

Traffic and Parking Statement

Project: Pronto Pilates – Maroochydore Studio

Location: A1, 41 First Avenue, Maroochydore City Centre, Maroochydore QLD 4558

Use: Indoor Sport and Recreation

1. Overview

This Traffic and Parking Statement has been prepared in support of the Development Application (DA) for the proposed Pronto Pilates studio. The site is located within the Maroochydore City Centre Priority Development Area (PDA) and is situated in a mixed-use commercial building.

The studio offers scheduled group fitness classes under the use category of Indoor Sport and Recreation and is proposed to operate as an unmanned, technology-enabled studio.

2. Operational Model

- Classes are delivered via large-format screens with an integrated audio system.
- Each class is appointment-based and limited to a maximum of 12 clients per session.
- Class durations are 45 minutes with a 5-minute intermission between sessions.
- The studio operates between 5:15 AM and 10:45 PM daily.
- There is no overlap in class sessions, ensuring steady, low-volume foot traffic.

This operational model effectively limits the number of patrons arriving or departing at any one time and avoids peak hour congestion typically associated with larger staffed fitness centres.

3. Parking Supply and Demand

The tenancy includes:

- One (1) exclusive parking bay allocated as part of the lease, and
- Direct pedestrian access to the ParknGo Lightning Lane multi-deck public car park located at 4 Lightning Lane, Maroochydore — offering approximately 294 vehicle spaces, including accessible and EV bays

This state-of-the-art car park also includes:

- 6 accessible bays
- 4 EV charging stations
- 39 motorcycle and 28 bicycle spaces

The Pronto Pilates studio operates via appointment-only scheduling, with capped attendance (maximum 12 clients), class durations of 45 minutes, and 5-minute intermissions. This model ensures a low-traffic profile, with arrivals and departures staggered throughout operating hours (5:15 AM–10:45 PM), resulting in minimal demand on parking infrastructure.

This supply — combining the dedicated bay and extensive adjacent parking — comfortably supports studio operations without requiring additional parking allocation.

4. Traffic Generation and Impact

The anticipated traffic generated by the proposed use is minimal. With a maximum of 12 participants per session and class intervals that avoid clustering, the volume of vehicle movement is not expected to exceed that of a typical low-impact commercial tenancy.

The proposal is unlikely to place additional strain on the surrounding traffic network or create safety concerns for pedestrians or vehicles.

5. Conclusion

The proposed use aligns with the intent of the Maroochydore City Centre PDA and does not result in unacceptable traffic or parking impacts. The operational controls in place, including staggered scheduling and capped class size, contribute to an overall low-impact, compliant traffic profile.

It is submitted that the development satisfies the relevant considerations in terms of access, parking availability, and traffic movement and does not require a formal traffic engineering report.