VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ACN 071 762 537 ABN 88 071 762 537

15 February 2011
Ref 10088

Canterbury City Council
137 Beamish Street
CAMPSIE NSW 2194

Attn: Mr Allan Shooter

Dear Allan,

PROPOSED MIXED USE DEVELOPMENT
172-186 THE BOULEVARDE, PUNCHBOWL
(FOR PUNCHBOWL RSL CLUB SITE)

I refer to Council's letter dated 15 October 2010 and the subsequent letter from the Roads and Traffic Authority's *Sydney Regional Development Advisory Committee* dated 11 October 2010 requesting additional traffic modelling be undertaken at the following intersections:

- Punchbowl Road/The Boulevarde
- Punchbowl Road/South Terrace/Rossmore Avenue
- The Boulevarde/Arthur Street, and
- King Georges Road/The Boulevarde.

Following discussions with the RTA's Mr James Hall, it was agreed that the traffic modelling could be undertaken using the SCATES capacity analysis program for coordinated traffic signals.

The results of the traffic modelling are summarised in the tables below.

Punchbowl Road & South Terrace				
	Existing		Proposed	
	AM	PM	AM	PM
LOS	B	B	B	B
D/S	0.63	0.72	0.63	0.71
AVD	22.3	19.9	24.6	23.0

Punchbowl Road & Rossmore Avenue				
	Existing		Proposed	
	AM	PM	AM	PM
LOS	A	A	A	A
D/S	0.0	0.0	0.0	0.0
AVD	3.6	3.6	3.6	3.6

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089
Ph: 9904 3224 Fax: 9904 3228, Email: varga@vtp.net.au

Punchbowl Road & The Boulevarde				
	Existing		Proposed	
	AM	PM	AM	PM
LOS	D	C	D	D
D/S	0.90	0.85	0.92	0.91
AVD	42.9	33.4	50.5	44.6

The Boulevarde & Arthur Street				
	Existing		Proposed	
	AM	PM	AM	PM
LOS	A	A	A	A
D/S	0.43	0.46	0.48	0.51
AVD	17.2	13.0	19.5	13.8

Punchbowl Road & King Georges Road				
	Existing		Proposed	
	AM	PM	AM	PM
LOS	D	D	D	D
D/S	0.96	0.97	0.98	1.00
AVD	42.6	42.8	47.7	51.3

LOS - Level of Service; D/S - Degree of Saturation; AVD - Average Vehicle Delays

The analysis reveals that each of the intersections will continue to operate at much the same *Level of Service*, with minimal changes in total average vehicle delays.

In particular, it is noted that the proposed development will not have any adverse traffic implications on the performance of the coordinated traffic signal system that operates on this section of Punchbowl Road.

Electronic copies of the input/output data used in this SCATES analysis can be forwarded by email upon request.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

Robert Varga
Director
Varga Traffic Planning Pty Ltd

Rezoning Application
Proposed Mixed-Use Development

1 The Broadway, Punchbowl

TRAFFIC AND PARKING ASSESSMENT REPORT

21 October 2010

Ref 10088

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, Email: varga@vtp.net.au

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This report has been prepared to accompany a Rezoning Application to Canterbury City Council for a proposal to establish a mixed-use residential and retail development to be located at 1 The Broadway, Punchbowl (Figures 1 and 2).

The proposed development will involve the rezoning of the site and the consequent demolition of the existing club building and dwelling houses on the site to facilitate the construction of a new mixed-use residential and retail development, with carparking to be provided in two new separate (ie. residential and non-residential) carparking areas, in accordance with Council's requirements.

Included in this Application is a proposal to construct a new 6.0m wide, two-way road, which is to connect Matthews Street and The Broadway. The new road reserve is to be located along the northern property boundary of No.28 Matthews Street and the Uniting Church in The Broadway, and will occupy part of the subject site.

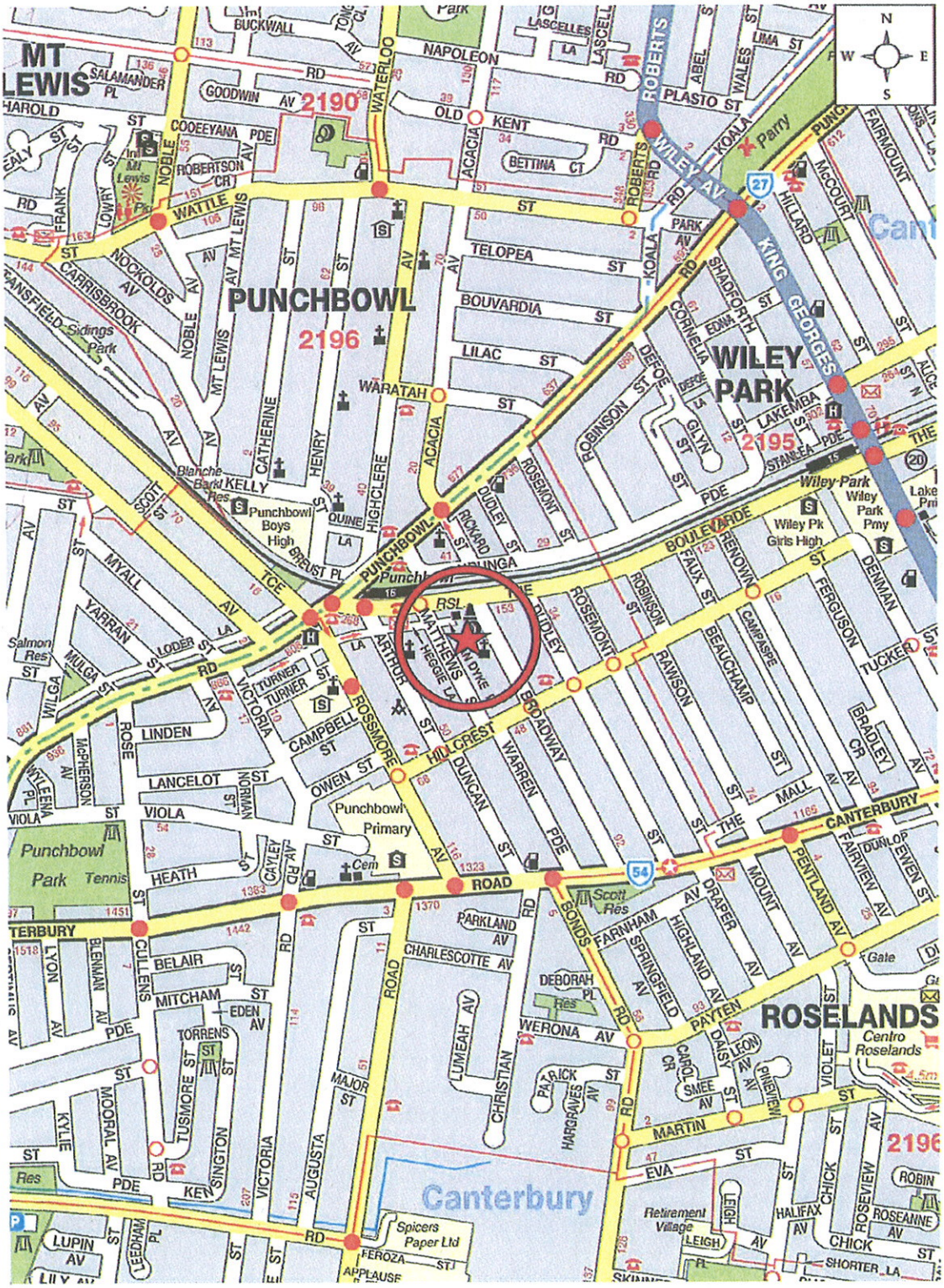
Following discussions with Council the traffic assessment includes the traffic volumes expected to be generated by the mosque and school development proposed at No. 25-33 Matthews Street, using traffic volume data contained in the school/mosque traffic report.

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 development proposal
- 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 development proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the geometric design features of the proposed carparking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street carparking provided on the site.



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Transport, Traffic and Parking Consultants

LOCATION

FIGURE 1


N
W
E
S
HIGHCLERE AVE
ACACIA AVE
RD
DUDLEY ST
ROSEMONT ST
PUNCHBOWL
RICKARD ST
URUNGA PDE
URUNGA PDE
PUNCHBOWL RAILWAY STATION
THE BOULEVARDE
THE BOULEVARDE
TURNER
LA
MATTHEWS
SAYOUR
PL
Proposed New Road
BROADWAY
DUDLEY ST
ARTHUR ST
ST
ROSSMORE
HILLCREST ST
OWEN ST
AVE
HILLCREST ST
DUNCAN ST
WARREN PDE
BROADWAY
Road Closure
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

The subject site is located on the south-western corner of The Boulevarde and The Broadway, with a secondary frontage to Matthews Street. The site has street frontages approximately 42m, 115m and 76m in length to The Boulevarde, The Broadway and Matthews Street respectively. The site occupies an area of approximately 9344m^2.

The subject site was previously occupied by the *Punchbowl & District Returned Servicemen and Ex-Servicemen Social Club*. The club consisted of the main building (with an estimated licensed floor area of 1,200m^2), a single bowling green and an outdoor carparking area with vehicular access via Matthews Street. Also on the site are two dwelling houses located at No's 18 and 20 Matthews Street.

Proposed Development

The proposed development will involve the demolition of the existing club and dwelling houses on the site to facilitate the construction of a new mixed-use residential and retail development.

A total of 125 residential apartments are proposed in the new building as follows:

2 bedroom apartments:	107
3 bedroom apartments:	18
TOTAL APARTMENTS:	**125**

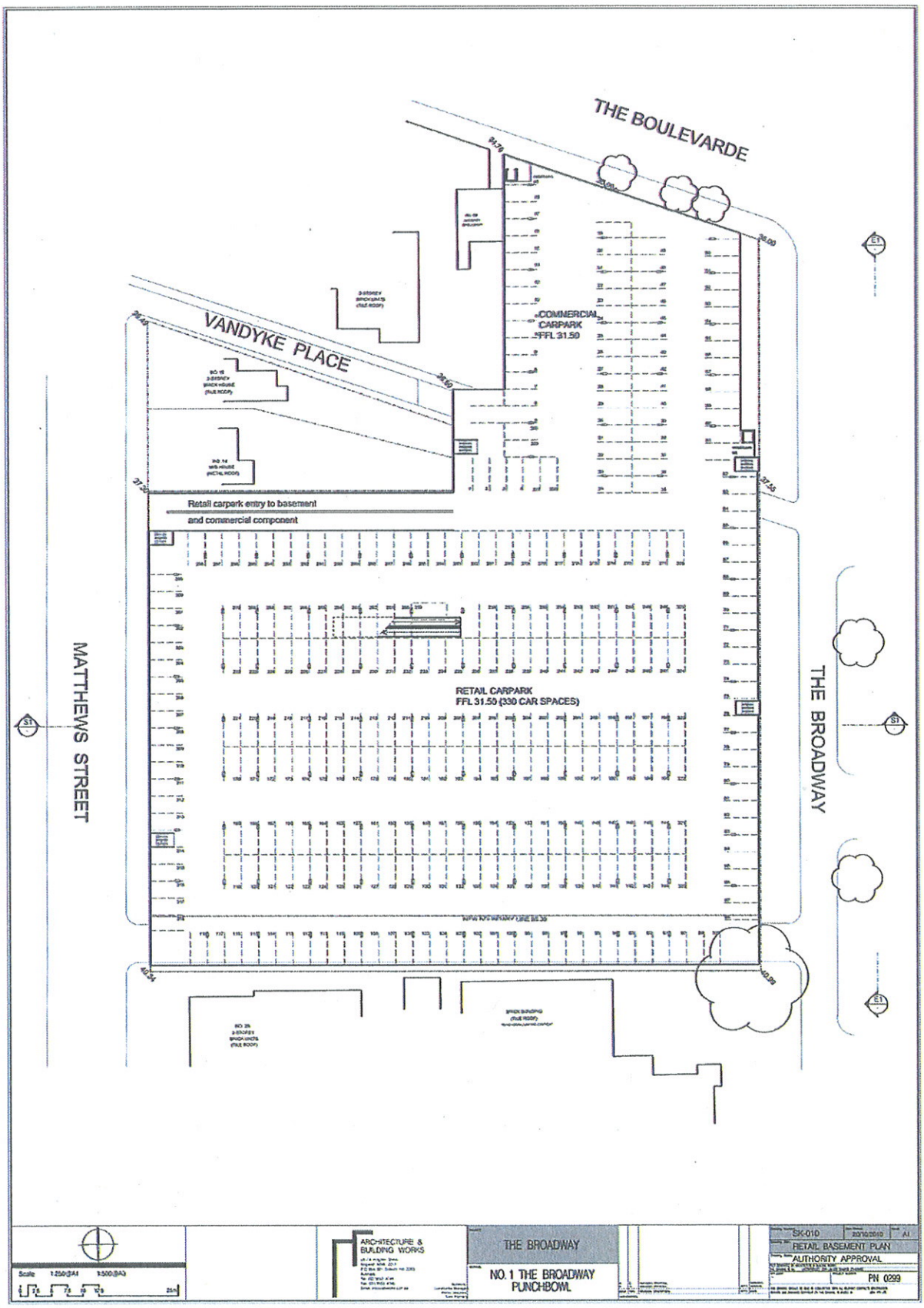
The retail component is located on the ground floor level and comprises a 4,000m^2 supermarket and 2,580m^2 of specialty stores. The commercial/retail component of the development also makes provision for a number of small cafes (with a cumulative floor area of 230m^2) which are to be located along The Broadway frontage of the site, a medical practice with 5 consulting rooms and a restaurant with a floor area of 300m^2. The restaurant also makes provision for an ancillary play gym with a floor area of 200m^2 which will be used by used by the children of parents attending the restaurant.

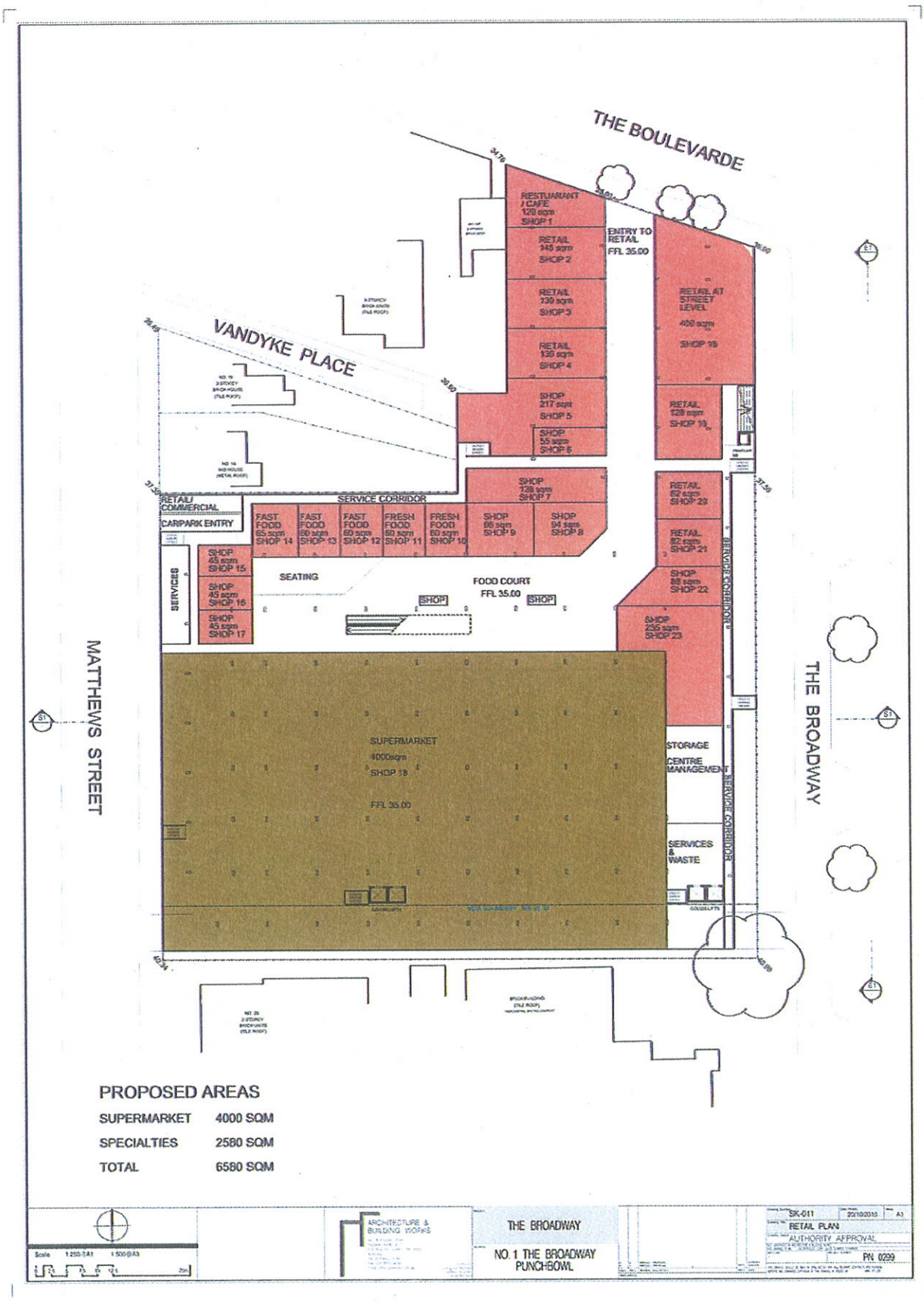
Off-street carparking is proposed for a total of 520 cars in two new separate residential and non-residential carparking areas, generally in accordance with Council's requirements. The retail/commercial centre carparking area is to comprise 330 spaces, with vehicular access to be provided via a new entry/exit driveway located at the northern end of the Matthews Street site frontage. The remaining 190 spaces are to be located in the residential carparking area which is to be located above the retail level. Vehicular access to the resident carparking area is to be provided via a new entry/exit driveway off The Broadway and Van Dyke Place.

Loading/servicing for the component is to be undertaken by a variety of commercial vehicles up to and including semi-trailers. Entry to the loading dock is to be provided via a left-turn only from The Broadway, with exit to Matthews Street also via a left-turn. The loading dock will have the capacity to accommodate several trucks and light commercial vehicles simultaneously.

Plans of the proposed development have been prepared by *Architecture & Building Works* and are reproduced in the following pages.

Also reproduced in the following pages are swept turning path diagrams illustrating a 19m long semi-trailer entering the proposed loading dock from The Broadway, and exiting the proposed loading dock into Matthews Street.


THE BOULEVARDE
VANDYKE PLACE
COMMERCIAL CARPARK FFL 31.50
Retail carpark entry to basement and commercial component
RETAIL CARPARK FFL 31.50 (330 CAR SPACES)
MATTHEWS STREET
THE BROADWAY
ARCHITECTURE & BUILDING WORKS
THE BROADWAY
NO.1 THE BROADWAY PUNCHBOWL
SK-010
RETAIL BASEMENT PLAN
AUTHORITY APPROVAL
PN 0299



PROPOSED AREAS

SUPERMARKET	4000 SQM
SPECIALTIES	2580 SQM
TOTAL	6580 SQM

ARCHITECTURE & BUILDING WORKS

THE BROADWAY

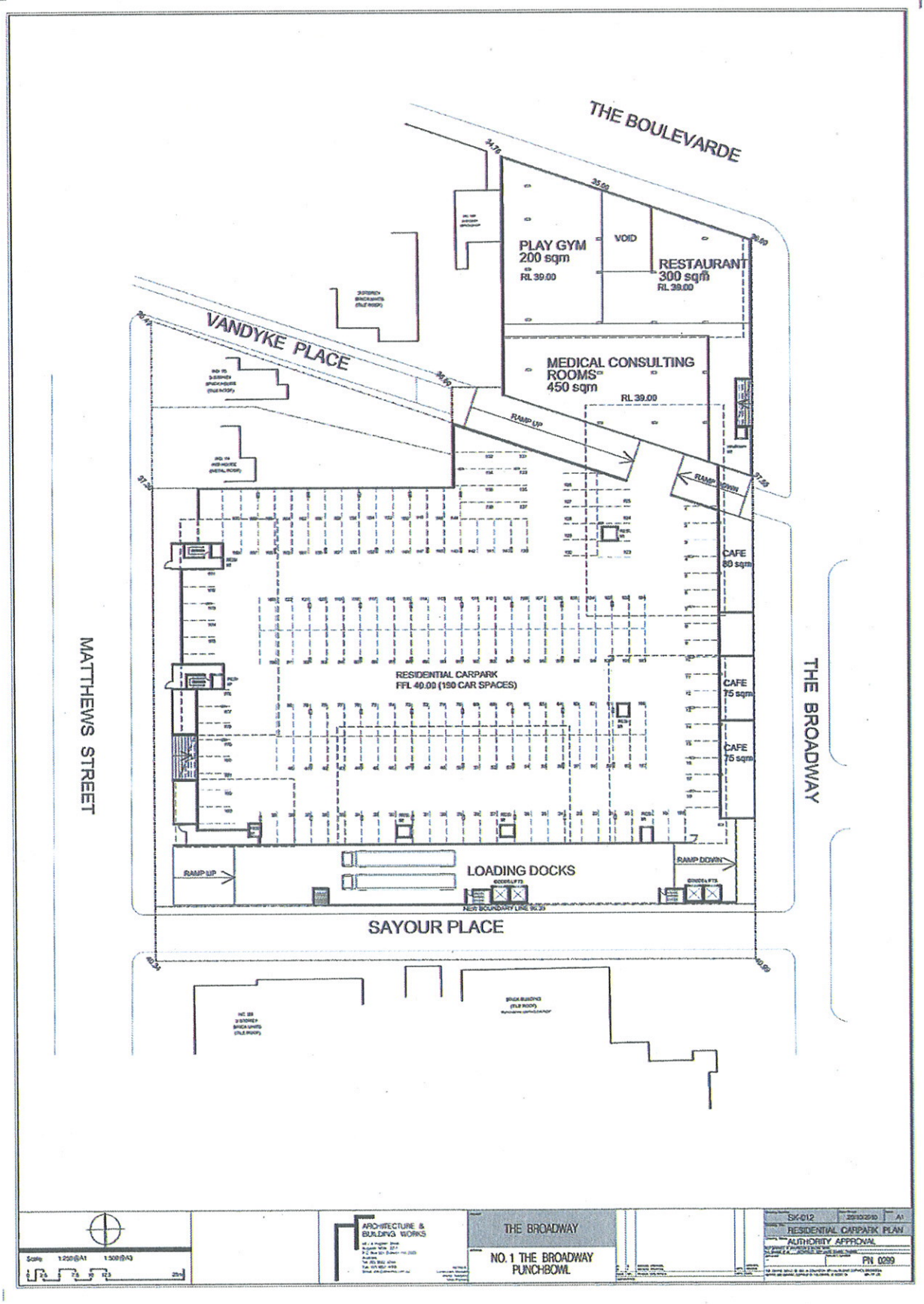
NO. 1 THE BROADWAY PUNCHBOWL

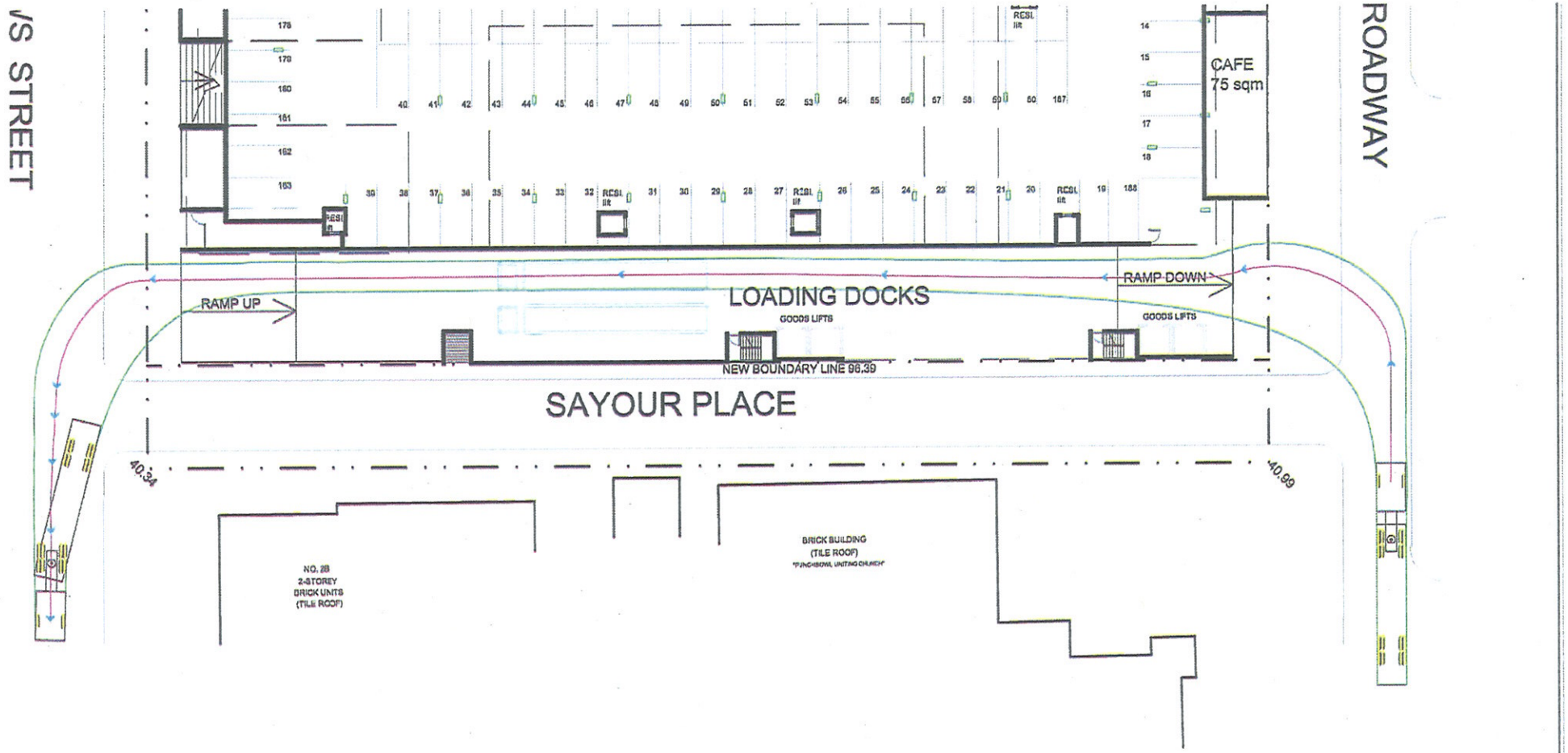
SK-011 20/10/2010 A1

RETAIL PLAN

AUTHORITY APPROVAL

PN 0299


THE BOULEVARDE
VANDYKE PLACE
PLAY GYM
200 sqm
RL 39.00
VOID
RESTAURANT
300 sqm
RL 39.00
MEDICAL CONSULTING
ROOMS
450 sqm
RL 39.00
RAMP UP
RAMP DOWN
CAFE
80 sqm
CAFE
75 sqm
CAFE
75 sqm
RESIDENTIAL CARPARK
FFL 40.00 (150 CAR SPACES)
LOADING DOCKS
RAMP UP
RAMP DOWN
NEW BOUNDARY LINE 90.39
SAYOUR PLACE
MATTHEWS STREET
THE BROADWAY
ARCHITECTURE & BUILDING WORKS
THE BROADWAY
NO. 1 THE BROADWAY
PUNCHBOWL
SK-012
RESIDENTIAL CARPARK PLAN
AUTHORITY APPROVAL
PN 0299



Scale: 1:250@A1 1:500@A3

0 2.5 5 7.5 10 12.5 25m

AUTHORITY APPROVAL

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

Punchbowl Road is classified by the RTA as a *State Road* and provides a key north-south road link in the area, linking Canterbury Road and Georges River 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.

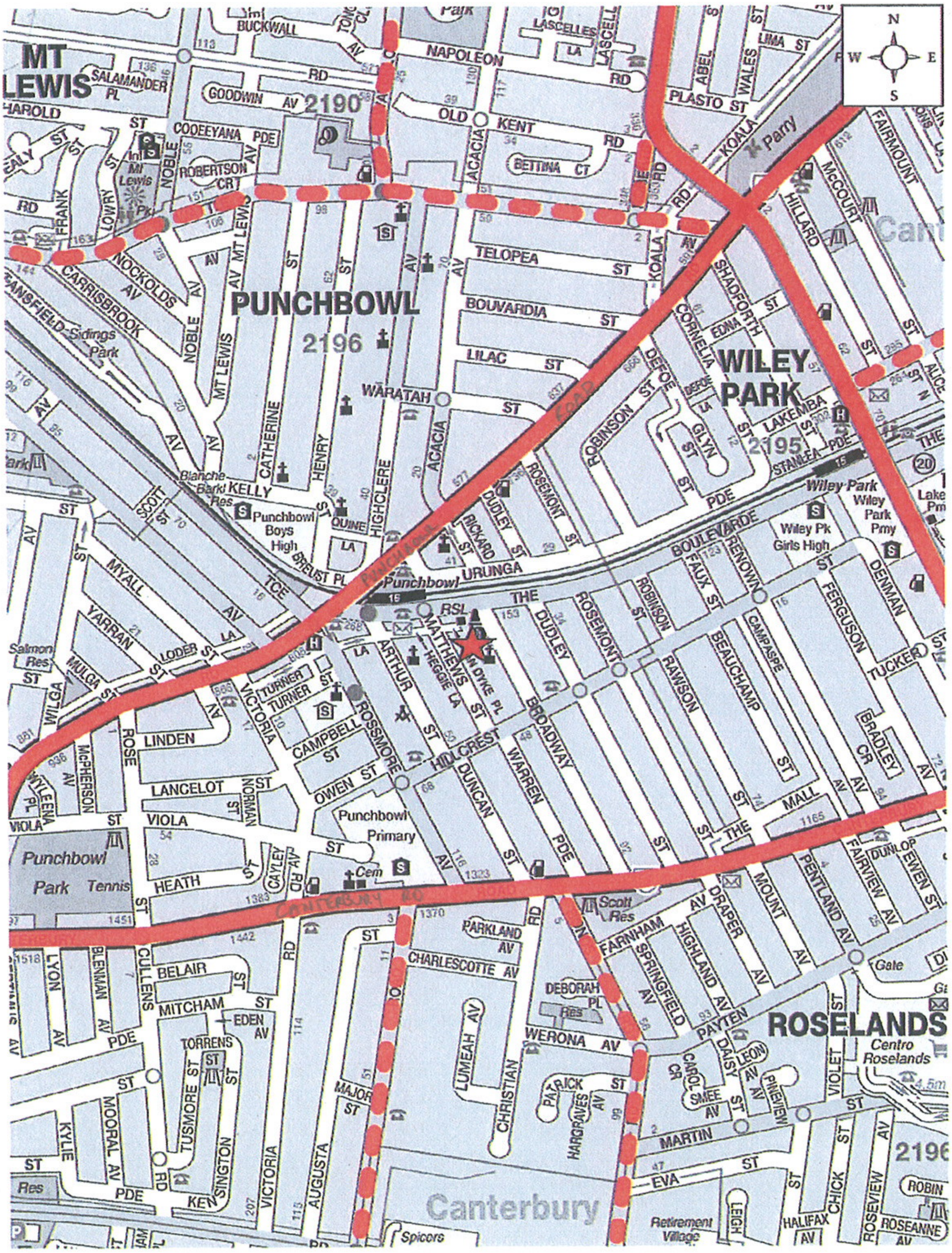
Canterbury Road is also classified by the RTA as a *State Road* and provides a key east-west road link in the area, linking Milperra Road to Old Canterbury Road. It also typically carries two traffic lanes in each direction in the vicinity of the site. Kerbside parking is not permitted along either side of the road.

The Boulevarde, The Broadway and Matthews Street 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 all three roads. The Boulevarde also performs the function of a *collector route*, providing a link between local streets and the classified RTA road network.

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 60 km/h SPEED LIMIT which applies to Punchbowl Road
- a 50 km/h SPEED LIMIT which applies to The Boulevarde, The Broadway and Matthews Street and all other local roads in the area
- TRAFFIC SIGNALS in The Boulevarde where it intersects with Punchbowl Road and also Arthur Street



Key:

State Road

Regional Road

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ROAD HIERARCHY

FIGURE 3


N
W
E
S
HIGHCLERE AVE
ACACIA AVE
only
only
RD
PUNCHBOWL
RICHARD ST
DUDLEY ST
ROSEMONT ST
URUNGA PDE
URUNGA PDE
THE BOULEVARDE
PUNCHBOWL RAILWAY STATION
50
THE BOULEVARDE
TURNER
LA
MATTHEWS
SAYOUR PL
Proposed New Road
BROADWAY
DUDLEY ST
50
ST
ASTHUR ST
HILLCREST ST
BROADWAY
ROSSMORE AVE
OWEN ST
AVE
HILLCREST ST
DUNCAN ST
WARREN PDE
Key:
Give Way Sign
One-Way
Traffic Signal
Speed Hump
School Zone
50 Speed Limit
Roundabout
Pedestrian Crossing
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

- a ROUNDABOUT in The Boulevarde where it intersects with Matthews 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 The Boulevarde where it intersects with The Broadway and also Matthews Street. The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- two-way traffic flows in The Boulevarde along the site frontage are typically in the order of 750 vehicles per hour (vph) during the *morning* peak period, increasing to 1,050 vph during the *afternoon* peak period

- two-way traffic flows in The Broadway past the site frontage are lower, typically in the order of 160-180 vph during peak periods

- two-way traffic flows in Matthews Street are typically in the order of 150-190 vph during peak periods.

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal is provided by reference to the 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:

Shopping Centres (vehicle trips per 1,000m^2)

V(P) = 155 A(SM) + 46 A(SS) + 22 A (OM)

where A(SM) = Supermarket, A(SS) = Specialty Shops, and A (OM) = Medical Centres & Offices

High Density Residential Flat Buildings in Sub-Regional Centres

0.29 peak hour vehicle trips/dwelling

Restaurants

5.0 peak hour vehicle trips/100m^2 GFA

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 traffic generation rates to the residential and retail components of the development proposal yields a traffic generation potential of approximately 810 vehicle trips per hour during commuter peak periods as set out below:

Projected Future Traffic Generation Potential

Residential Apartments (125 Apartments):	36.2 peak hour vehicle trips
Supermarket, Specialty, Medical Practice & Cafes (7,260m^2):	759.2 peak hour vehicle trips
Restaurant (300m^2):	15.0 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	**810.4 peak hour vehicle trips**

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 the peak period traffic generation potential of the site which is expected to occur as a consequence of the development proposal.

Application of the traffic generation rates nominated in the RTA *Guidelines* to the former Club and dwelling houses on the site yields a traffic generation potential of approximately 122 peak hour vehicle trips.

Accordingly, it is likely that the proposed development will result in an *increase* in the traffic generation potential the site of approximately 688 vph during commuter peak periods, as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the Site as a consequence of the development proposal

Projected Future Traffic Generation Potential:	810 vehicle trips
Existing Traffic Generation Potential:	-122 vehicle trips
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	**688 vehicle trips**

Notwithstanding, it is noted that the site is *underutilised* at present and, for the purposes of this assessment, it has been assumed that *all* of the projected future traffic flows of 688 peak hour vehicle trips will be new or *additional* to the existing traffic flows currently using the adjacent road network.

That projected increase in traffic activity as a consequence of the development proposal will not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated by the following section of this report.

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 INTANAL program which is widely used by the RTA and many LGA's for this purpose. Criteria for evaluating the results of INTANAL analysis are reproduced in the following pages.

As noted in the foregoing, this assessment includes the traffic expected to be generated by the Mosque and school proposed at No. 25-33 Matthews Street, using the traffic volume data contained in the school/Mosque traffic report.

At this stage, it is not known whether the vehicular access driveway to the residential carparking area proposed via Van Dyke Place will be available for use when the development is completed, as the use of Van Dyke Place will be subject to negotiations with adjoining land

owners. The capacity analysis therefore provides an assessment of 2 access options for the residential carparking area, as follows:

- initially, access via The Broadway only, and

- ultimately, access via both Van Dyke Place and The Broadway.

The results of the INTANAL analysis of The Boulevarde & The Broadway intersection are summarised on Table 3.1 below, revealing that:

- the Boulevarde & The Broadway intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of 3 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, The Boulevarde & The Broadway intersection is expected to operate at *Level of Service "A"* during the morning peak period, and *Level of Service "B"* during the afternoon peak period, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the INTANAL analysis of The Boulevarde & Matthews Street intersection are summarised on Table 3.2 below, revealing that:

- the Boulevarde & Matthews Street intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of 3 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, The Boulevarde & Matthews Street intersection is expected to operate at *Level of Service "A"* during the morning peak period, and *Level of Service "B"* during the afternoon peak period, with increases in average vehicle delays of between 1-4 seconds/vehicle.

In particular, the analysis shows that The Boulevarde/Matthews Street intersection will continue to operate satisfactorily under roundabout control, and that the installation of traffic signals will not be required to accommodate the additional traffic volumes.

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 INTANAL ANALYSIS OF THE BOULEVARDE & THE BROADWAY

Key Indicators		Existing Traffic Demand		Projected Development Traffic Demand (Residential Access via Broadway & Van Dyke Pl)		Projected Development Traffic Demand (Residential Access via Broadway Only)	
		AM	PM	AM	PM	AM	PM
Level of Service		A	A	A	B	A	B
Degree of Saturation		0.19	0.25	0.23	0.31	0.23	0.32
Average Vehicle Delay (secs/veh)							
The Boulevarde (west)	T	0.5	0.7	0.7	0.7	0.7	0.8
	R	4.8	5.6	5.0	6.1	5.0	6.1
The Broadway (south)	L	5.9	8.7	6.5	10.3	6.6	10.4
	R	8.5	12.4	9.6	15.2	9.7	15.3
The Boulevarde (east)	L	2.9	2.9	2.9	2.9	2.9	2.9
	T	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL AVERAGE VEHICLE DELAY		**2.4**	**2.7**	**2.9**	**2.9**	**3.1**	**3.0**
		BOU_BROX		BOU_BROP2		BOU_BROP3	

TABLE 3.2 - RESULTS OF INTANAL ANALYSIS OF THE BOULEVARDE & MATTHEWS ST

Key Indicators		Existing Traffic Demand		Projected Development Traffic Demand (Residential Access via Broadway & Van Dyke Pl)		Projected Development Traffic Demand (Residential Access via Broadway Only)	
		AM	PM	AM	PM	AM	PM
Level of Service		A	A	A	B	A	B
Degree of Saturation		0.26	0.40	0.30	0.56	0.31	0.56
Average Vehicle Delay (secs/veh)							
The Boulevarde (west)	T	2.4	2.6	2.9	4.0	2.9	4.0
	R	4.3	4.6	4.9	5.9	4.9	5.9
Matthews Street (south)	L	5.9	6.7	6.2	12.3	6.3	12.3
	R	8.6	9.5	9.0	15.0	9.0	15.1
The Boulevarde (east)	L	1.9	2.3	2.9	5.3	2.9	5.1
	T	2.7	3.1	3.7	6.1	3.7	5.9
TOTAL AVERAGE VEHICLE DELAY		**3.0**	**3.3**	**4.1**	**7.0**	**4.1**	**7.0**
		BOU_MATX		BOU_MATP2		BOU_MATP3	

Criteria for Interpreting Results of Intanal 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 illustrated on Figure 5 and comprise:

- 2 HOUR PARKING restrictions along both sides of The Boulevarde, in between the site and Matthews Street

- ½ HOUR PARKING restrictions along both sides of The Boulevarde, west of Matthews Street

- 1 HOUR PARKING restrictions along both sides of Matthews Street, in between The Boulevarde and Turner Lane

- generally UNRESTRICTED kerbside parking in The Broadway, Matthew Street and throughout the local area, including the commuter carpark located on the northern side of The Boulevarde.

Off-Street Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in Council's *Development Control Plan No. 20 – Car Parking* document in the following terms:

Multiple Unit Development

2 Bedroom Apartment:	1.2 spaces per unit (the 0.2 space is to remain common property)
3 Bedroom Apartment:	2.0 spaces per units

Restaurant:

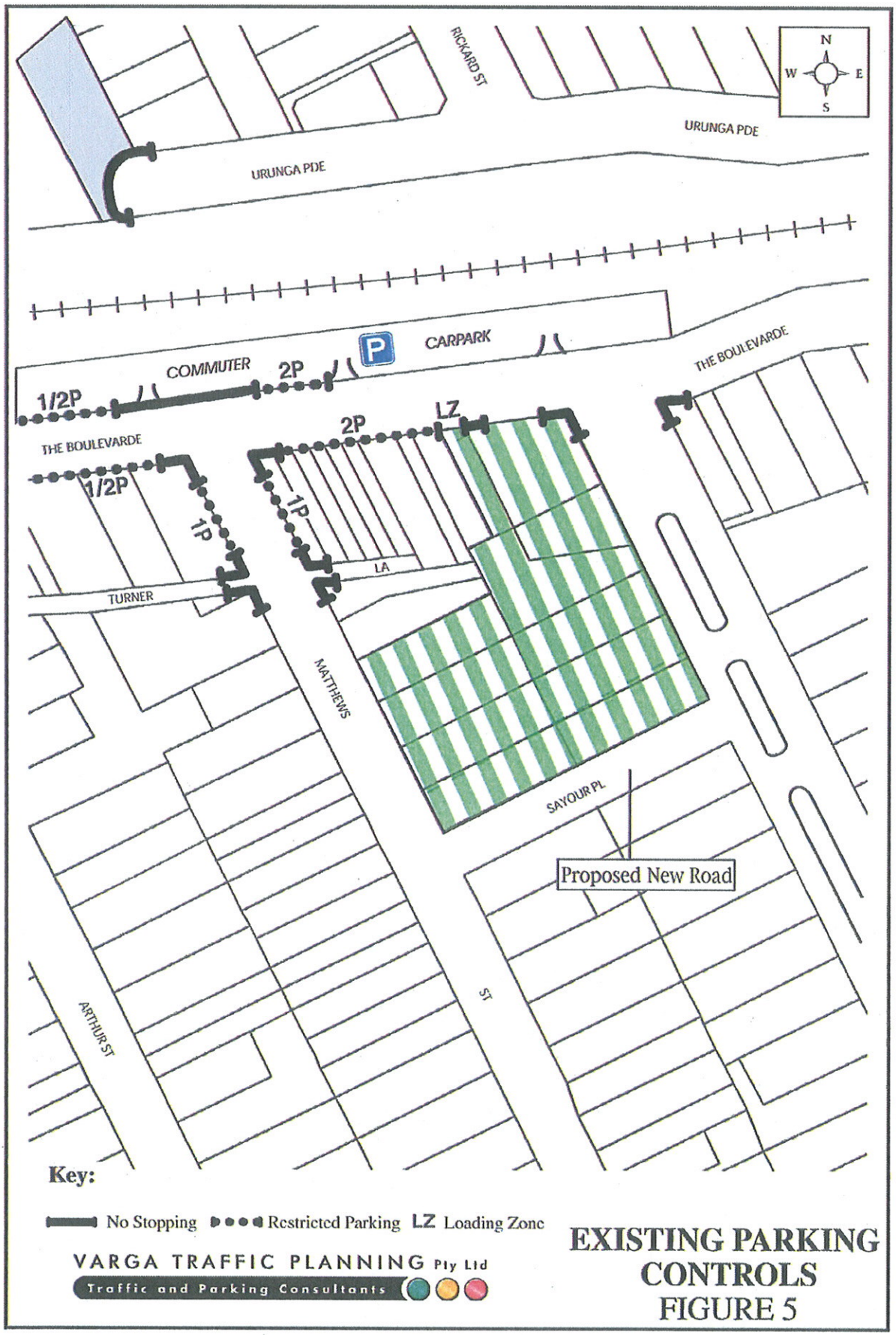
$120m^2$ - $1,000m^2$ to be considered based on merits, as a guide, 1 space per $30m^2$ is required

Shops

1 space per $22m^2$ (> $1,000m^2$)

Health Consulting Rooms

2 spaces per health consulting room


RICKARD ST
URUNGA PDE
URUNGA PDE
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W
E
S
CARPARK
COMMUTER
2P
1/2P
THE BOULEVARDE
THE BOULEVARDE
2P
LZ
1/2P
1P
1P
LA
TURNER
MATTHEWS
SAYOUR PL
Proposed New Road
ARTHUR ST
ST
Key:
No Stopping
Restricted Parking
LZ Loading Zone
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING CONTROLS
FIGURE 5

Application of the above parking requirements to the retail/commercial components of the development proposal an off-street parking requirement of 330 parking spaces as set out below:

Retail – Supermarket, Specialty & Cafes (6,810m^2):	309.5 spaces
Restaurant (300m^2):	10.0 spaces
Medical Practice (5 Consulting Rooms):	10.0 spaces
TOTAL:	**329.5 spaces**

The proposed development makes provision for a total of 330 off-street carparking spaces in the commercial/retail carparking area, thereby satisfying Council's parking code requirements.

Application of the above parking requirements to the residential component of the development proposal yields an off-street carparking requirement of 164 carparking spaces comprising 143 spaces for the residential apartments plus a further 21 spaces for visitor carparking (ie. on common property).

Accordingly, the proposed provision of 190 carparking spaces in the residential carparking area satisfies Council's parking code requirements.

In the circumstances, the proposed provision of a total of 520 parking spaces will satisfy Council's parking code requirements, 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 : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

PEDS	WEST	SOUTH	EAST	
Time Per	The Boulevarde	Matthews St	The Boulevarde	TOT
0630 - 0645	1	2	3	6
0645 - 0700	2	1	2	5
0700 - 0715	3	2	3	8
0715 - 0730	3	3	2	8
0730 - 0745	4	2	3	9
0745 - 0800	5	3	3	11
0800 - 0815	2	3	5	10
0815 - 0830	10	7	6	23
0830 - 0845	5	8	5	18
0845 - 0900	8	5	3	16
0900 - 0915	11	14	5	30
0915 - 0930	3	5	3	11
Per End	57	55	43	155

PEDS	WEST	SOUTH	EAST	
Peak Per	The Boulevarde	Matthews St	The Boulevarde	TOT
0630 - 0730	9	8	10	27
0645 - 0745	12	8	10	30
0700 - 0800	15	10	11	36
0715 - 0815	14	11	13	38
0730 - 0830	21	15	17	53
0745 - 0845	22	21	19	62
0800 - 0900	25	23	19	67
0815 - 0915	34	34	19	87
0830 - 0930	27	32	16	75
PEAK HR	27	32	16	75

Lights	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	66	6	11	2	1	48	134
0645 - 0700	59	1	10	2	4	43	119
0700 - 0715	73	10	14	2	1	34	134
0715 - 0730	64	5	10	2	0	58	139
0730 - 0745	61	1	15	0	1	64	142
0745 - 0800	75	0	21	5	1	67	169
0800 - 0815	90	3	34	5	4	99	235
0815 - 0830	64	7	20	4	4	80	179
0830 - 0845	78	6	22	2	5	115	228
0845 - 0900	62	8	26	4	5	98	203
0900 - 0915	77	9	15	3	4	87	195
0915 - 0930	85	8	20	2	6	104	225
Per End	854	64	218	33	36	897	2102

Heavies	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	2	0	0	0	0	2	4
0645 - 0700	1	0	0	0	0	2	3
0700 - 0715	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	2	2
0730 - 0745	2	0	0	0	0	0	2
0745 - 0800	0	0	0	0	1	2	3
0800 - 0815	2	0	0	0	0	0	2
0815 - 0830	2	0	0	0	0	2	4
0830 - 0845	1	0	0	0	0	2	3
0845 - 0900	2	0	0	0	0	2	4
0900 - 0915	2	0	0	0	0	0	2
0915 - 0930	0	0	0	0	0	2	2
Per End	15	0	0	0	1	16	32

Combined	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	68	6	11	2	1	50	138
0645 - 0700	60	1	10	2	4	45	122
0700 - 0715	74	10	14	2	1	34	135
0715 - 0730	64	5	10	2	0	60	141
0730 - 0745	63	1	15	0	1	64	144
0745 - 0800	75	0	21	5	2	69	172
0800 - 0815	92	3	34	5	4	99	237
0815 - 0830	66	7	20	4	4	82	183
0830 - 0845	79	6	22	2	5	117	231
0845 - 0900	64	8	26	4	5	100	207
0900 - 0915	79	9	15	3	4	87	197
0915 - 0930	85	8	20	2	6	106	227
Per End	869	64	218	33	37	913	2134

Lights	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	262	22	45	8	6	183	526
0645 - 0745	257	17	49	6	6	199	534
0700 - 0800	273	16	60	9	3	223	584
0715 - 0815	290	9	80	12	6	288	685
0730 - 0830	290	11	90	14	10	310	725
0745 - 0845	307	16	97	16	14	361	811
0800 - 0900	294	24	102	15	18	392	845
0815 - 0915	281	30	83	13	18	380	805
0830 - 0930	302	31	83	11	20	404	851
PEAK HR	302	31	83	11	20	404	851

Heavies	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	4	0	0	0	0	6	10
0645 - 0745	4	0	0	0	0	4	8
0700 - 0800	3	0	0	0	1	4	8
0715 - 0815	4	0	0	0	1	4	9
0730 - 0830	6	0	0	0	1	4	11
0745 - 0845	5	0	0	0	1	6	12
0800 - 0900	7	0	0	0	0	6	13
0815 - 0915	7	0	0	0	0	6	13
0830 - 0930	5	0	0	0	0	6	11
PEAK HR	5	0	0	0	0	6	11

Combined	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	266	22	45	8	6	189	536
0645 - 0745	261	17	49	6	6	203	542
0700 - 0800	276	16	60	9	4	227	592
0715 - 0815	294	9	80	12	7	292	694
0730 - 0830	296	11	90	14	11	314	736
0745 - 0845	312	16	97	16	15	367	823
0800 - 0900	301	24	102	15	18	398	858
0815 - 0915	288	30	83	13	18	386	818
0830 - 0930	307	31	83	11	20	410	862
PEAK HR	307	31	83	11	20	410	862

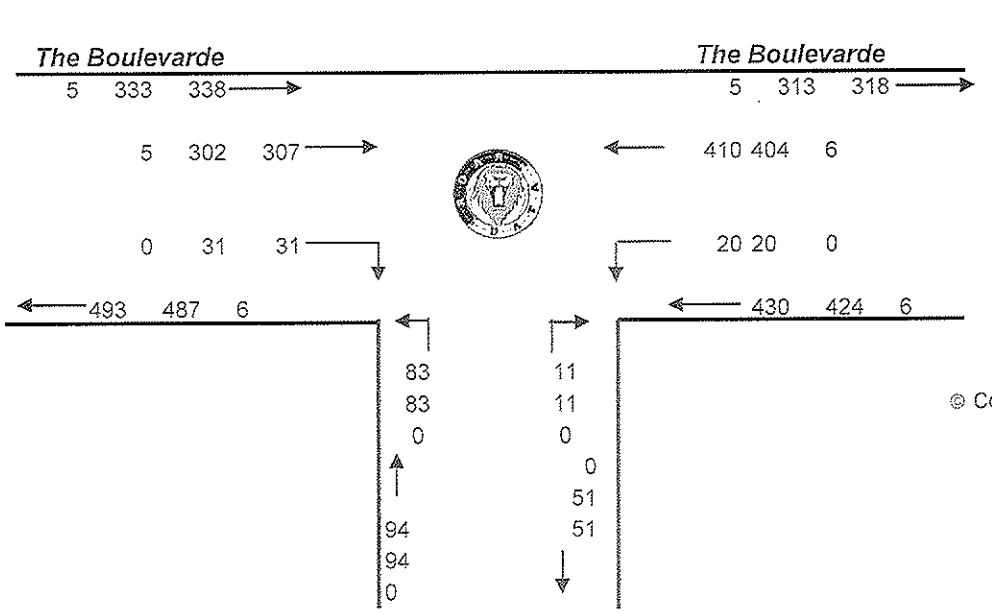
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

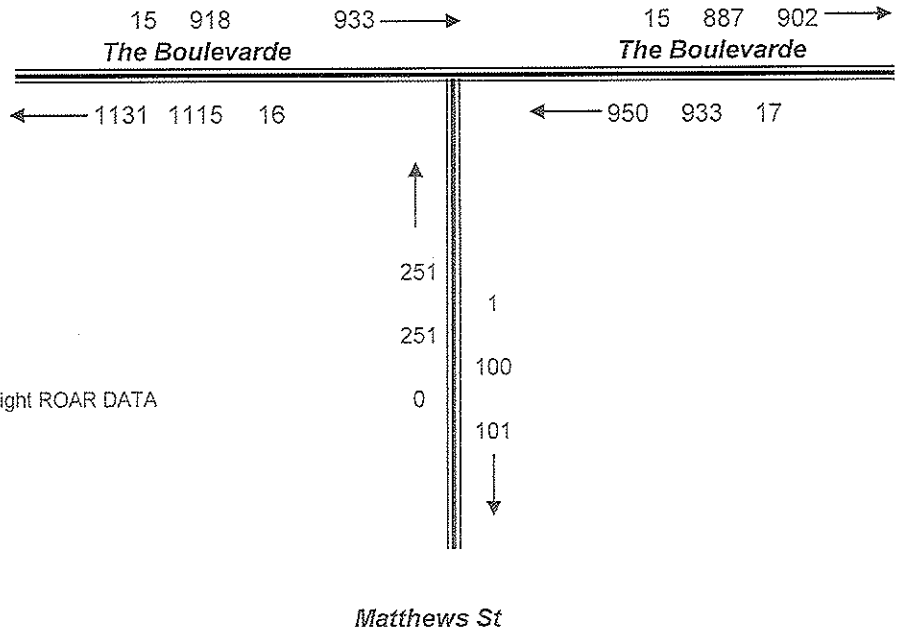
Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

AM PEAK
0830 - 0930

N

TOTAL VOLUMES FOR COUNT PERIOD





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

PEDS	WEST	SOUTH	EAST	
Time Per	The Boulevarde	Matthews St	The Boulevarde	TOT
1530 - 1545	2	5	3	10
1545 - 1600	14	9	11	34
1600 - 1615	3	8	5	16
1615 - 1630	6	7	8	21
1630 - 1645	5	3	5	13
1645 - 1700	3	1	5	9
1700 - 1715	3	5	2	10
1715 - 1730	2	3	2	7
1730 - 1745	5	7	2	14
1745 - 1800	8	5	7	20
1800 - 1815	7	3	2	12
1815 - 1830	2	2	3	7
Per End	60	58	55	173

PEDS	WEST	SOUTH	EAST	
Peak Per	The Boulevarde	Matthews St	The Boulevarde	TOT
1530 - 1630	25	29	27	81
1545 - 1645	28	27	29	84
1600 - 1700	17	19	23	59
1615 - 1715	17	16	20	53
1630 - 1730	13	12	14	39
1645 - 1745	13	16	11	40
1700 - 1800	18	20	13	51
1715 - 1815	22	18	13	53
1730 - 1830	22	17	14	53
PEAK HR	13	16	11	40

Lights	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	84	9	7	2	7	107	216
1545 - 1600	76	7	2	2	6	99	192
1600 - 1615	81	11	17	5	12	127	253
1615 - 1630	94	8	11	0	10	154	277
1630 - 1645	92	13	26	5	5	125	266
1645 - 1700	88	14	19	5	11	150	287
1700 - 1715	102	19	18	12	11	145	307
1715 - 1730	80	12	20	4	13	182	311
1730 - 1745	101	17	7	2	8	153	288
1745 - 1800	87	16	16	10	15	123	267
1800 - 1815	102	8	7	5	8	155	285
1815 - 1830	91	12	10	12	5	131	261
Per End	1078	146	160	64	111	1651	3210

Heavies	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	1	0	0	0	1	1	3
1545 - 1600	0	0	0	0	0	2	2
1600 - 1615	2	0	0	0	0	2	4
1615 - 1630	0	0	0	0	0	2	2
1630 - 1645	1	0	0	0	0	0	1
1645 - 1700	3	0	0	0	0	2	5
1700 - 1715	0	0	0	0	0	1	1
1715 - 1730	0	0	0	0	0	2	2
1730 - 1745	2	0	0	0	0	1	3
1745 - 1800	2	0	0	0	0	1	3
1800 - 1815	1	0	0	0	0	2	3
1815 - 1830	0	0	0	0	0	1	1
Per End	12	0	0	0	1	17	30

Combined	WEST		SOUTH		EAST		
	The		Matthews St		The		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	85	9	7	2	8	108	219
1545 - 1600	76	7	2	2	6	101	194
1600 - 1615	83	11	17	5	12	129	257
1615 - 1630	94	8	11	0	10	156	279
1630 - 1645	93	13	26	5	5	125	267
1645 - 1700	91	14	19	5	11	152	292
1700 - 1715	102	19	18	12	11	146	308
1715 - 1730	80	12	20	4	13	184	313
1730 - 1745	103	17	7	2	8	154	291
1745 - 1800	89	16	16	10	15	124	270
1800 - 1815	103	8	7	5	8	157	288
1815 - 1830	91	12	10	12	5	132	262
Per End	1090	146	160	64	112	1668	3240

Lights	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	335	35	37	9	35	487	938
1545 - 1645	343	39	56	12	33	505	988
1600 - 1700	355	46	73	15	38	556	1083
1615 - 1715	376	54	74	22	37	574	1137
1630 - 1730	362	58	83	26	40	602	1171
1645 - 1745	371	62	64	23	43	630	1193
1700 - 1800	370	64	61	28	47	603	1173
1715 - 1815	370	53	50	21	44	613	1151
1730 - 1830	381	53	40	29	36	562	1101
PEAK HR	371	62	64	23	43	630	1193

Heavies	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	3	0	0	0	1	7	11
1545 - 1645	3	0	0	0	0	6	9
1600 - 1700	6	0	0	0	0	6	12
1615 - 1715	4	0	0	0	0	5	9
1630 - 1730	4	0	0	0	0	5	9
1645 - 1745	5	0	0	0	0	6	11
1700 - 1800	4	0	0	0	0	5	9
1715 - 1815	5	0	0	0	0	6	11
1730 - 1830	5	0	0	0	0	5	10
PEAK HR	5	0	0	0	0	6	11

Combined	WEST		SOUTH		EAST		
	The		Matthews St		The		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	338	35	37	9	36	494	949
1545 - 1645	346	39	56	12	33	511	997
1600 - 1700	361	46	73	15	38	562	1095
1615 - 1715	380	54	74	22	37	579	1146
1630 - 1730	366	58	83	26	40	607	1180
1645 - 1745	376	62	64	23	43	636	1204
1700 - 1800	374	64	61	28	47	608	1182
1715 - 1815	375	53	50	21	44	619	1162
1730 - 1830	386	53	40	29	36	567	1111
PEAK HR	376	62	64	23	43	636	1204

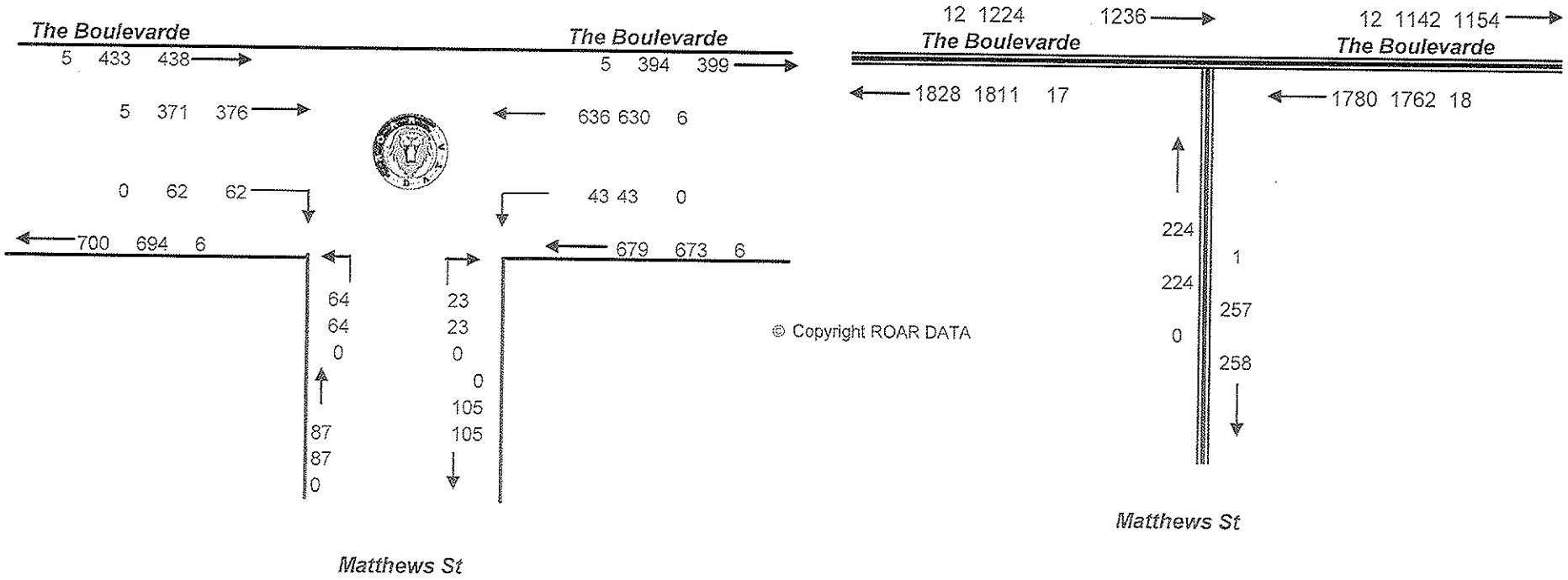
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 3082 Punchbowl The Boulevarde
Day/Date	: Friday 23rd April 2010

PM PEAK
1645 - 1745

N

TOTAL VOLUMES FOR COUNT PERIOD

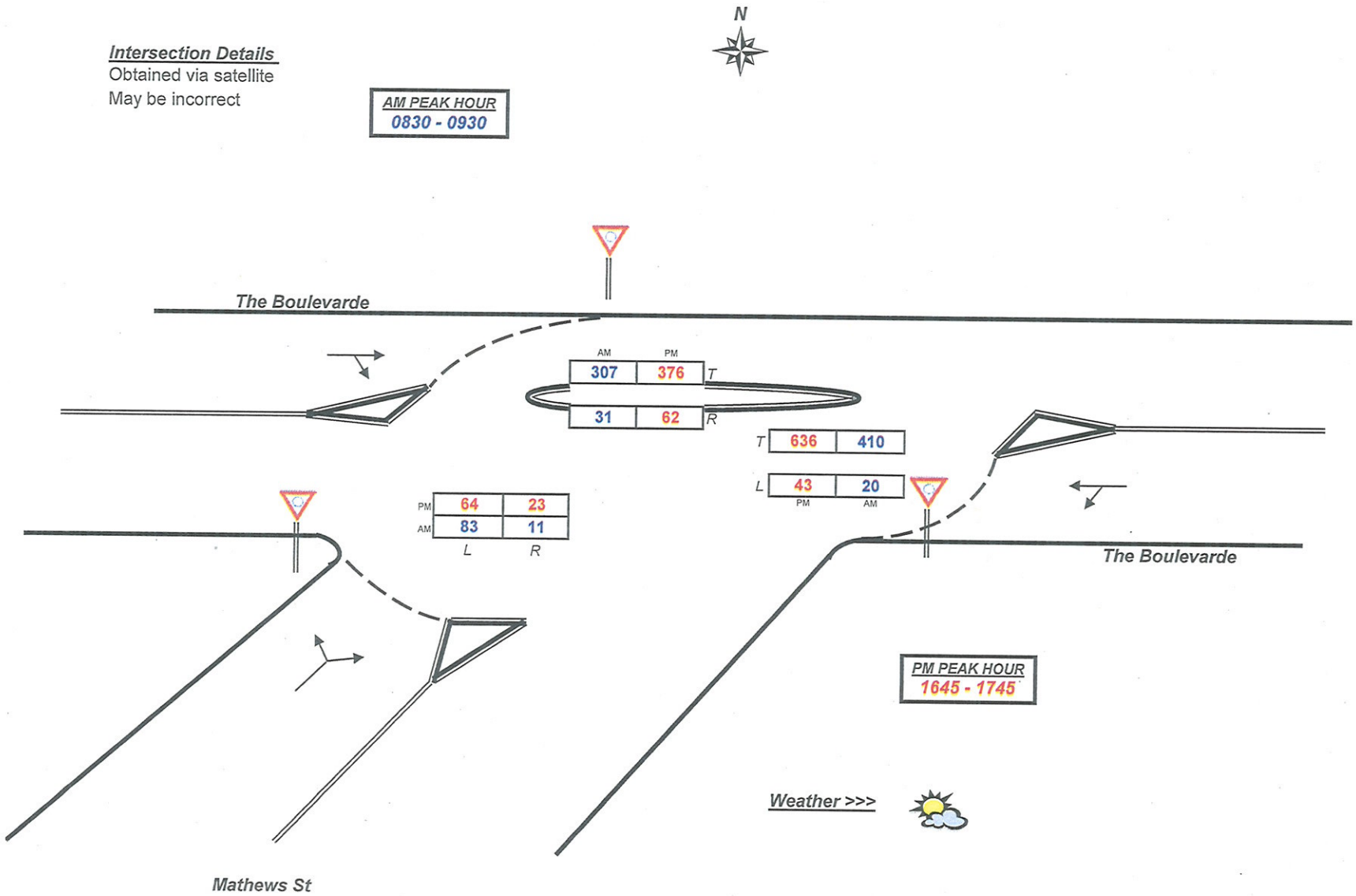


R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

Intersection Details
Obtained via satellite
May be incorrect

AM PEAK HOUR
0830 - 0930



PM PEAK HOUR
1645 - 1745

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

PEDS	WEST	SOUTH	EAST	
Time Per	*The Boulevarde*	*The Broadway*	*The Boulevarde*	TOT
0630 - 0645	2	1	1	4
0645 - 0700	2	4	1	7
0700 - 0715	1	0	0	1
0715 - 0730	0	2	0	2
0730 - 0745	0	3	0	3
0745 - 0800	0	0	1	1
0800 - 0815	0	2	1	3
0815 - 0830	1	1	1	3
0830 - 0845	1	2	0	3
0845 - 0900	0	0	0	0
0900 - 0915	0	0	0	0
0915 - 0930	2	3	1	6
Per End	9	18	6	33

PEDS	WEST	SOUTH	EAST	
Peak Per	*The Boulevarde*	*The Broadway*	*The Boulevarde*	TOT
0630 - 0730	5	7	2	14
0645 - 0745	3	9	1	13
0700 - 0800	1	5	1	7
0715 - 0815	0	7	2	9
0730 - 0830	1	6	3	10
0745 - 0845	2	5	3	10
0800 - 0900	2	5	2	9
0815 - 0915	2	3	1	6
0830 - 0930	3	5	1	9
PEAK HR	3	5	1	9

Lights	WEST		SOUTH		EAST		
	The		*The*		*The*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	57	8	4	4	1	47	121
0645 - 0700	46	10	4	2	2	44	108
0700 - 0715	65	10	10	2	1	27	115
0715 - 0730	55	11	7	5	3	51	132
0730 - 0745	53	9	13	5	1	51	132
0745 - 0800	62	12	11	6	1	53	145
0800 - 0815	84	11	21	7	5	83	211
0815 - 0830	55	11	14	2	10	69	161
0830 - 0845	69	9	14	5	5	104	206
0845 - 0900	52	10	19	5	4	86	176
0900 - 0915	67	17	12	2	6	78	182
0915 - 0930	69	16	28	3	1	79	196
Per End	734	134	157	48	40	772	1885

Heavies	WEST		SOUTH		EAST		
	The		*The*		*The*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	2	0	0	0	0	2	4
0645 - 0700	1	0	0	0	0	2	3
0700 - 0715	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	2	2
0730 - 0745	2	0	0	0	0	0	2
0745 - 0800	0	0	0	0	0	2	2
0800 - 0815	2	0	0	0	0	0	2
0815 - 0830	2	0	0	0	0	2	4
0830 - 0845	1	0	0	0	0	2	3
0845 - 0900	2	0	0	0	0	2	4
0900 - 0915	2	0	0	0	0	0	2
0915 - 0930	0	0	0	0	0	2	2
Per End	15	0	0	0	0	16	31

Combined	WEST		SOUTH		EAST		
	The		*The*		*The*		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	59	8	4	4	1	49	125
0645 - 0700	47	10	4	2	2	46	111
0700 - 0715	66	10	10	2	1	27	116
0715 - 0730	55	11	7	5	3	53	134
0730 - 0745	55	9	13	5	1	51	134
0745 - 0800	62	12	11	6	1	55	147
0800 - 0815	86	11	21	7	5	83	213
0815 - 0830	57	11	14	2	10	71	165
0830 - 0845	70	9	14	5	5	106	209
0845 - 0900	54	10	19	5	4	88	180
0900 - 0915	69	17	12	2	6	78	184
0915 - 0930	69	16	28	3	1	81	198
Per End	749	134	157	48	40	788	1916

Lights	WEST		SOUTH		EAST		
	The		*The*		*The*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	223	39	25	13	7	169	476
0645 - 0745	219	40	34	14	7	173	487
0700 - 0800	235	42	41	18	6	182	524
0715 - 0815	254	43	52	23	10	238	620
0730 - 0830	254	43	59	20	17	256	649
0745 - 0845	270	43	60	20	21	309	723
0800 - 0900	260	41	68	19	24	342	754
0815 - 0915	243	47	59	14	25	337	725
0830 - 0930	257	52	73	15	16	347	760
PEAK HR	257	52	73	15	16	347	760

Heavies	WEST		SOUTH		EAST		
	The		*The*		*The*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	4	0	0	0	0	6	10
0645 - 0745	4	0	0	0	0	4	8
0700 - 0800	3	0	0	0	0	4	7
0715 - 0815	4	0	0	0	0	4	8
0730 - 0830	6	0	0	0	0	4	10
0745 - 0845	5	0	0	0	0	6	11
0800 - 0900	7	0	0	0	0	6	13
0815 - 0915	7	0	0	0	0	6	13
0830 - 0930	5	0	0	0	0	6	11
PEAK HR	5	0	0	0	0	6	11

Combined	WEST		SOUTH		EAST		
	The		*The*		*The*		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	227	39	25	13	7	175	486
0645 - 0745	223	40	34	14	7	177	495
0700 - 0800	238	42	41	18	6	186	531
0715 - 0815	258	43	52	23	10	242	628
0730 - 0830	260	43	59	20	17	260	659
0745 - 0845	275	43	60	20	21	315	734
0800 - 0900	267	41	68	19	24	348	767
0815 - 0915	250	47	59	14	25	343	738
0830 - 0930	262	52	73	15	16	353	771
PEAK HR	262	52	73	15	16	353	771

R.O.A.R. DATA
Reliable, Original & Authentic Results
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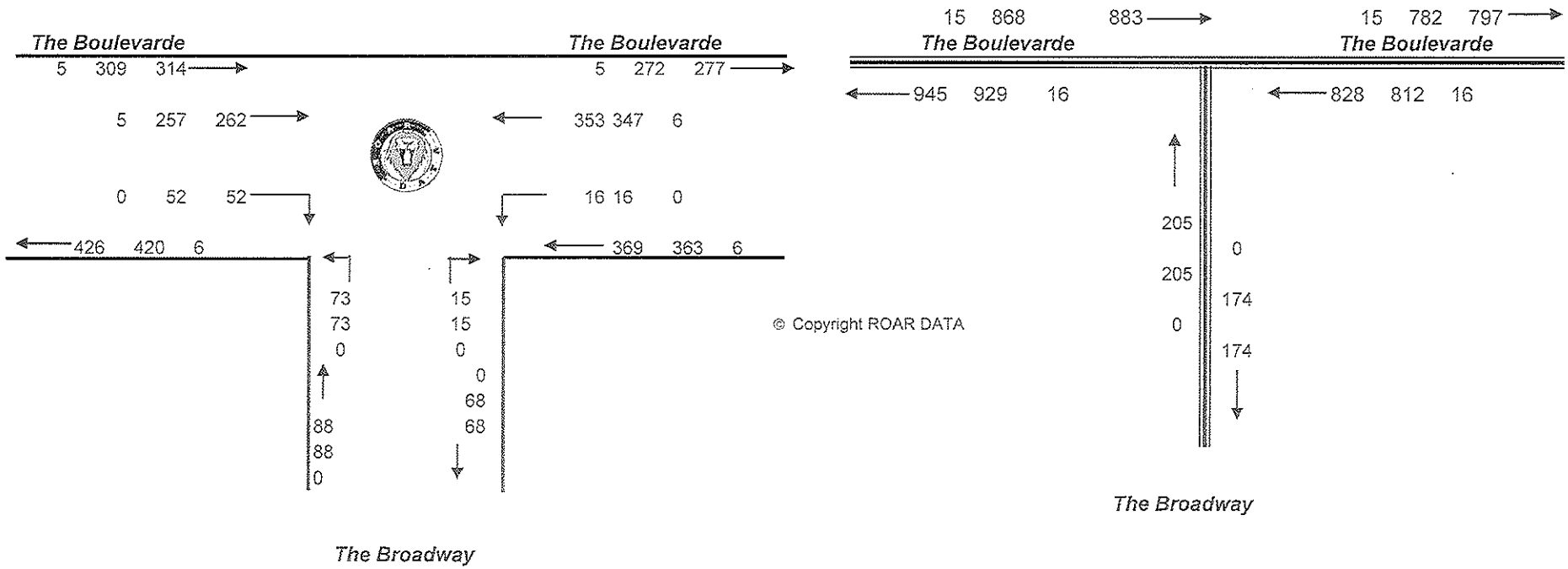
Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

AM PEAK
0830 - 0930

N

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 3082 Punchbowl The Boulevarde

Day/Date : Friday 23rd April 2010

PEDS

Time Per	WEST The Boulevarde	SOUTH The Broadway	EAST The Boulevarde	TOT
1530 - 1545	1	2	1	4
1545 - 1600	1	2	3	6
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	1	2	0	3
1645 - 1700	0	0	0	0
1700 - 1715	0	2	0	2
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	0	0
Per End	3	8	4	15

PEDS

Peak Per	WEST The Boulevarde	SOUTH The Broadway	EAST The Boulevarde	TOT
1530 - 1630	2	4	4	10
1545 - 1645	2	4	3	9
1600 - 1700	1	2	0	3
1615 - 1715	1	4	0	5
1630 - 1730	1	4	0	5
1645 - 1745	0	2	0	2
1700 - 1800	0	2	0	2
1715 - 1815	0	0	0	0
1730 - 1830	0	0	0	0
PEAK HR	0	2	0	2

Lights

Time Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1545	70	16	9	4	7	101	207
1545 - 1600	65	12	8	3	10	100	198
1600 - 1615	74	10	18	2	8	112	224
1615 - 1630	77	20	17	3	20	148	285
1630 - 1645	80	11	10	0	15	115	231
1645 - 1700	87	12	18	0	7	138	262
1700 - 1715	97	17	24	3	11	123	275
1715 - 1730	67	13	12	2	13	185	292
1730 - 1745	86	16	21	2	5	131	261
1745 - 1800	75	18	10	1	11	131	246
1800 - 1815	96	10	21	2	8	136	273
1815 - 1830	79	17	15	5	12	129	257
Per End	953	172	183	27	127	1549	3011

Heavies

Time Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1545	1	0	0	0	0	1	2
1545 - 1600	0	0	0	0	0	2	2
1600 - 1615	2	0	0	0	0	2	4
1615 - 1630	0	0	0	0	0	2	2
1630 - 1645	1	0	0	0	0	0	1
1645 - 1700	3	0	0	0	0	2	5
1700 - 1715	0	0	0	0	0	1	1
1715 - 1730	0	0	0	0	0	2	2
1730 - 1745	2	0	0	0	0	1	3
1745 - 1800	2	0	0	0	0	1	3
1800 - 1815	1	0	0	0	0	2	3
1815 - 1830	0	0	0	0	0	1	1
Per End	12	0	0	0	0	17	29

Combined

Time Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1545	71	16	9	4	7	102	209
1545 - 1600	65	12	8	3	10	102	200
1600 - 1615	76	10	18	2	8	114	228
1615 - 1630	77	20	17	3	20	150	287
1630 - 1645	81	11	10	0	15	115	232
1645 - 1700	90	12	18	0	7	140	267
1700 - 1715	97	17	24	3	11	124	276
1715 - 1730	67	13	12	2	13	187	294
1730 - 1745	88	16	21	2	5	132	264
1745 - 1800	77	18	10	1	11	132	249
1800 - 1815	97	10	21	2	8	138	276
1815 - 1830	79	17	15	5	12	130	258
Per End	965	172	183	27	127	1566	3040

Lights

Peak Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1630	286	58	52	12	45	461	914
1545 - 1645	296	53	53	8	53	475	938
1600 - 1700	318	53	63	5	50	513	1002
1615 - 1715	341	60	69	6	53	524	1053
1630 - 1730	331	53	64	5	46	561	1060
1645 - 1745	337	58	75	7	36	577	1090
1700 - 1800	325	64	67	8	40	570	1074
1715 - 1815	324	57	64	7	37	583	1072
1730 - 1830	336	61	67	10	36	527	1037
PEAK HR	337	58	75	7	36	577	1090

Heavies

Peak Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1630	3	0	0	0	0	7	10
1545 - 1645	3	0	0	0	0	6	9
1600 - 1700	6	0	0	0	0	6	12
1615 - 1715	4	0	0	0	0	5	9
1630 - 1730	4	0	0	0	0	5	9
1645 - 1745	5	0	0	0	0	6	11
1700 - 1800	4	0	0	0	0	5	9
1715 - 1815	5	0	0	0	0	6	11
1730 - 1830	5	0	0	0	0	5	10
PEAK HR	5	0	0	0	0	6	11

Combined

Peak Per	WEST The		SOUTH The		EAST The		TOT
	T	R	L	R	L	T	
1530 - 1630	289	58	52	12	45	468	924
1545 - 1645	299	53	53	8	53	481	947
1600 - 1700	324	53	63	5	50	519	1014
1615 - 1715	345	60	69	6	53	529	1062
1630 - 1730	335	53	64	5	46	566	1069
1645 - 1745	342	58	75	7	36	583	1101
1700 - 1800	329	64	67	8	40	575	1083
1715 - 1815	329	57	64	7	37	589	1083
1730 - 1830	341	61	67	10	36	532	1047
PEAK HR	342	58	75	7	36	583	1101

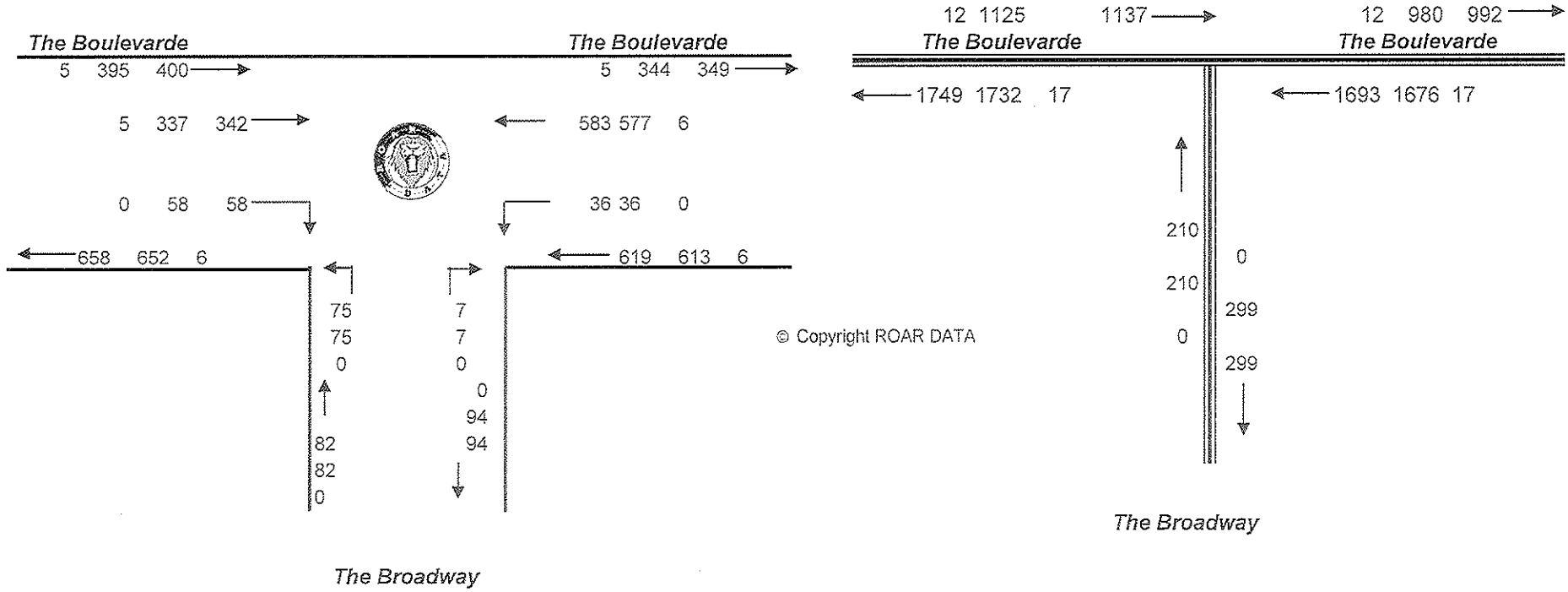
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

PM PEAK
1645 - 1745

N

TOTAL VOLUMES FOR COUNT PERIOD



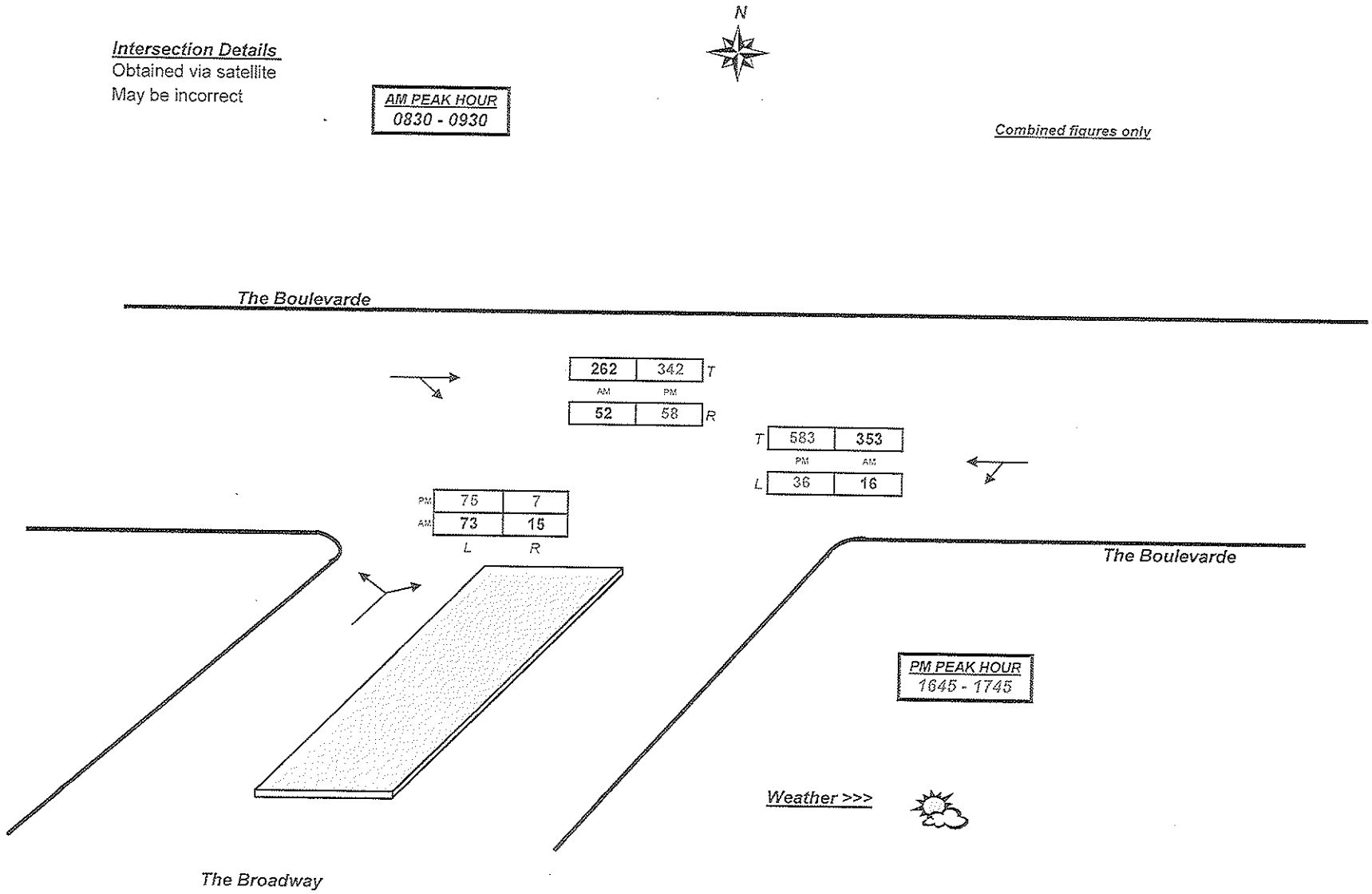
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 3082 Punchbowl The Boulevarde
Day/Date : Friday 23rd April 2010

Intersection Details
Obtained via satellite
May be incorrect

AM PEAK HOUR
0830 - 0930

Combined figures only



Our Reference:	RDC 10M1813 SYD10/00677
Contact:	Stella Qu
Telephone	8849 2520

SRDAC

SYDNEY REGIONAL DEVELOPMENT ADVISORY COMMITTEE

The General Manager
Canterbury City Council
DX 3813
CAMPSIE NSW 2194

Attention: Sri Sritharan

RE-ZONING APPLICATION – PROPOSED MIXED USE DEVELOPMENT AT 1 THE BROADWAY PUNCHBOWL

Dear Sir/Madam,

Please see below minutes for Item RDC 10M1813 - SYD10/00677 discussed at the Sydney Regional Development Advisory Committee (SRDAC) meeting held on 22 September 2010.

The Committee raises the following safety and traffic concerns with regard to the proposed development:

1. The submitted traffic report lacks sufficient details regarding trip distribution and traffic assignment of the additional 780 vtph into the existing road network. In this regard, details shall be submitted to the RTA and Council for review.

2. A number of signalised intersections in the vicinity of subject site are operating at capacity. In this regard, the traffic report shall address the impact of the proposed development on the following intersections:

   - Punchbowl Road/The Boulevarde Intersection
   - Punchbowl Road/South TCE/Rossmore Avenue intersection
   - King Georges Road/The Boulevarde Intersection
   - The Boulevarde/Arthur Street Intersection

   In this regard, traffic modelling shall be undertaken to analyse the performance of the intersections. Given that the following intersections are located in close proximity to each other, it will be desirable to use LINSIG or TRANSYT modelling to analyse these intersections:

   - Punchbowl Road/The Boulevarde Intersection
   - Punchbowl Road/South TCE/Rossmore Avenue intersection
   - The Boulevarde/Arthur Street Intersection

3. Concern is raised with regard to the largest vehicles accessing the subject surrounding area and manoeuvrability in and out of the loading dock. In th analysis shall be submitted to Council and RTA, which illustrates the largest the following manoeuvres:

   a) Turning at the intersections in the vicinity of the subject site, particularly Punchbowl Road and The Boulevard
   b) Entering and exiting the site in a forward direction
   c) Manoeuvring into and out of the loading dock

   A plan shall be submitted to Council for approval, which illustrates that the pro development complies with AUSTROADS.

4. The proposed development will generate an increase in pedestrian movements Street, which currently has a high level of pedestrian activity. In this regard, the ap address pedestrian safety issues to the satisfaction of Council.

5. The provision of off-street car parking and bicycle storage should be provided to t satisfaction of Council.

6. The layout of the proposed car parking areas, and driveway associated with the sub development (including, grades, turn paths, sight distance requirements, aisle widths, lengths and parking bay dimensions) should be in accordance with AS2890.1 - 2004.

7. A Demolition and Construction Traffic Management Plan detailing construction vehic number of trucks, hours of operation, access arrangements and traffic control should b submitted to Council, for approval, prior to the issue of a construction certificate.

8. All vehicles are to enter and leave the site in a forward direction.

9. All vehicles should be wholly contained on site before being required to stop.

10. All works/regulatory signposting associated with the proposed development are to be at cost to the RTA.

Any inquiries in relation to this development application can be directed to Stella Qu on teleph 8849 2520.

Yours faithfully

James Hall
A/Chairman, Sydney Regional Development Advisory Committee
11 October 2010