning Proposal Attachment B

***Assessment of Traffic and Parking
Implications for the Planning Proposal***
**prepared by Transport and Traffic Planning
Associates for the proponent (July 2010)**

**PROPOSED AMENDMENT TO
SOUTH SYDNEY LEP
GREEN SQUARE TOWN CENTRE
SITE 6, 301 BOTANY ROAD, GREEN SQUARE**

***Assessment of Traffic and
Parking Implications***

July 2010

Reference 10047

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1. INTRODUCTION

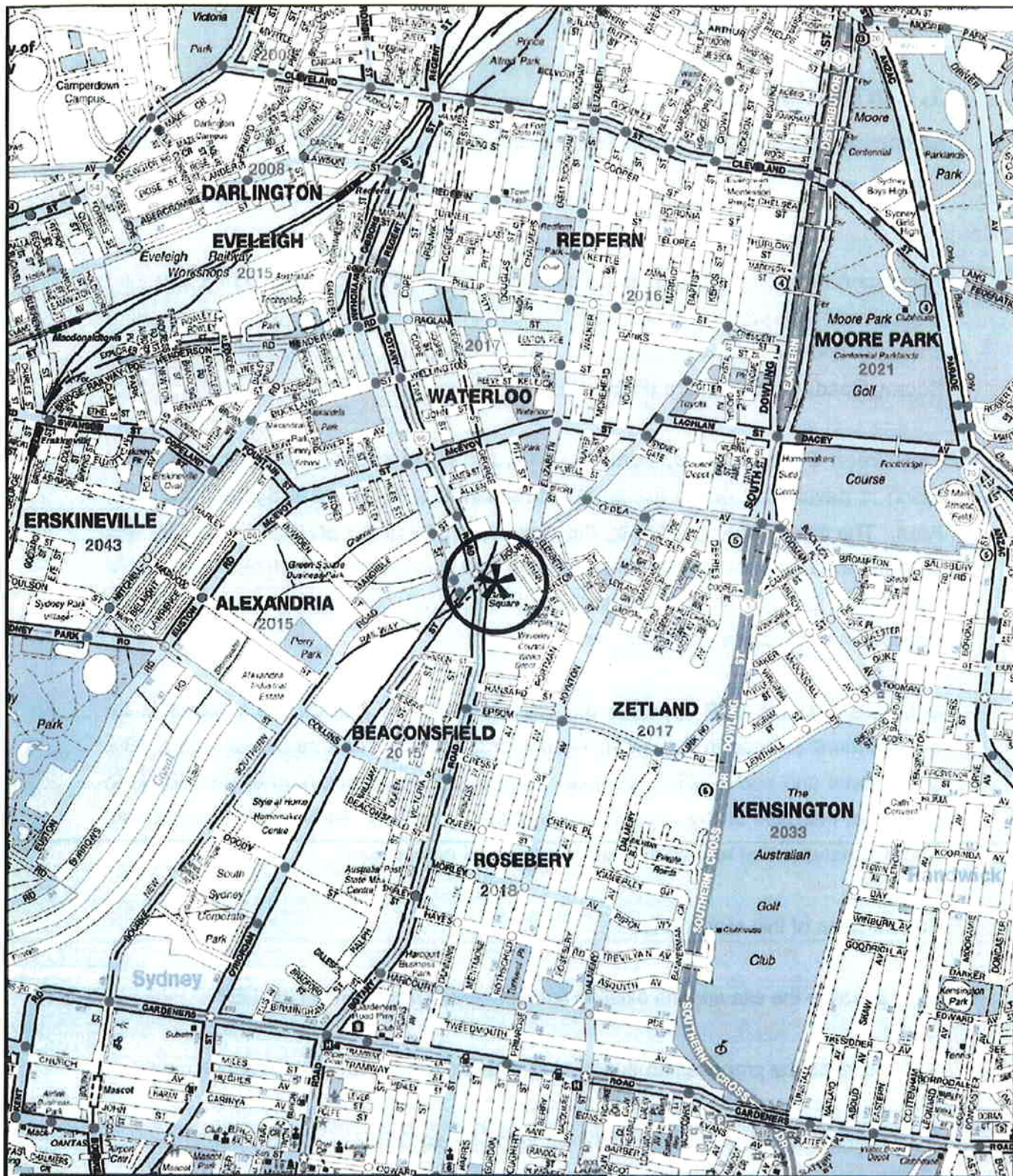
This report has been prepared to accompany an Application to the City of Sydney for a proposed amendment to the LEP for Green Square Town Centre to permit a changed floorspace/use outcome for Site 6 being the 'John Newell' site at 301 Botany Road, Green Square (Figure 1).

The Green Square development area represents an exciting new urban precinct which is developing out of former industrial lands in the Central Sydney Industrial Area. The advantage provided by the close proximity of the precinct to the City will be enhanced by the employment, shopping and entertainment facilities available in the centre as well as the efficient public transport connections and new road, pedestrian and bicycle infrastructure.

Schedule 5 of the LEP specifies the total floorarea as well as the usage mix for development of sites in the Town Centre and Site 6 is designated as some 28% commercial and some 72% residential. The proposed amendment to the LEP is to permit an increase in the residential component and to provide a retail component with a consequential reduction in the commercial component.

The purpose of this report is to:

- * describe the site and the existing floorspace/use provisions of the LEP
- * describe the proposed amendment and the envisaged development outcome
- * describe the road network which will serve the site and the traffic circumstances
- * assess the envisaged parking provision
- * assess the potential traffic implications in the context of the LEP provisions and the planning for Green Square.



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND CURRENT USE

The development site (Figure 2) occupies an area of 5,248m², with frontages to the southern side of Bourke Street and the eastern side of Botany Road being located in 'the heart' of the future Green Square Town Centre. The irregular shaped allotment has been occupied by the John Newell car dealership for many years and has vehicle accesses on the Bourke Street and Botany Road frontages.

The site is adjoined to the south by the former Waverley – Woollahra Waste Process Plant and to the east by a Council depot. The other existing surrounding uses are industrial/commercial with older style terrace housing located just to the east while the Green Square Railway Station is located on the western side of Botany Road opposite the site.

2.2 PRECINCT PLANNING

The vision for the Green Square Town Centre is that of a vibrant mixed use community which will act as a catalyst for the transformation of the Green Square development area. An amended Development Control Plan for Green Square was adopted in 2008 and its aim is to ensure that architecture, urban design, landscape and engineering excellence are achieved.

The Green Square Town Centre precinct occupies an area of 14.7 ha and development has the potential to provide for some 5,500 residents and some 7,000 workers. Planning provides for a mix of transport modes with a high level of access while the centre will also be a place for walking and cycling.

The amended DCP incorporates detail strategies for access and circulation for vehicles, pedestrians, public transport and cyclists. Each of these strategies are



LEGEND



SITE

FIG 2

enunciated on the relevant individual plans which are reproduced from the DCP in Appendix A.

The site is subject to the planning controls contained in the South Sydney Local Environmental Plan 1998 (Amendment 17) – 'Green Square Town Centre'. Schedule 5 of the LEP sets the total GFA and the quantum/use mix for development of each site. The specified GFA and landuse mix for Site 6 (John Newell site) is as follows:

Total GFA	Commercial	Residential	Retail
35,800m ²	9,952m ² (27.8%)	25,848m ² (72.2%)	-

Under the various provisions of the LEP it is possible to vary the floorspace outcome by up to 10% and to have 5% as retail floorspace. Hence an alternative permitted outcome under the LEP as it exists is as follows:

Total GFA	Commercial	Residential	Retail
39,380m ²	9,853m ² (25.02%)	27,558m ² (69.98%)	1,969m ² (5%)

2.3 PROPOSED LEP AMENDMENT

The application proposes to vary the landuse mix for Site 6 to achieve a greater amount of residential and retail floorspace and reduced commercial floorspace. The Planning Proposal provisions are as follows:

Total GFA	Commercial	Residential	Retail
35,800m ²	-	31,253m ² (87.3%)	4,547m ² (12.7%)

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With the LEP provisions which permit an outcome variation of up to 10% the maximum variation would provide for:

Total GFA	Commercial	Residential	Retail
39,380m ²	-	34,379m ²	5,001m ²

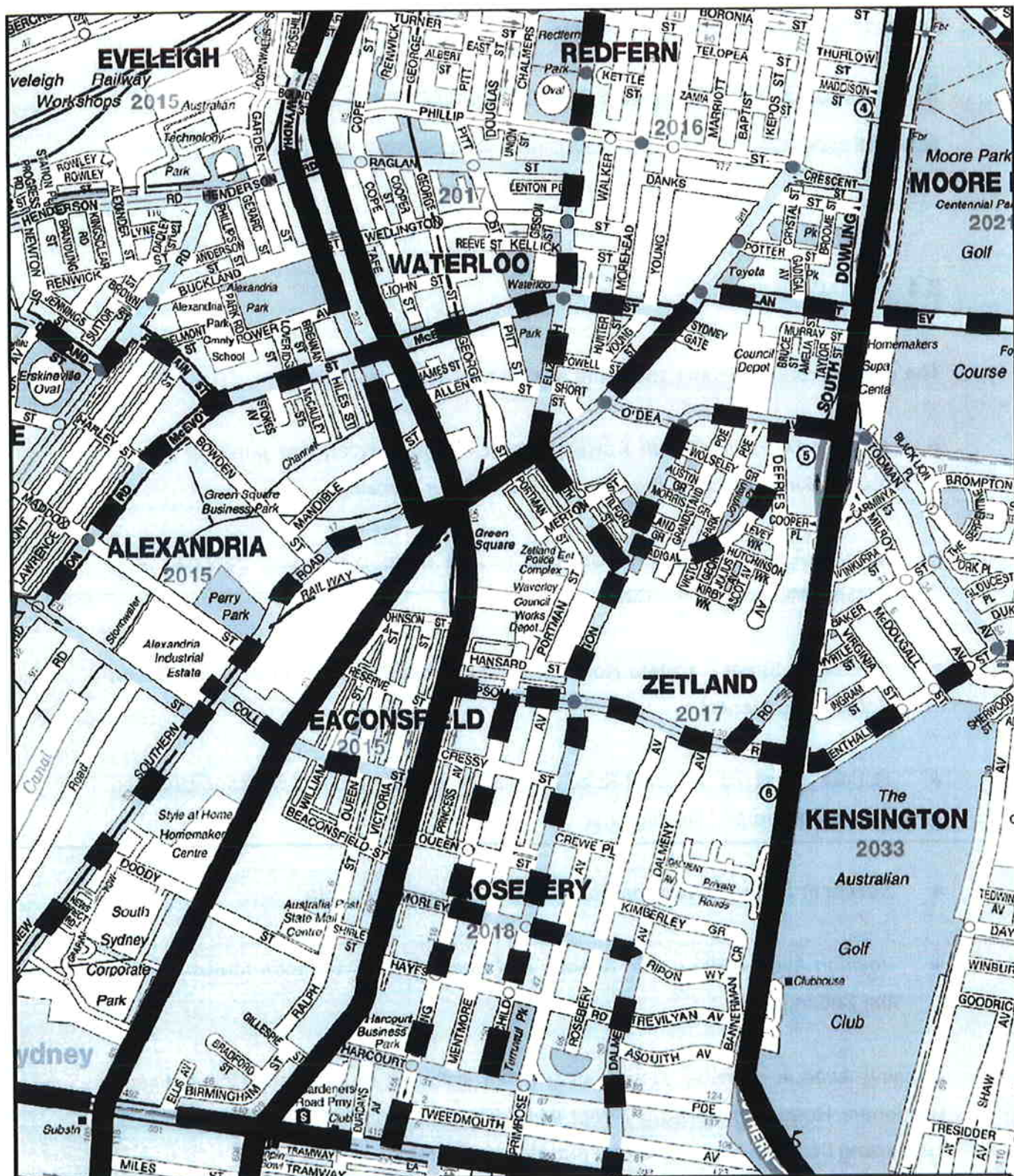
3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The existing road network serving the site (Figure 3) comprises:

- * *Eastern Distributor/South Dowling Street* - a State Road and principal arterial route linking Mascot to the City and the harbour crossing
- * *Botany Road* - a State Road and arterial route connecting between Port Botany, Mascot and the City
- * *O'Riordan Street* - a State Road and arterial route connecting between Green Square and Mascot
- * *Bourke Street* – a Regional Road and major collector route connecting between Green Square and Darlinghurst
- * *Elizabeth Street* – a regional Road and major collector route
- * *Joynton Avenue/Rothschild Avenue and Epsom Road* – collector routes serving the Zetland area.

Dunning Avenue currently serves as a minor collector route connecting between Gardeners Road and Hansard Street while Portman Street is a local access road connecting between Hansard Street and Bourke Street.



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

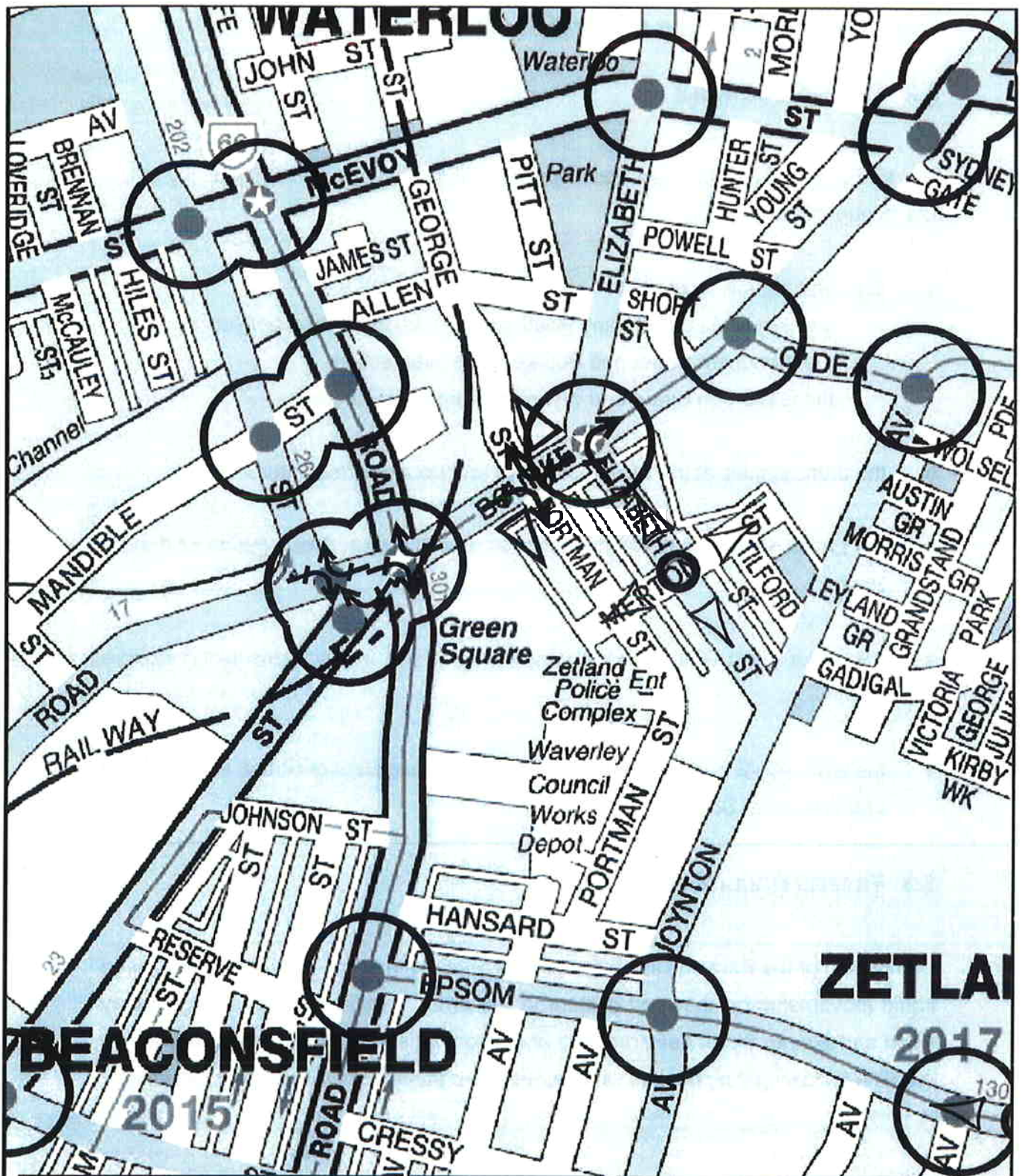
The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- * the traffic signals located at:
 - the Bourke Street, Botany Road and O'Riordan Street intersection
 - the Wyndham Street and Bourke Road intersection
 - the O'Riordan Street and Wyndham Street intersection
- * the traffic signals at the Elizabeth Street and Bourke Street intersection
- * the LATM devices along Portman Street and Elizabeth Street (south of Bourke Street)
- * the various NO RIGHT TURN restrictions at the intersections along Bourke Street
- * the BUS ZONE and CLEARWAY restrictions along Bourke Street, Botany Road and O'Riordan Street.

3.3 TRAFFIC CONDITIONS

Completion of the Eastern Distributor project resulted in some significant changes to traffic movements on the road system in the area. Traffic volumes along Botany Road and Bourke Street have receded and a comparison of AADT data published by the RTA indicating the changes which have taken place is provided in the following:

	AADT	
	1999	2005
Botany Road south of Green Square	26,079	24,030
Bourke Street north of Green Square	34,982	16,554
Wyndham Street north of Green Square	13,793	11,823



Traffic surveys undertaken for the Zetland Area Traffic Study revealed the following traffic flows on roads in the vicinity of the site.

		ADT	AM	PM
Botany Road	Northbound	13,126	951	1,045
	Southbound	14,701	965	1,082
Bourke Street	Eastbound	6,984	523	624
	Westbound	8,702	710	708
O'Riordan Street	Northbound	21,502	1,714	2,138
	Southbound	19,098	1,728	1,828
Portman Street	Northbound	1,270	123	134
	Southbound	1,023	106	129

The intersections in the area generally operate with a satisfactory level of service in the morning and afternoon peak periods and there is seldom any residual queuing or undue delays/congestion. The arrangement and controls at the Green Square intersection complex, however do not facilitate (or in some instances provide for) pedestrian and cyclist movements particularly to/from the railway station.

3.4 TRANSPORT SERVICES

The site is well served by public transport services which comprise:

- * Green Square Railway Station immediately opposite the site and the connection it provides into the metropolitan rail system
- * STA high frequency bus routes which run along Botany Road, O'Riordan Street, Bourke Street and Elizabeth Street.

3.5 FUTURE CIRCUMSTANCES

Road Network

A number of Traffic and Transport Studies have been undertaken involving the Green Square Town Centre and its environs. The most recent comprehensive study was the Zetland Area Traffic Study¹ undertaken for City of Sydney and the RTA.

This study identified:

- * a number of new road corridors to serve the development of the area
- * a number of upgrades to existing roads and intersections.

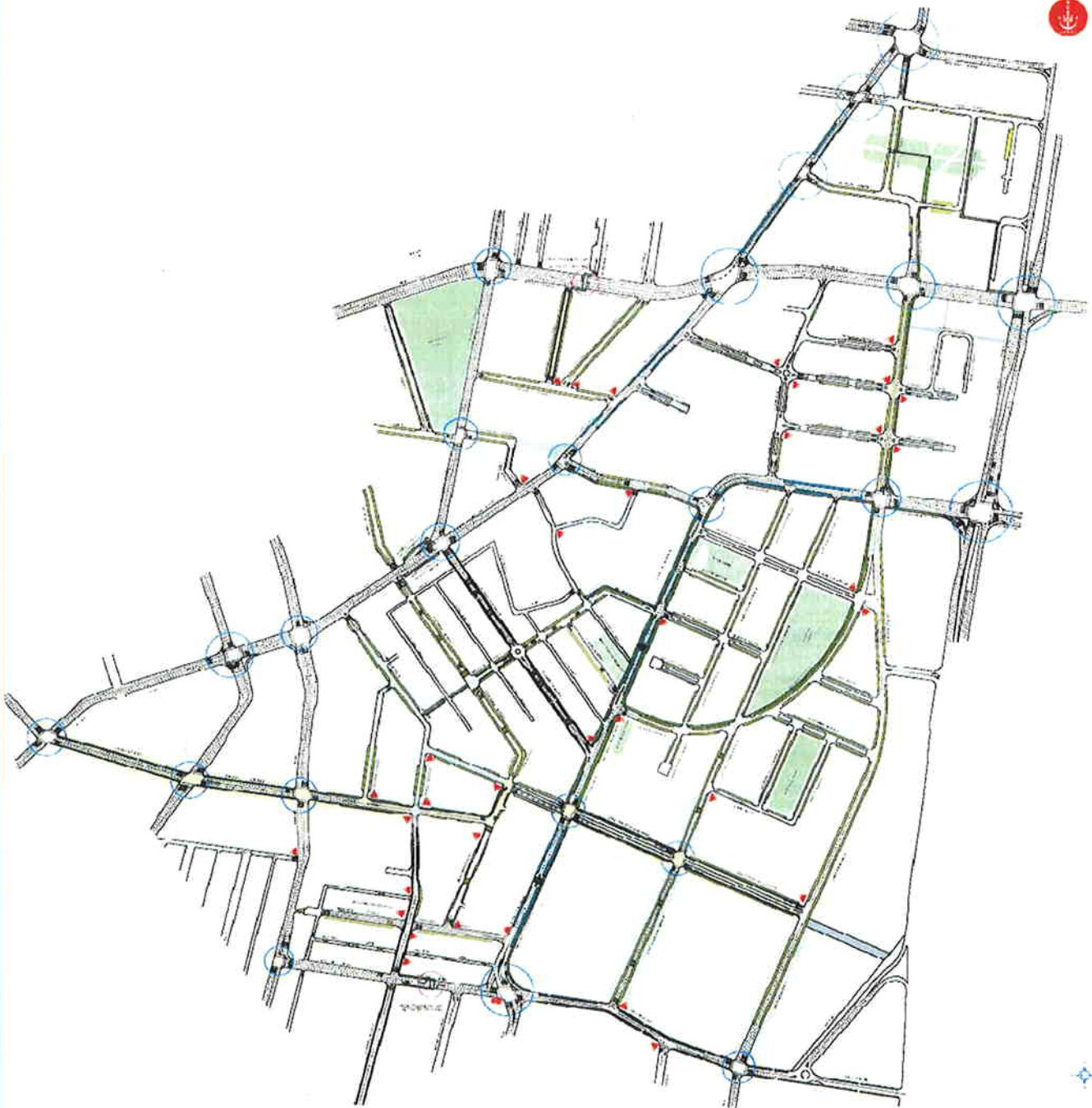
Details of these proposals are provided on the extracts overleaf and the proposals in relation to the Town Centre are embodied in the DCP document (Appendix A). The principal proposals relevant to the Town Centre are:

- * the extension of Dunning Avenue northwards to connect with Bourke Street providing access for development sites including Site 6
- * the closure of the section of O'Riordan Street between Wyndham Street and Botany Road/Bourke Street
- * the provision of a new East-West Boulevard between Defries Avenue (near South Dowling Street) and Bourke Road (via section of the Dunning Avenue Extension and the New Cross Street)
- * construction of New Cross Street between Portman Street and Bourke Road
- * construction of a new Town Square Street linking between New Cross Street and the Dunning Avenue Extension.

¹ *Zetland Area Traffic Study*
Maunsell – November 2004



April 2006



OPTION 1



Traffic Controls

Relevant proposed traffic controls comprise:

- * new pedestrian crossing signals on Botany Road just to the south of Bourke Street
- * new traffic signals at the intersection of Botany Road and New Cross Street
- * left-turn IN/OUT restrictions on the Dunning Avenue intersections at the intersection of Bourke Street
- * new traffic signals at the intersection Joynton Avenue and the East-West Boulevard.

Pedestrians, Cyclists and Public Transport

The guiding principles for the development of the Town Centre include:

- * to develop an area where it is safe and pleasant to walk and cycle
- * to establish an integrated pedestrian, cycle and public transport network that encourages sustainable travel behaviour
- * to ensure that the design, layout and management of buildings will provide walking, cycling and public transport use.

The DCP specifies very significant provisions for facilitating pedestrian movements particularly to/from public transport services and the public spaces, plazas and parks. The Structure Plan in the DCP makes specific provision for bike ways/bike, storage, possible transit corridor, bus stops and taxi zones.

4. PARKING

The carparking provision in the Green Square Town Centre is subject to the criteria specified in DCP № 11 and the subsequent Green Square amendment.

The maximum permissible parking relevant to the proposed development uses is:

Residential

Studio or one-bedroom	0.5 space per apartment
Two-bedroom	0.8 space per apartment
Three-bedroom	1.2 spaces per apartment
Visitors	1.0 space per 6 apartments

Non-residential

Small shops	1.0 space per 50m ²
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The Green Square amendment permits parking for residential apartments to be provided at 75% of the specified rate for sites which are located in close proximity to transport services.

Application of this criteria to the potential maximum development under the proposed LEP amendment indicates the following provision:

148 x one-bedroom *	-	74 spaces
170 x two-bedroom*	-	136 spaces
28 x three-bedroom*	-	33.6 spaces
Total	-	244 spaces
Provision @ 75%	-	183 spaces (211 spaces proposed)**
Visitors	-	58 spaces***
Retail (5,001m ²)	-	100 spaces
Total proposed	-	311 spaces

* indicative

** includes car share etc

*** included in retail parking

It is noted that the Transport Report² which underlies the Green Square Town Centre Masterplan proposed a parking provision rate for supermarket and speciality shops of 4.3 spaces per 100m² NLA (ie 1 space per 23m²).

Thus, the potential parking space outcome for development of Site 6 under the existing maximum variation provisions of the LEP on this basis would be as follows:

Commercial	9,853m ² @ 1 per 125m ²	-	79 spaces
Retail	1,775m ² * @ 4.3 per 100m ²	-	77 spaces
	* 1,969m ² @ 90% (NLA)		
Residential	280 apartments		
	126 x one-bedroom	-	63 spaces
	140 x two-bedroom	-	112 spaces
	14 x three-bedroom	-	17 spaces
	Visitors 1 per 6 apts	-	47 spaces
	Total	-	395 spaces
			347 spaces @ 75%
			for apartments

² *Green Square Town Centre - Transport Report*
Masson Wilson Twiney May 2006

5. TRAFFIC

The Transport Report for the Green Square Masterplan adopted peak traffic generation rates for the various development elements as follows:

Residents	-	0.15 vtpd per person
Commercial	-	0.7 vtpd per parking space
Retail	-	1.7 vtpd per parking space

The potential maximum development outcome under the existing provisions of the LEP with application of the Transport Report criteria would be as follows:

			PM Peak
Residential	27,558m ²	442 residents	- 67 vtpd
Commercial	79 spaces @ 0.7 vtpd/space		- 56 vtpd
Retail	77 spaces @ 1.7 vtpd/space		- 131 vtpd
Total			- 254 vtpd

The potential maximum development outcome under the proposed LEP amendment is assessed under the Transport Report criteria in the following:

			PM Peak
Residential	34,379m ²	551 residents	- 83 vtpd
Retail	100 spaces @ 1.7 vtpd/space		- 170 vtpd
Total			- 253 vtpd

The retail generation during the morning peak will be relatively minor (ie some 25%) and hence the relative traffic generation in this period would be as follows:

	LEP	LEP Amendment
Resident	67 vtp	83 vtp
Commercial	56 vtp	-
Retail	33 vtp	43 vtp
Total	156 vtp	126 vtp

The Transport Report adopted a peak traffic generation rate for retail use of 1.7 vph/parking space without any reference to a data source. There are a number of new retail developments which reflect what will be the Green Square circumstance (ie surrounding high density residential/town centre uses).

TTPA have been involved with 2 comparable new retail developments being:

- * the Woolworths supermarket at the St Margarets site in Surry Hills
- * the supermarket and speciality shops in the Meriton ACI precinct.

Details of these 2 developments are provided in Appendix B and are summarised in the following:

Woolworths, Surry Hills

1,547m²

70 parking spaces (not exclusive use)

Meriton ACI

Supermarket 2,642m²

Speciality shops 1,220m²

Total 3,862m²

99 parking spaces (tenants/staff separate)

Recent surveys have been undertaken at these sites to establish the peak traffic generation circumstances. At the Surry Hills site there is no exclusive use, however the only pedestrian access is by lift and the surveyors were able to 'track' person movements between the lift and the supermarket entrance. The vehicle movements at Surry Hills were quite light, however at the same time the total pedestrian access movements were some 400 to 500 pph.

The results of the surveys are provided in Appendix C and summarised in the following:

	Friday PM			Saturday MD		
	IN	OUT	Total	IN	OUT	Total
Surry Hills	8	4	12	9	5	14
Meriton	85	85	170	91	78	169

Assessment of these results reveals the following:

Surry Hills (1,547m ²)	-	1.1 vtpm/100m ²
Meriton (3,862m ²)	-	4.4 vtpm/100m ²

It is noted that the Meriton retail facility does not have good public transport accessibility and is trading very heavily due to the absence of convenient alternative retail facilities in the area at the present time. It is also noted that the Woolworths supermarket at Potts Point trades quite successfully without any on-site parking provisions (and presumably a negligible level of generated vehicle movements).

Given the survey results and the circumstances at the Meriton site it would be reasonable to presume that the peak traffic generation rate for retail use in the Site 6 development will be somewhat less than that of the Transport Report criteria because:

- * the 100 parking spaces will be shared with residential visitors who will have a longer stay characteristic
- * the proximity of good public transport services and the Town Centre circumstances (workers, transport passengers passing through, dual use activities etc) will more reflect the Surry Hills/Potts Point outcomes.

Network traffic modelling for the Green Square Town Centre development has had regard for:

- * the permitted floorspace and uses of development sites

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- * the proposed development of the road, public transport and pedestrian/cyclist networks.

Site 6 will have vehicle access on the new Dunning Avenue Extension with its connection to Bourke Street (left-turn IN/OUT) and the new collector road to the south with its traffic signal controlled connections to Botany Road and Elizabeth Street.

The development outcome under the proposed LEP amendment will be entirely consistent with that envisaged and permitted in the precinct planning documents and therefore the traffic implications are reflected in the assessments and planning processes undertaken for the town centre.

6. CONCLUSION

The development site occupies a prominent site in the Green Square Town Centre and represents a valuable opportunity for a mixed use development which is compatible with the planning principals for the precinct. The site will have excellent connections for pedestrians to/from the transport services and the town centre pedestrian and cyclist networks.

The traffic assessment provided in this report indicates that the development under the proposed LEP amendment:

- * will have a traffic generation potential which is less than that of potential development permitted under the existing LEP provisions, however it is likely that the traffic generation outcome will in fact be even lower
- * will not present any unsatisfactory traffic capacity, safety or environmental related implications
- * will incorporate a suitable and appropriate parking provision for the mixed use nature of the demands.

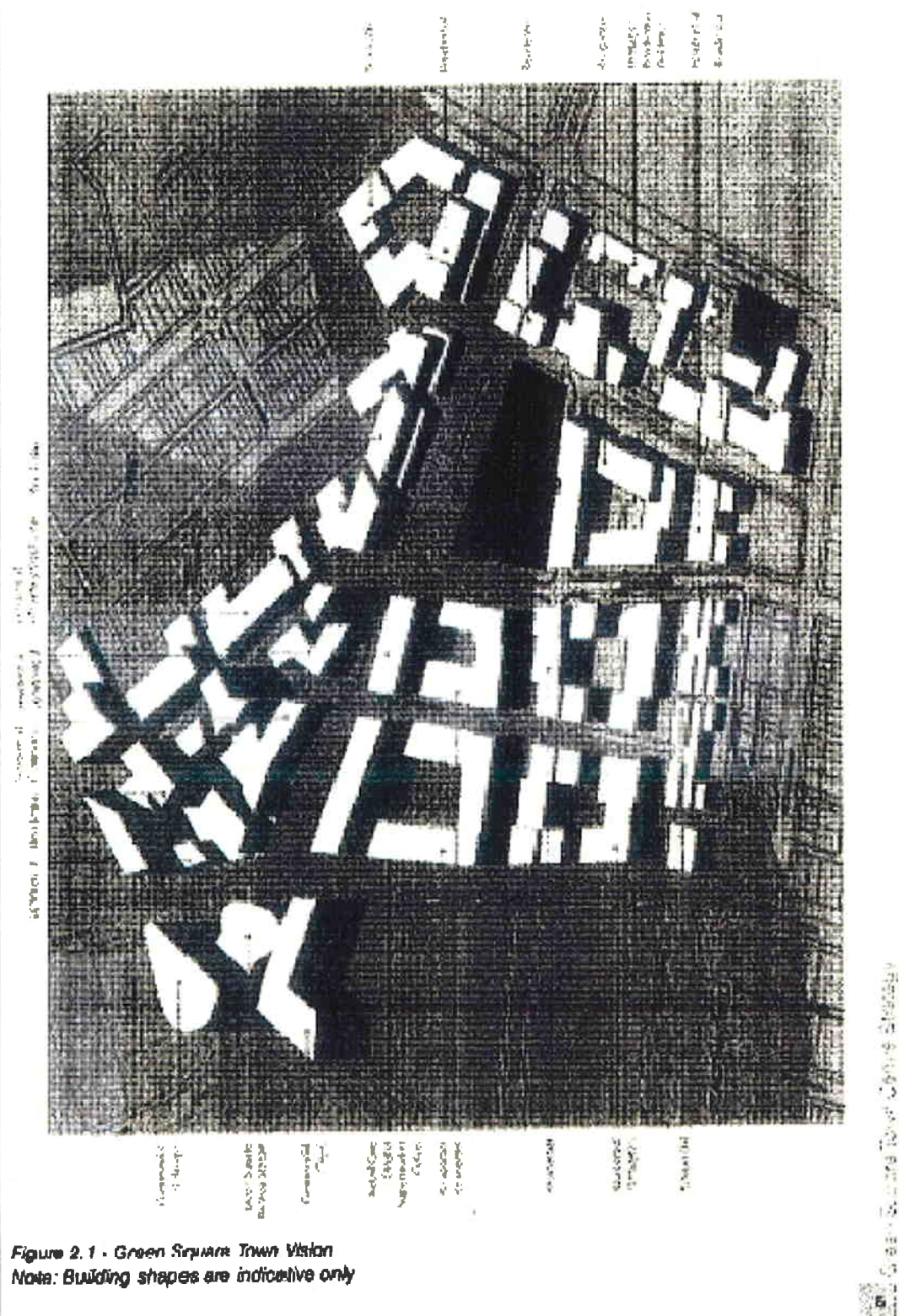
APPENDIX A

DCP EXTRACTS

South Sydney
Development Control Plan 1997
Amendment
Part H: Green Square Town Centre



city of villages





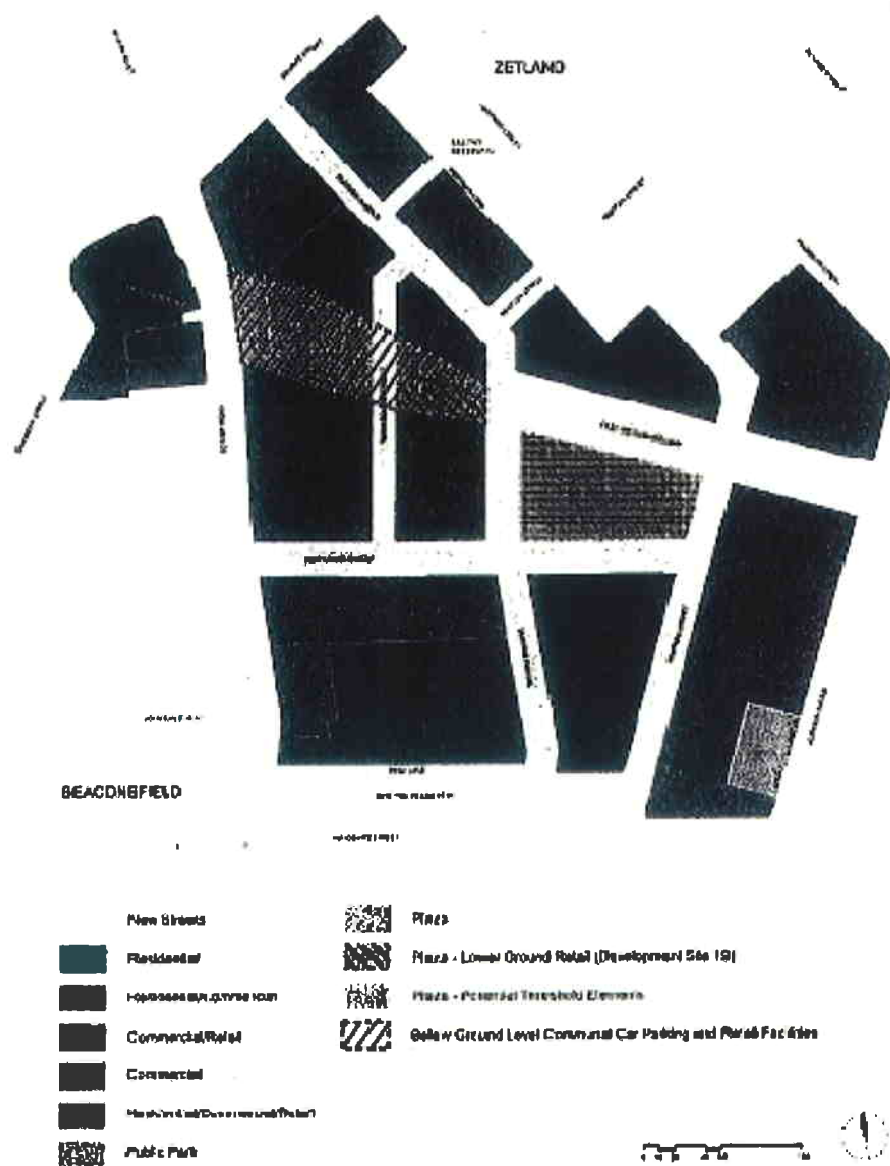


Figure 2.1 - Land Use and Public Domain

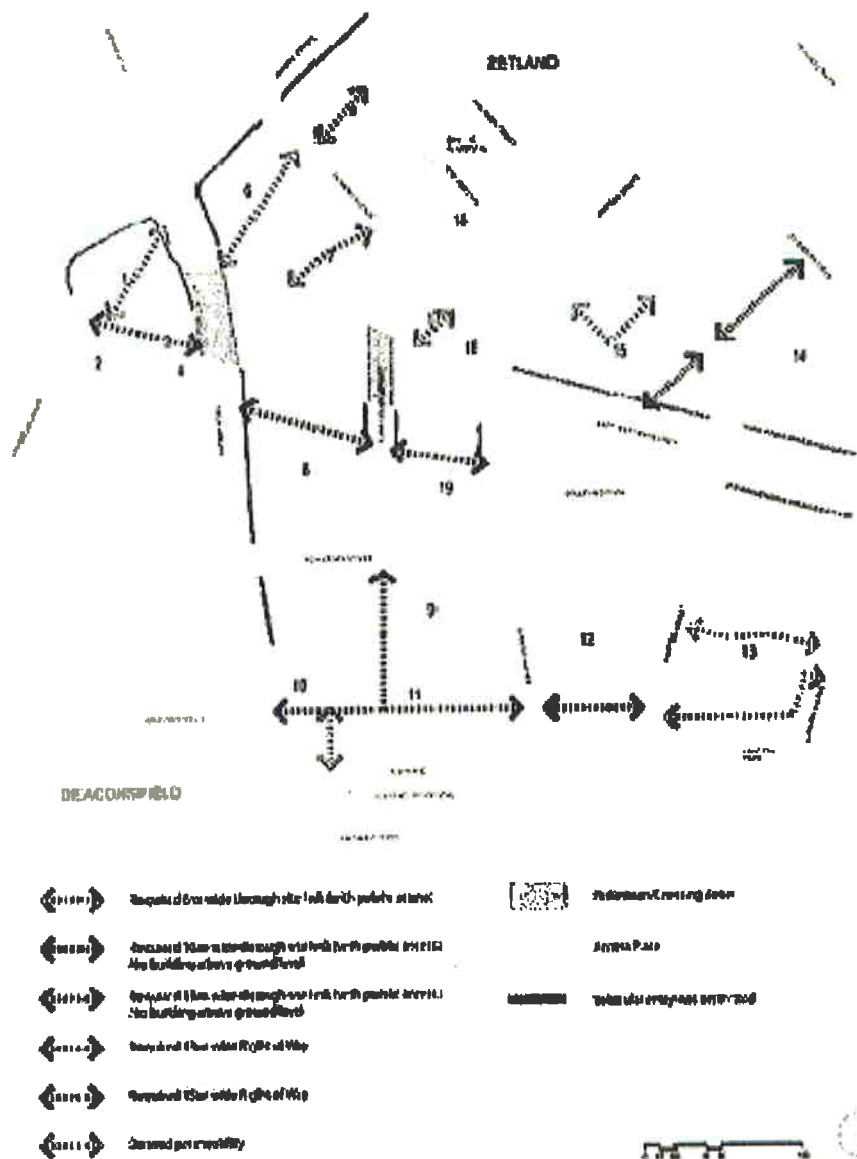


Figure 5.1 - Through Site Links and Vehicular Entry

1. Building Separation for residential buildings shall be in accordance with the following provisions:

Height	Between Habitable rooms and balconies	Between Habitable rooms and Non-habitable rooms	Between Non-habitable rooms
Up to four storeys	12m	6m	6m
Five to eight storeys	16m	13m	9m
Nine storeys and above	24m	18m	12m

Table 5.3 Building Separation

APPENDIX B

RETAIL DEVELOPMENT DETAILS



Sheet 4	27th May 2015 - DA submission	Client	Whitmore Limited 34 Anderson Street Whitmore NSW 2120 P. 02 894 9944 02 894 9949	Project Manager	Project Management Pty Ltd 10-14, 33-35, Dandenong Road Mooroolbark VIC 3747 P. 03 5917 1799 03 5917 0799	Owner	Andrew Elford Pty Ltd Suite 1, 36-37 Macquarie St Sydney NSW 2000 P. 02 9249 7949 02 9249 7449	Request	Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013 Development Application	Scale	1:200	Date	20th May 2015
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			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	20th May 2015
			P. 02 894 9944 02 894 9949		P. 03 5917 1799 03 5917 0799		P. 02 9249 7949 02 9249 7449		Whitmore Supermarket Entry H&B 415 Macquarie Sydney NSW 2013	Scale	1:200	Date	

[illegible]

APPENDIX C

RETAIL GENERATION SURVEYS



R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph.88198847, Fax 88198849, Mob.0418-239019

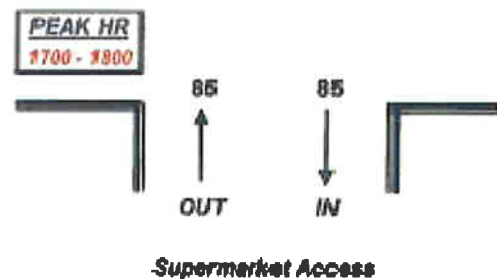
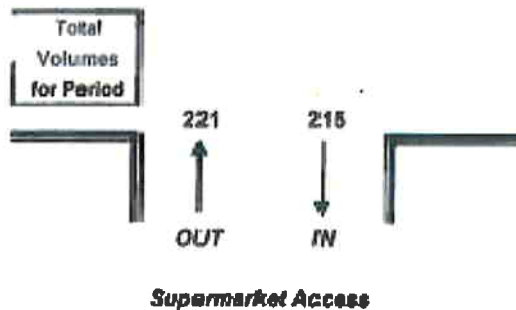
Client : T.T.P.A
Job No/Name : WATERLOO Meriton Car Park
Day/Date : Friday 25th June 2010

Meriton Supermarket Access			
Time Per	IN	OUT	TOT
1600 - 1615	13	16	29
1615 - 1630	12	12	24
1630 - 1645	15	14	29
1645 - 1700	18	10	28
1700 - 1715	18	23	41
1715 - 1730	20	22	42
1730 - 1745	21	18	39
1745 - 1800	26	22	48
1800 - 1815	14	23	37
1815 - 1830	21	15	36
1830 - 1845	27	18	45
1845 - 1900	10	28	38
Per End	215	221	436

Start:	52
ACCUM	49
	49
	50
	58
	53
	51
	54
	58
	49
	55
	64
	48
End:	48

Meriton Supermarket Access			
Time Per	IN	OUT	TOT
1600 - 1700	58	52	110
1615 - 1715	63	59	122
1630 - 1730	71	69	140
1645 - 1745	77	73	150
1700 - 1800	85	85	170
1715 - 1815	81	85	166
1730 - 1830	82	78	160
1745 - 1845	88	78	166
1800 - 1900	72	84	156

PEAK HR	85	85	170
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R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0416-239019

Client : T.T.P.A
Job No/Name : WATERLOO Meriton Car Park
Day/Date : Saturday 26th June 2010

Meriton Supermarket Access			
Time Per	IN	OUT	TOT
1200 - 1215	10	14	24
1215 - 1230	18	20	38
1230 - 1245	18	17	35
1245 - 1300	21	14	35
1300 - 1315	20	20	40
1315 - 1330	24	26	50
1330 - 1345	18	20	38
1345 - 1400	18	23	41
1400 - 1415	18	22	40
1415 - 1430	17	18	35
1430 - 1445	18	16	34
1445 - 1500	19	18	37
Per End	217	228	445

Start:

73

ACCUM
69
87
88
73
73
71
69
84
80
59
81
82

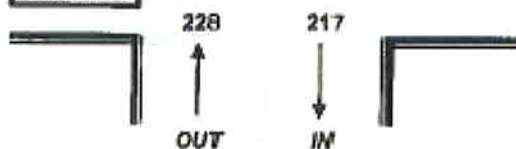
End:

62

Meriton Supermarket Access			
Time Per	IN	OUT	TOT
1200 - 1300	66	65	130
1215 - 1315	75	71	146
1230 - 1330	81	77	158
1245 - 1345	83	80	163
1300 - 1400	80	89	169
1315 - 1415	78	91	169
1330 - 1430	71	83	154
1345 - 1445	71	79	150
1400 - 1500	72	74	146

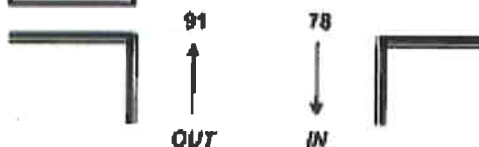
PEAK HR	78	91	169
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Total Volumes for Period



Supermarket Access

PEAK HR
1315 - 1415



Supermarket Access



R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph.88198947, Fax:88198949, Mob.0419-238019

Client : T.T.P.A.
Job No / Name : 3151 DARLINGHURST WOODWARDS
Day/Date : Friday 19th June 2010

Car Park

Time Per	CAR PARK Vehicles			TOTAL
	IN	OUT		
1600 - 1615	1	0		1
1615 - 1630	2	0		2
1630 - 1645	2	1		3
1645 - 1700	1	2		3
1700 - 1715	1	1		2
1715 - 1730	2	0		2
1730 - 1745	1	3		4
1745 - 1800	5	1		6
Period End	15	8		23

TOTAL
VOLUMES

Car Park
↑ 15
↓ 8

Street

Peak Per	CAR PARK Vehicles			TOTAL
	IN	OUT		
1600 - 1700	6	3		9
1615 - 1715	6	4		10
1630 - 1730	6	4		10
1645 - 1745	5	6		11
1700 - 1800	9	5		14

PEAK HR	9	5	14
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PEAK HOUR
1700 - 1800

Car Park
↑ 9
↓ 5

Street



R.O.A.R. DATA

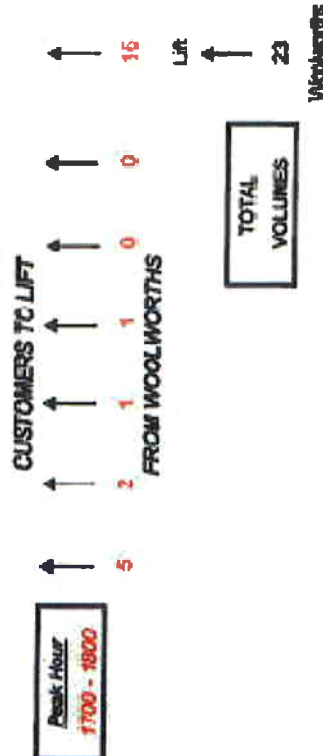
Reliable, Original & Authentic Results
Ph. 88185847, Fax 88185848, Mob. 0418-238018

Client : T.I.P.A.
Job No / Name : 3151 DARLINGHURST Woolworths
Day/Date : Friday 19th June 2010

Time Period	CUSTOMERS TO LIFT						Occupancy
	1	2	3	4	5	6	
1600 - 1615	0	1	0	0	0	0	2
1615 - 1630	2	0	0	0	0	0	2
1630 - 1645	2	0	0	0	0	0	2
1645 - 1700	1	0	0	0	0	0	1
1700 - 1715	0	0	0	1	0	0	4
1715 - 1730	1	1	0	0	0	0	3
1730 - 1745	1	0	0	0	0	0	1
1745 - 1800	3	1	1	0	0	0	8
Total Vehicles	10	3	1	1	0	0	23

Peak Hour	CUSTOMERS TO LIFT						Occupancy
	1	2	3	4	5	6	
1600 - 1700	5	1	0	0	0	0	7
1615 - 1715	5	0	0	1	0	0	9
1630 - 1730	4	1	0	1	0	0	10
1645 - 1745	3	1	0	1	0	0	9
1700 - 1800	5	2	1	1	0	0	16

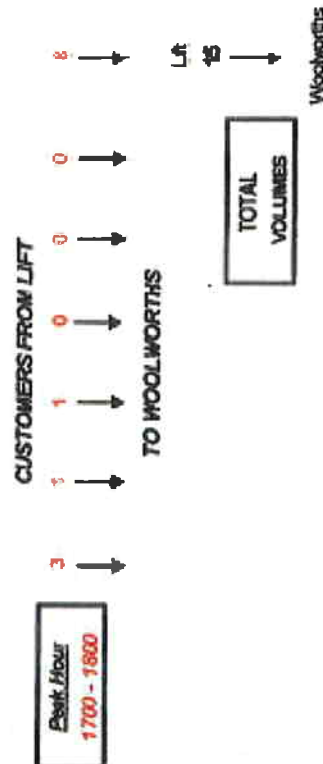
Peak Hour	5	2	1	1	0	0	16
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Time Period	CUSTOMERS FROM LIFT						Occupancy
	1	2	3	4	5	6	
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0
1630 - 1645	1	0	0	0	0	0	1
1645 - 1700	0	1	0	1	0	0	2
1700 - 1715	0	1	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	2	0	1	0	0	0	5
1745 - 1800	1	0	0	0	0	0	1
Total Vehicles	4	2	1	1	0	0	15

Peak Hour	CUSTOMERS FROM LIFT						Occupancy
	1	2	3	4	5	6	
1600 - 1700	1	1	0	1	0	0	7
1615 - 1715	1	2	0	1	0	0	9
1630 - 1730	1	2	0	1	0	0	9
1645 - 1745	2	2	1	1	0	0	13
1700 - 1800	3	1	1	0	0	0	8

Peak Hour	3	1	1	0	0	0	8
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R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph.88198947, Fax 88198948, Mob.0418-239119

Client : T.T.P.A.

Job No / Name : 3151 DARLINGHURST Woolworths

Day/Date : Friday 19th June 2010

WOOLWORTHS			
Door Counts			
Time Per	IN	OUT	TOTAL
1600 - 1615	40	42	82
1615 - 1630	43	41	84
1630 - 1645	47	36	83
1645 - 1700	47	43	90
1700 - 1715	51	34	85
1715 - 1730	64	77	141
1730 - 1745	65	48	113
1745 - 1800	59	54	113
Period End	416	375	791

**TOTAL
VOLUMES**

Woolworths

↑ 375
416 ↓

From Street

WOOLWORTHS			
Door Counts			
Peak Per	IN	OUT	TOTAL
1600 - 1700	177	142	339
1615 - 1715	188	154	342
1630 - 1730	209	190	399
1645 - 1745	227	202	429
1700 - 1800	239	213	452

**PEAK HOUR
1700 - 1800**

Woolworths

↑ 213
239 ↓

From Street

PEAK HR	239	213	452
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Combined

WOOLWORTHS			
Door Counts			
Time Per	IN	OUT	TOTAL
1600 - 1615	42	42	84
1615 - 1630	45	41	86
1630 - 1645	49	37	86
1645 - 1700	48	49	97
1700 - 1715	55	35	91
1715 - 1730	67	77	144
1730 - 1745	66	53	119
1745 - 1800	67	55	122
Period End	439	390	829

**TOTAL
VOLUMES**

Woolworths

↑ 390
439 ↓

Combined

WOOLWORTHS			
Door Counts			
Peak Per	IN	OUT	TOTAL
1600 - 1700	184	169	353
1615 - 1715	197	163	360
1630 - 1730	219	199	418
1645 - 1745	236	215	451
1700 - 1800	255	221	476

**PEAK HOUR
1700 - 1800**

Woolworths

↑ 221
255 ↓

Combined

PEAK HR	255	221	476
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R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph. 88198847, Fax 88198849, Mob. 0412-239019

Client : T.T.P.A.
Job No / Name : 3151 DARLINGHURST Woolworths
Day/Date : Friday 18th June 2010

Car Park

Time Per	CAR PARK Vehicles		TOTAL
	IN	OUT	
1200 - 1215	0	1	1
1215 - 1230	2	1	3
1230 - 1245	2	1	3
1245 - 1300	1	1	2
1300 - 1315	2	0	2
1315 - 1330	2	0	2
1330 - 1345	0	1	1
1345 - 1400	1	2	3
1400 - 1415	3	0	3
1415 - 1430	1	1	2
1430 - 1445	3	1	4
1445 - 1500	1	0	1
Period End	18	9	27

TOTAL
VOLUMES

Woolworths

↑ 9
18 ↓

From Street

Peak Per	CAR PARK Vehicles		TOTAL
	IN	OUT	
1200 - 1300	5	4	9
1215 - 1315	7	3	10
1230 - 1330	7	2	9
1245 - 1345	5	2	7
1300 - 1400	5	3	8
1315 - 1415	6	3	9
1330 - 1430	5	4	9
1345 - 1445	8	4	12
1400 - 1500	8	2	10

PEAK HOUR
1345 - 1445

Woolworths

↑ 4
8 ↓

From Street

PEAK HR	8	4	12
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R.O.A.R. DATA

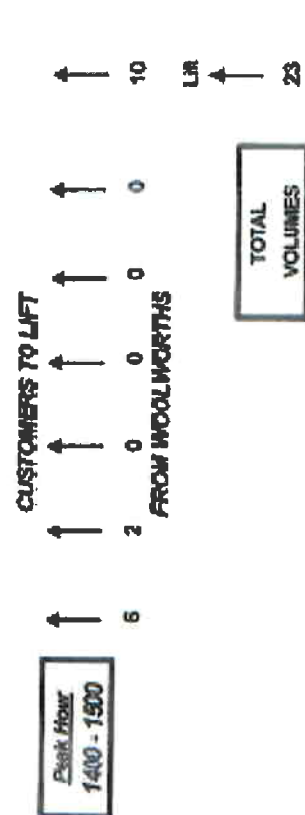
Reliable, Original & Authentic Results
Ph.88186847 Fax 88186848, Mob.0412-238619

Client : T.T.P.A
Job No / Name : 3151 DARLINGHURST Woolworths
Day/Date : Saturday 19th June 2010

Time Period	CUSTOMERS TO LIFT						CUSTOMERS FROM LIFT						Occupancy
	1	2	3	4	5	6	1	2	3	4	5	6	
1200 - 1215	0	0	0	0	0	0	1	0	0	0	0	0	1
1215 - 1230	2	0	0	0	0	0	1	0	0	0	0	0	1
1230 - 1245	2	0	0	0	0	0	1	0	0	0	0	0	1
1245 - 1300	1	0	0	0	0	0	0	1	0	0	0	0	2
1300 - 1315	1	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	1	2	0	0	0	0	1	1	0	0	0	0	3
1415 - 1430	1	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	3	0	0	0	0	0	1	0	0	0	0	0	1
1445 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicles	13	5	0	0	0	0	6	2	0	0	1	0	15

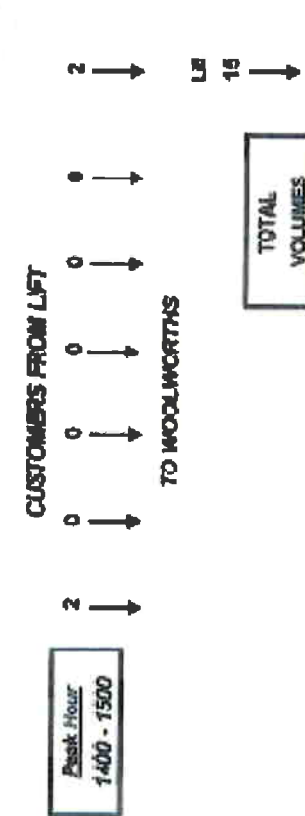
Peak Hour	CUSTOMERS TO LIFT						CUSTOMERS FROM LIFT						Occupancy
	1	2	3	4	5	6	1	2	3	4	5	6	
1200 - 1300	5	0	0	0	0	0	3	1	0	0	0	0	5
1215 - 1315	6	1	0	0	0	0	2	1	0	0	0	0	4
1230 - 1330	5	2	0	0	0	0	1	1	0	0	0	0	3
1245 - 1345	3	2	0	0	0	0	0	1	0	0	0	0	7
1300 - 1400	2	3	0	0	0	0	0	1	0	0	0	0	8
1315 - 1415	2	4	0	0	0	0	1	1	0	0	0	0	10
1330 - 1430	2	3	0	0	0	0	1	1	0	0	0	0	8
1345 - 1445	5	3	0	0	0	0	2	1	0	0	0	0	11
1400 - 1500	6	2	0	0	0	0	2	0	0	0	0	0	10

Peak Hour	6	2	0	0	0	0	2	0	0	0	0	0	2
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Peak Hour	CUSTOMERS TO LIFT						CUSTOMERS FROM LIFT						Occupancy
	1	2	3	4	5	6	1	2	3	4	5	6	
1200 - 1300	5	0	0	0	0	0	3	1	0	0	0	0	5
1215 - 1315	6	1	0	0	0	0	2	1	0	0	0	0	4
1230 - 1330	5	2	0	0	0	0	1	1	0	0	0	0	3
1245 - 1345	3	2	0	0	0	0	0	1	0	0	0	0	7
1300 - 1400	2	3	0	0	0	0	0	1	0	0	0	0	8
1315 - 1415	2	4	0	0	0	0	1	1	0	0	0	0	10
1330 - 1430	2	3	0	0	0	0	1	1	0	0	0	0	8
1345 - 1445	5	3	0	0	0	0	2	1	0	0	0	0	11
1400 - 1500	6	2	0	0	0	0	2	0	0	0	0	0	10

Peak Hour	6	2	0	0	0	0	2	0	0	0	0	0	2
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R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph. 88136247, Fax 88198948, Mob. 0413-235019

Client : T.T.P..A
Job No / Name : 3151 DARLINGHURST Woolworths
Day/Date : Friday 18th June 2010

WOOLWORTHS			
Door Counts		TOTAL	
Time Per	IN	OUT	TOTAL
1200 - 1215	68	54	122
1215 - 1230	39	53	91
1230 - 1245	52	40	92
1245 - 1300	27	36	63
1300 - 1315	54	42	96
1315 - 1330	64	45	109
1330 - 1345	37	55	92
1345 - 1400	36	33	71
1400 - 1415	52	30	82
1415 - 1430	55	54	109
1430 - 1445	60	66	126
1445 - 1500	59	43	102
Period End	605	550	1155

TOTAL VOLUMES	
↑	550
↓	805
From Street	

WOOLWORTHS			
Door Counts		TOTAL	
Peak Per	IN	OUT	TOTAL
1200 - 1300	186	182	368
1215 - 1315	172	170	342
1230 - 1330	197	163	360
1245 - 1345	182	178	360
1300 - 1400	193	175	368
1315 - 1415	191	163	354
1330 - 1430	182	172	354
1345 - 1445	205	183	388
1400 - 1500	226	193	419

PEAK HOUR	
1400 - 1500	
↑	193
↓	226
From Street	

PEAK HR	226	193	419
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Combined

WOOLWORTHS			
Door Counts		TOTAL	
Time Per	IN	OUT	TOTAL
1200 - 1215	68	54	122
1215 - 1230	41	52	93
1230 - 1245	54	40	94
1245 - 1300	28	36	64
1300 - 1315	57	42	99
1315 - 1330	67	45	112
1330 - 1345	37	55	92
1345 - 1400	40	33	73
1400 - 1415	57	30	87
1415 - 1430	56	54	110
1430 - 1445	63	66	129
1445 - 1500	60	43	103
Period End	628	550	1178

TOTAL VOLUMES	
↑	550
↓	628
Combined	

WOOLWORTHS			
Door Counts		TOTAL	
Peak Per	IN	OUT	TOTAL
1200 - 1300	191	162	373
1215 - 1315	190	170	350
1230 - 1330	206	153	369
1245 - 1345	189	176	367
1300 - 1400	201	175	376
1315 - 1415	201	153	364
1330 - 1430	190	172	362
1345 - 1445	216	193	399
1400 - 1500	236	193	429

PEAK HOUR	
1400 - 1500	
↑	193
↓	236
Combined	

PEAK HR	236	193	429
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