

22 September 2025

EB Investment Unit Trust
C/-Viva Property Group Pty Ltd
PO Box 419
Indooroopilly QLD 4068

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2025/1708
Date: 12 November 2025



Attention: James Stott

Dear James,

**RE: LOT 15-17 DIXON CIRCUIT, YARRABILBA
PROPOSED OTHER CHANGE TO DEVELOPMENT APPROVAL**

INTRODUCTION

This letter has been prepared by PTT, as requested by Viva Property Group Pty Ltd, to assess the traffic engineering aspects of a proposed Other Change to an approved mixed-use development at Lot 15 – 17 Dixon Circuit, Yarrabilba (Reference: DA2020/1145/11). It is understood that the proposed Other Change seeks to (a) replace a showroom tenancy with an indoor sports and recreational use and (b) relocate the service industry tenancy to replace a food and drink (with drive-through) tenancy. A total of 287 parking spaces would be provided on-site to support the proposed Other Change. A traffic impact assessment and information request traffic letter, dated 15 November 2023 and 5 April 2024 respectively, were submitted as part of the most recent approval.

The aim of the assessment is to review the proposed Other Change layout in terms of its site access arrangements, parking provision and design, servicing arrangements and active transport facilities, with respect to Economic Development Queensland's (EDQ) Planning Requirements and Australian Standards AS2890.1 Parking Facilities Part 1: Off-Street Car Parking (2004).

Dimensioned architectural plans are attached.

ACCESS

No changes to the approved access driveway locations, designs and queuing areas are proposed as part of the Other Change, nor are any changes considered necessary.

PARKING

REQUIREMENT

The parking requirement for the site has been determined based on the car parking provision rates outlined in EDQ's Plan of Development (POD). A parking provision of 382 spaces is required based on EDQ's rates, as shown in Table 1.



Table 1: CAR PARKING REQUIREMENT

USE	SCALE	PARKING RATE	REQUIRED
Food & Drink	763m ² GFA	1.0 space per 10m ² for first 200m ² GFA + 1.0 space per 20m ² thereafter	48.2 spaces
Showroom	4,852m ² GFA	1.0 space per 35m ² GFA	138.6 spaces
Indoor Sports and Recreation	2,800m ² GFA	1.0 space per 15m ² GFA	186.7 spaces
Service Industry	390m ² GFA	1 space per 50m ² GFA	7.8 spaces
Total			381.3 (rounded to 382 spaces)

INDOOR SPORTS & RECREATIONAL PARKING DEMAND

Bounce Indoor Play (Proposed Tenant)

It is understood that the proposed indoor sports and recreational tenancy would cater for a children's indoor play centre (ie Bounce Inc.). This specific tenant is expected to operate differently to a typical gym / indoor sports and recreational use and as such, is expected to experience different parking operations.

To determine an appropriate peak parking demand associated with the proposed tenant, reference is made to a parking study undertaken by WGA, on behalf of Bounce Inc., at six existing sites throughout Victoria, South Australia and Queensland. The WGA study is attached.

Table 2 summarises the surveyed sites and the observed maximum parking demands. It is understood that a large portion of the Queensland site (ie Burleigh Heads) was not operating on the days of the survey and as such, we have excluded this site from our review.

Table 2: SUMMARY OF BOUNCE INC. SURVEYED SITES

ATTRIBUTE	SITE 1	SITE 2	SITE 3	SITE 4	SITE 5
Location	Blackburn, VIC	Heidelberg West, VIC	Marleston, SA	Grovedale, VIC	Keysborough, VIC
Effective GFA (m ²)	3,066	3,550	2,600	3,000	3,658
Jumper Capacity	200	300	200	220	250
Surveyed Dates	27 May 2025 and 28 May 2025			2 May 2025 and 3 May 2025	
Max. Parking Demand	85 cars	102 cars	89 cars	88 cars	55 cars
Max. Parking Rate	2.8 cars / 100m ²	2.9 cars / 100m ²	3.4 cars / 100m ²	2.9 cars / 100m ²	1.5 cars / 100m ²
85 th Percentile Parking Rate	3.1 cars / 100m ² (one space per 32m ²)				

The WGA survey suggests that the likely peak parking demand associated with the proposed Bounce Inc. tenant would be significantly less than EDQ's minimum parking requirement. Thus, we have adjusted the minimum parking requirement associated with the development site, as summarised in Table 3.

Table 3: ADJUSTED PARKING REQUIREMENT (BOUNCE. INC TENANT)

USE	SCALE	PARKING RATE	REQUIRED
Food & Drink	763m ² GFA	1.0 space per 10m ² for first 200m ² GFA + 1.0 space per 20m ² thereafter	48.2 spaces
Showroom	4,852m ² GFA	1.0 space per 35m ² GFA	138.6 spaces
Indoor Sports and Recreation	2,800m ² GFA	1.0 space per 32m ² GFA	87.5 spaces
Service Industry	390m ² GFA	1 space per 50m ² GFA	7.8 spaces
Total			282.1 (rounded to 283)

A total of 287 parking spaces are proposed on-site, which would adequately cater for the parking demands associated with all proposed uses, when assuming the proposed Indoor Sports and Recreational tenancy would accommodate a children's play centre (ie Bounce Inc.).

Typical Gym

We have also conservatively determined the minimum on-site parking requirement, should the proposed Indoor Sports and Recreational tenancy cater for a typical gym at some stage in the future. Based on previous experience and data received at existing comparable sites, the likely peak parking demand associated with a gym would be (a) higher than that of a children's play centre but (b) less than EDQ's minimum parking rate.

Section 5.9.2 of the NSW Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments (2002) recommends gym parking in sub-regional areas be provided at a minimum rate of 4.5 spaces per 100m² GFA. Furthermore, visitation data collected from a number of existing gyms throughout South-East Queensland (of a similar scale) indicates an 85th percentile peak parking demand of one space per 20.4m² GFA or around 4.9 spaces per 100m² GFA. This reduced peak parking demand is consistent with the RTA's recommended minimum rate and is less than EDQ's minimum rate. The visitation data is summarised in Table 4 and is attached.

Table 4: SUMMARY OF EXISTING GYM ATTRIBUTES

ATTRIBUTE	GYM 1	GYM 2	GYM 3
Location	Kippa Ring	Maroochydore	Burpengary
Effective GFA	908m ²	1,825m ² GFA	2,216m ²
Data Period	12 June 2023 – 18 June 2023	15 November 2022 – 21 November 2022	1 August 2018 – 31 August 2018
Days of Data	7	7	31
85 th Percentile Parking Rate	1 space per 27.0m ²	1 space per 22.7m ²	1 space per 19.8m ²
Average = 1 space per 20.4m ² or 4.9 spaces per 100m ² GFA			

The adjusted minimum parking requirement for the development site, when applying this reduced gym parking rate, is summarised in Table 5.

Table 5: ADJUSTED PARKING REQUIREMENT (TYPICAL GYM TENANT)

USE	SCALE	PARKING RATE	REQUIRED
Food & Drink	763m ² GFA	1.0 space per 10m ² for first 200m ² GFA + 1.0 space per 20m ² thereafter	48.2 spaces
Showroom	4,852m ² GFA	1.0 space per 35m ² GFA	138.6 spaces
Indoor Sports and Recreation	2,800m ² GFA	1.0 space per 20.4m ² GFA	137.3 spaces
Service Industry	390m ² GFA	1 space per 50m ² GFA	7.8 spaces
Total			331.9 (rounded to 332)

As demonstrated, insufficient parking would be provided on-site, when applying the reduced gym parking rate. However, the minimum parking requirement outlined in Table 5 assumes that all uses on-site peak at the same time. Accordingly, we have determined the expected total on-site parking demand when considering the non-coincidence of peaks.

Non-Coincidence of Peaks

A range of uses are proposed on-site, with the two major uses (ie showroom and indoor sports and recreational) likely to experience peak parking demands at different times throughout a typical day. Accordingly, additional analysis has been undertaken to determine the demand profile for each use during a typical day and the combined on-site peak parking demand.

The parking demand profiles for each use (except the small scale food and drink tenancies) have been derived based on the Department of Transport and Main Roads (TMR) Traffic Generation surveys (2006 – 2016) and survey data collected by PTT (ie for bulky goods retail). While some of the use profiles are based on traffic generation (ie vehicle arrivals and departures) rather than car parking occupancy, it provides a useful indication of the expected peak activity for each use. It is understood that the proposed service industry tenancy would cater for a Tyre Repair / Replacement business. We have conservatively adopted the weekday profile for this use on the Saturday, noting that the business would likely operate on weekends.

The proposed small scale food and drink tenancies are co-located with the showroom / indoor sports and recreational uses and would therefore operate partially ancillary to these uses (ie a proportion of customers visiting the showrooms and indoor sports and recreational tenancies would also visit the small food and drink tenancies). It is also expected that these small tenancies would operate as cafes, rather than fast food outlets. Thus, we have conservatively assumed that these tenancies would peak (ie 100% trading) between 8:00am to 2:00pm and then operate at 50% capacity until 5:00pm.

The assumed parking demand profiles for each use is shown in Figures 1 and 2 for a typical weekday and Saturday. The predicted total parking demand (when considering the non-coincidence of peaks) relative to the on-site parking capacity (ie 287 spaces) is shown in Figure 3. The survey data indicates that the busiest time of day is between 10:00am and 11:00am on a Saturday. At this time, a total of 256 parking spaces are required to accommodate the expected parking demands of each use. Accordingly, sufficient parking would be provided on-site to cater for all uses, including a typical gym.

Figure 1: PARKING DEMAND PROFILES – TYPICAL WEEKDAY

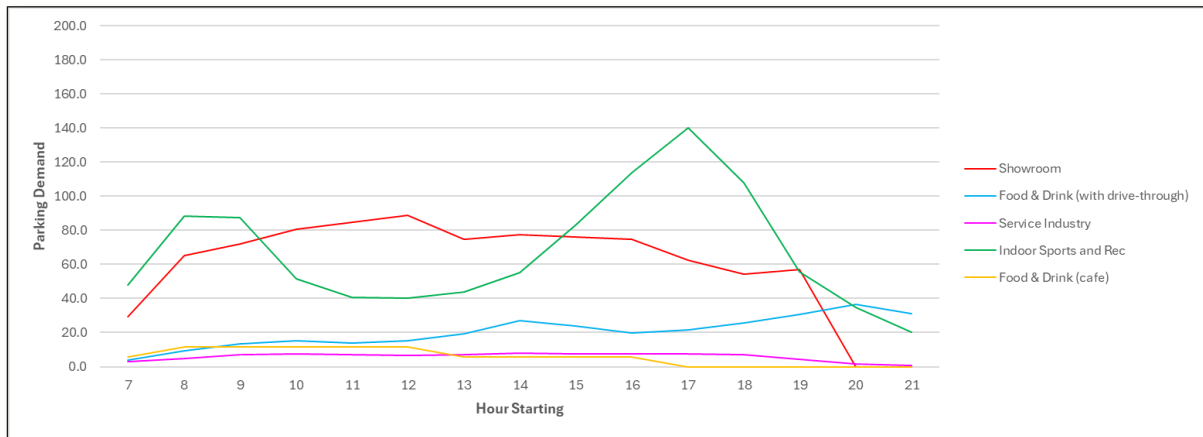


Figure 2: PARKING DEMAND PROFILES – SATURDAY

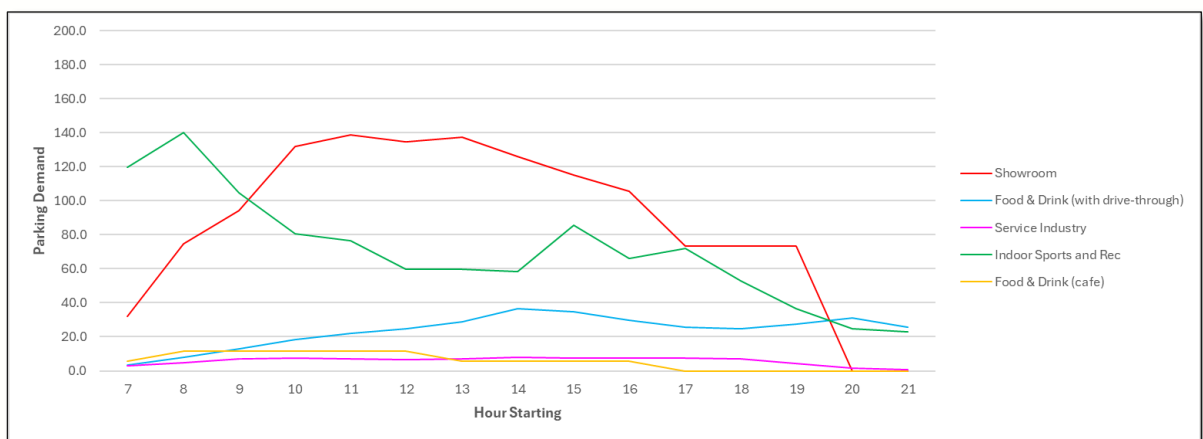
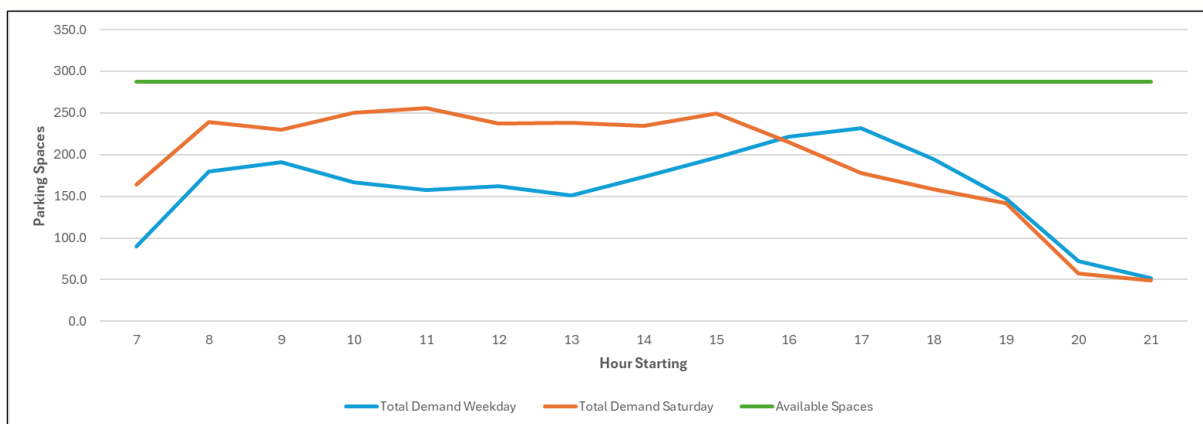


Figure 3: SHARED PARKING DEMAND



PERSONS WITH DISABILITY PARKING

A total of nine persons with disability (PWD) parking spaces are proposed on-site, which equates to a provision rate of around one PWD space per 30 standard parking spaces. This exceeds the minimum

provision rate (ie one PWD space per 50 standard spaces) required by the National Construction Code (NCC) for the proposed uses.

DESIGN

The proposed revised parking area has been designed generally in accordance with the approved parking design and AS2890.1 in terms of bay dimensions, aisle widths, vehicle circulation and manoeuvring. This is typified by:

- standard parking bays – dimensioned 2.6m wide by 5.4m long
- PWD parking bays – dimensioned 2.4m wide by 5.4m long with an adjacent shared bay dimensioned 2.4m wide by 5.4m long
- small car bay – dimensioned 2.3m wide by 5.0m long
- parking aisles – dimensioned 6.6m wide or greater

A staff parking area is proposed to the east of the indoor sports and recreation tenancy. A blind aisle (ie that serves in excess of six parking bays) is proposed within the parking area. A dedicated turnaround bay is not considered necessary, given that a B99 (large) car would be able to turnaround within the parking area, as demonstrated in the attached drawing 26-124-001.

SERVICING

Multiple service vehicle loading bays / areas are proposed on-site and generally accord with the approved development layout. However, the loading bay serving the proposed service industry tenancy has been relocated (compared to the approved plan). The largest vehicle expected to utilise this loading bay is a front-lift Refuse Collection Vehicle (RCV), noting that a refuse store is located adjacent to the closed end of the bay. A swept path of a 10.5m long front-lift RCV accessing and egressing this loading bay is shown in the attached drawing 26-124-002. It is expected that delivery vehicles (ie an 8.8m long Medium Rigid Vehicle) associated with the service industry tenancy would follow a similar path to the RCV. No additional changes to this loading area are considered necessary to support the proposed use.

It is understood that refuse associated with the proposed indoor sports and recreation tenancy would be collected from the staff parking area (to the east of the tenancy). A swept path of a front-lift RCV accessing and egressing the proposed bin store is shown in attached 26-124-003. Given that refuse would be collected infrequently (ie twice per week), a dedicated loading bay is not considered necessary.

No other changes to the approved servicing design and layout are proposed, nor are any changes considered necessary.

ACTIVE TRANSPORT

PEDESTRIANS

Two additional pedestrian accesses to the subject site are proposed on Dixon Circuit, on the eastern site boundary (compared to the approved plan). These additional accesses would improve pedestrian accessibility between Dixon Circuit and the proposed indoor sports and recreation and service industry tenancies.

No other changes to the approved internal pedestrian network are proposed, nor are any changes considered necessary.

CYCLISTS

The bicycle parking requirement for the proposed development has been determined based on bicycle provision rates included in Austroads Guide to Traffic Management Part 11: Parking Facilities. The minimum Austroads bicycle requirement is summarised Table 6. We have conservatively assumed around 15 staff would be required to operate the indoor sports and recreation use during peak times.

Table 6: AUSTROADS BICYCLE PARKING REQUIREMENT

USE	SCALE	STAFF RATE	VISITOR RATE	REQUIRED
Food & Drink	763m ² GFA	1 per 100m ²	1 per 50m ²	8 staff + 15 visitor
Showroom	4,852m ² GFA	1 per 750m ²	1 per 1,000m ²	7 staff + 5 visitor
Indoor Sports and Recreation	2,800m ² GFA	1 per four staff	1 per 200m ² GFA	4 staff + 14 visitor
Service Industry	390m ² GFA	1 per 800m ² GFA	-	1 staff
Total				20 staff + 34 visitor

It is recommended that the bicycle parking be designed in accordance with the Logan Planning Scheme and Australian Standards AS2890.3:2015 Parking Facilities Part 3: Bicycle Parking. Staff bicycle should be secured and covered, and visitor bicycle parking should be provided in the form of racks in public areas.

TRAFFIC OPERATIONS

The peak hour traffic generation for the approved and proposed scales of development has been determined based on trip generation rates published by the NSW Road and Transport Authority (RTA) and TMRs' traffic generation survey data, as summarised in Table 7. We have conservatively doubled the RTA's rate for a typical gym (ie around 3.5 trips per 100m² GFA) to account for other indoor sports and recreational uses that may occupy the tenancy. The proposed Other Change is expected to result in a net increase of around 11 trips during the commuter peak hours, compared to the approved development.

The additional traffic generated by the proposed Other Change is not expected to significantly impact the surrounding road network, given that:

- the two major uses proposed (ie showroom and indoor sports and recreation) are not expected to peak at the same time
- the showroom uses are expected to peak outside of the commuter peak hours
- a portion of customers will visit multiple uses on-site (ie multi-purpose trips)
- a portion of trips associated with the two fast-food tenancies would be un-diverted linked trips (ie not new trips to the network)

Additional upgrades to the surrounding road network are not considered necessary to support the proposed other change.

Table 7: PEAK HOUR TRAFFIC GENERATION

USE	SCALE	TRIP RATE	TRIPS (VPH)
Approved Layout			
Food & Drink (with drive-through)	765m ² GFA	100 trips per tenancy	300
Food and Drink (Restaurant/Cafe)	205m ² GFA	5 per 100m ² GFA	10
Showroom	6,940m ² GFA	2.5 trips per 100m ² GFA	208
Service Industry	400m ² GFA	2.0 trips per 100m ² GFA	8
Approved Total			526
Proposed Layout			
Food & Drink (with drive-through)	528m ² GFA	100 trips per tenancy	200
Food and Drink (Restaurant/Cafe)	235m ² GFA	5 per 100m ² GFA	12
Showroom	4,852m ² GFA	2.5 trips per 100m ² GFA	121
Indoor Sports and Recreation	2,800m ² GFA	7 trips per 100m ² GFA	196
Service Industry	390m ² GFA	2.0 trips per 100m ² GFA	8
Proposed Total			537
Net Increase			11

CONCLUSION

The proposed Other Change development has been evaluated in terms of its site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and impact on the external road network. The main points to note are:

- the proposed Other Change seeks to replace a showroom tenancy with an indoor sports and recreational use and relocate the service industry tenancy to replace a food and drink (with drive-through) tenancy
- no changes to the approved access locations and design are proposed, nor are any changes considered necessary
- a total of 287 parking spaces are proposed on-site which would cater for the parking demands associated with all proposed uses, noting that not all uses would peak at the same time
- the on-site parking layout has been designed generally in accordance with the approved layout and AS2890.1
- the proposed changes to the approved servicing design are considered acceptable and would cater for the requisite design vehicle
- additional pedestrian site accesses are proposed on the Dixon Circuit eastern site frontage, which would improve pedestrian accessibility to multiple tenancies on-site
- the proposed Other Change is expected to generate an additional 11 vehicle movements during the commuter peak periods
- no upgrades to the surrounding road network are considered necessary to support the proposed small increase in peak vehicle movements

It is recommended that bicycle parking be designed in accordance with the Logan Planning Scheme and AS2890.3.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,

Yours sincerely,



Casey Glover

Senior Engineer (RPEQ 34450)

RPD
LOT 15, 16 & 17 on SP331111.
COUNCIL: LOGAN CITY.

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA - 23,353m²

LANDSCAPED AREA (10.8%) - 2,519m²

BUILDING SITE COVER - 38.7%
INCLUDES TOTAL ROOFED AREAS OF ALL ENCLOSED BUILDINGS

BUILDING AREAS - GFA

- T1 - SHOWROOM - 1,343m²
- T2 - FOOD & DRINK - 246m²
EXCLUDES ALFRESCO SEATING - 64m²
- T3 - FOOD & DRINK - 282m²
INCLUDES PLAYGROUND - 9m²
- T4 - SERVICE INDUSTRY - 390m²
- T5 - SHOWROOM - 1,137m²
- T6 - SHOWROOM - 722m²
- T7 - SHOWROOM - 650m²
- T8 - SHOWROOM - 1,000m²
- T9 - INDOOR RECREATION - 2,800m²
INCLUDES MEZZANINE LEVEL - 300m²
- T10 - FOOD & DRINK - 65m²
- T11 - FOOD & DRINK - 80m²
- T12 - FOOD & DRINK - 90m²

TOTAL BUILDING GFA - 8,805m²

EXTERNAL STRUCTURES

- T1 REFUSE ENCLOSURE - 20m²
- T2 ALFRESCO SEATING - 64m²
- T2 REFUSE ENCLOSURE - 25m²
- T3 REFUSE ENCLOSURE - 44m²
- T4 REFUSE ENCLOSURE - 28m²
- T9 REFUSE ENCLOSURE - 12m²
- T10 ALFRESCO SEATING - 15m²
- T10/T12 REFUSE ENCLOSURE - 13m²
- PUBLIC AMENITIES - 20m²
- TOTAL EXTERNAL STRUCTURES - 241m²

CAR PARKING

- PARKING REQUIRED APPROX. - 286
 - FOOD & DRINK (T10 TO T12 INCLUDED) - 48
 - SHOWROOM - 1 SPACE/35m² - 137
 - INDOOR RECREATION - 1/30m² (APPROX) - 93
 - SERVICE INDUSTRY - 1 SPACE/50m² - 8
 - TOTAL PARKING - 286
- PARKING PROVIDED - 287



ENERGY EFFICIENCY REQUIREMENTS

- ALL EXTERNAL GLAZING MUST COMPLY WITH BCA PART J2.4 USING GLAZING CALCULATION
- METHOD 2 ENERGY INDEX OPTION B.
- DESIGN EXTERNAL SHADING DEVICES TO PROTECT GLAZED AREAS ON THE NORTH, EAST, AND WEST SIDES OF THE BUILDING.
- EXTERNAL WALL INSULATION TO BE MINIMUM TOTAL R VALUE OF R1.0 FOR ALL NON AIR CONDITIONED SPACES AND R2.0 FOR ALL AIR CONDITIONED SPACES.
- METAL EXTERNAL WALL SHEETING TO BE INSULATED FROM METAL STUDS OR FRAMES BY A MINIMUM R0.2 THERMAL BREAK.
- EXTERNAL WALL COLOURS AND ROOF COLOUR TO HAVE A SOLAR ABSORBANCE NOT MORE THAN 0.45 (I.E. AVOID EXCESS USE OF DARK COLOURS AND ZINCALUME).
- CONCRETE BLOCK OR SLAB EXTERNAL WALLS MUST BE PAINTED.
- ROOF INSULATION TO BE MINIMUM TOTAL R VALUE OF R1.5.
- WHERE APPROPRIATE, BUILDINGS MUST INCLUDE PROVISIONS FOR NATURAL VENTILATION, SUCH AS ROOF VENTILATORS AND OPERABLE WINDOWS.



BOUNCE Inc.

BOUNCE Inc. Car Parking Case Studies

PARKING DEMAND ANALYSIS REPORT

WGA251311

WGA251311-RP-TT-0001_A

14 August 2025



Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	14/08/2025	FINAL	OK	JA	MV

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1 INTRODUCTION

1.1 Engagement

WGA has been engaged by BOUNCE Inc. to prepare a parking demand analysis report to support the development of new/expansion of existing BOUNCE Inc. sites around Australia.

1.2 Purpose

This report observes several case studies for existing BOUNCE Inc. sites to derive data relating to peak parking demand rates. This data will be able to be leveraged by BOUNCE Inc. to inform discussions relating to car parking provision requirements as part of future Development Applications for sites.

1.3 Documentation & Information Referenced

Throughout the course of preparing this analysis report, the following information/documentation has been referenced:

- Parking inventory and occupancy surveys conducted at several existing BOUNCE Inc. locations
- Participant booking data provided by BOUNCE Inc. relating to the case study sites
- Nearmap aerial imagery, as required

2 METHODOLOGY

2.1 Sites Reviewed

Six (6) BOUNCE Inc. sites around Australia were selected and reviewed as part of this case study.

The sites include:

- Blackburn, VIC
- Heidelberg West, VIC
- Marlestone, SA
- Grovedale, VIC
- Keysborough, VIC
- Burleigh Waters, QLD

The listed sites were deemed specifically appropriate for this case study due to each site being located within an industrial/commercial precinct and having a private carpark/dedicated parking allocation for participants, spectators and staff. For these sites, the probability of parking ‘infiltration’ occurring was deemed as being negligible.

Each site also has access to additional parking facilities in the form of alternative public off-street and/or on-street parking if the private carpark reaches capacity. Importantly, it is noted that on-street car parking has only been surveyed for sites where it was deemed that all associated demands located in these areas would logically only be attributed to the subject tenancy.

2.1.1 Blackburn, VIC

The Blackburn site is located at 22 Joseph St, Blackburn North VIC, with the three (3) parking areas surveyed for this study shown in Figure 2.1.



Figure 2.1: Parking Survey Area for Blackburn (courtesy Nearmap)

A summary of the parking areas and inventory for Blackburn is summarised in Table 2.1.

Table 2.1: Blackburn Parking Inventory

PARKING AREA	PUBLIC PARKING CAPACITY	NOTES
A	85	Dedicated basement level parking on-site.
B	59	On-street parking.
C	25	
TOTAL	85¹ spaces	¹ Survey results indicate that the on-street parking in Areas B and C were not impacted by the operation of the Blackburn BOUNCE Inc. site during peak periods and therefore were excluded from the parking demand calculations. Accordingly, a capacity of 85 spaces (Area A only) has been adopted for further analysis.

2.1.1.1 Heidelberg West, VIC

The Heidelberg West site is located at 590 Waterdale Rd, Heidelberg West VIC, with the four (4) parking areas surveyed for this study shown in Figure 2.2.

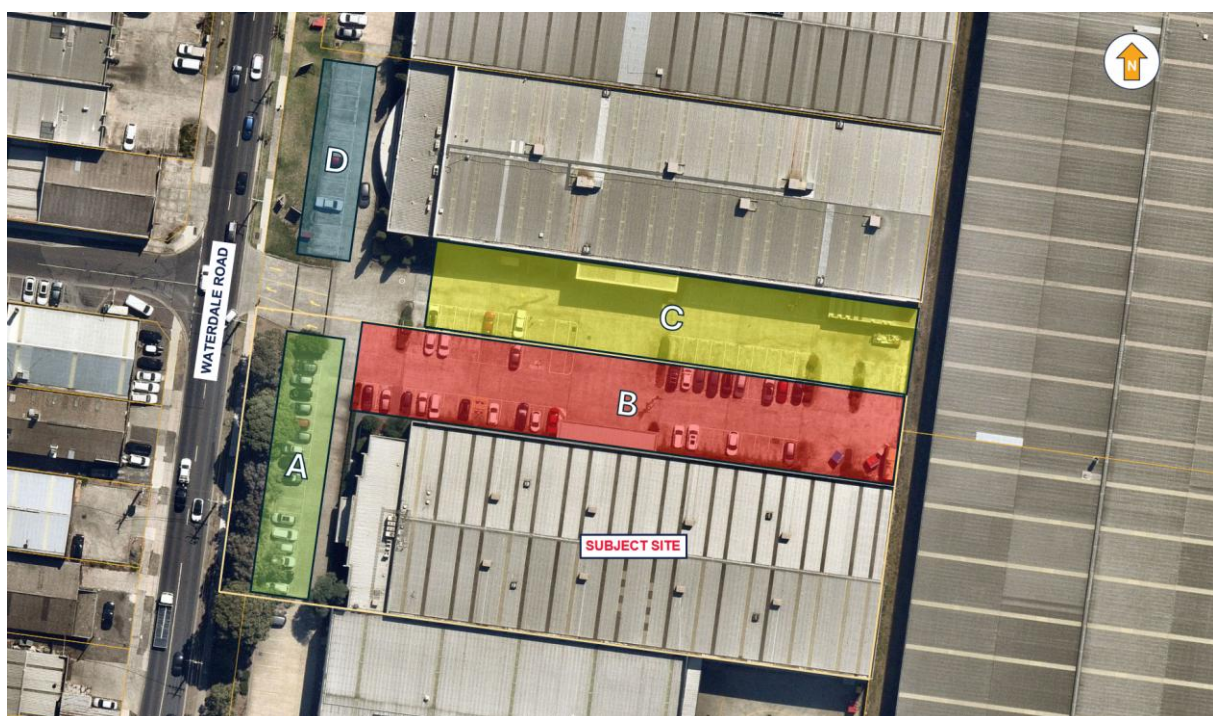


Figure 2.2: Parking Survey Area for Heidelberg West

A summary of the parking areas and inventory for Heidelberg West is summarised in Table 2.2.

Table 2.2: Heidelberg West Parking Inventory

PARKING AREA	PUBLIC PARKING CAPACITY	NOTES
A	17	Dedicated on-site parking for BOUNCE Inc. patrons only.
B	47	
C	32	Linemarked for the business opposite Heidelberg BOUNCE Inc., which is open only on weekdays. Assumed to be currently being utilised by BOUNCE Inc. patrons during weekends.
D	17	
TOTAL	113 spaces	

2.1.1.2 Marleston, SA

The Marleston site is located at 164-168 Richmond Rd, Marleston SA, with the three (3) parking areas surveyed shown in Figure 2.3.



Figure 2.3: Parking Survey Area for Marleston

A summary of the parking areas and inventory for Marlestone is summarised in Table 2.3.

Table 2.3: Marlestone Parking Inventory

PARKING AREA	PUBLIC PARKING CAPACITY	NOTES
A	82	Dedicated on-site parking for BOUNCE Inc. patrons only.
B	7	Off-street parking likely to be heavily utilised by BOUNCE Inc. patrons.
C	6	
TOTAL	89² spaces	² Survey results indicate that the on-street parking demands recorded in Area C were negligible and therefore were excluded from the parking demand calculations. Accordingly, a capacity of 89 spaces (Areas A+B) has been adopted for further analysis.

2.1.1.3 Grovedale, VIC

The Grovedale site is located at 174 Torquay Rd, Grovedale VIC, with the four (4) parking areas surveyed for this study shown in Figure 2.4

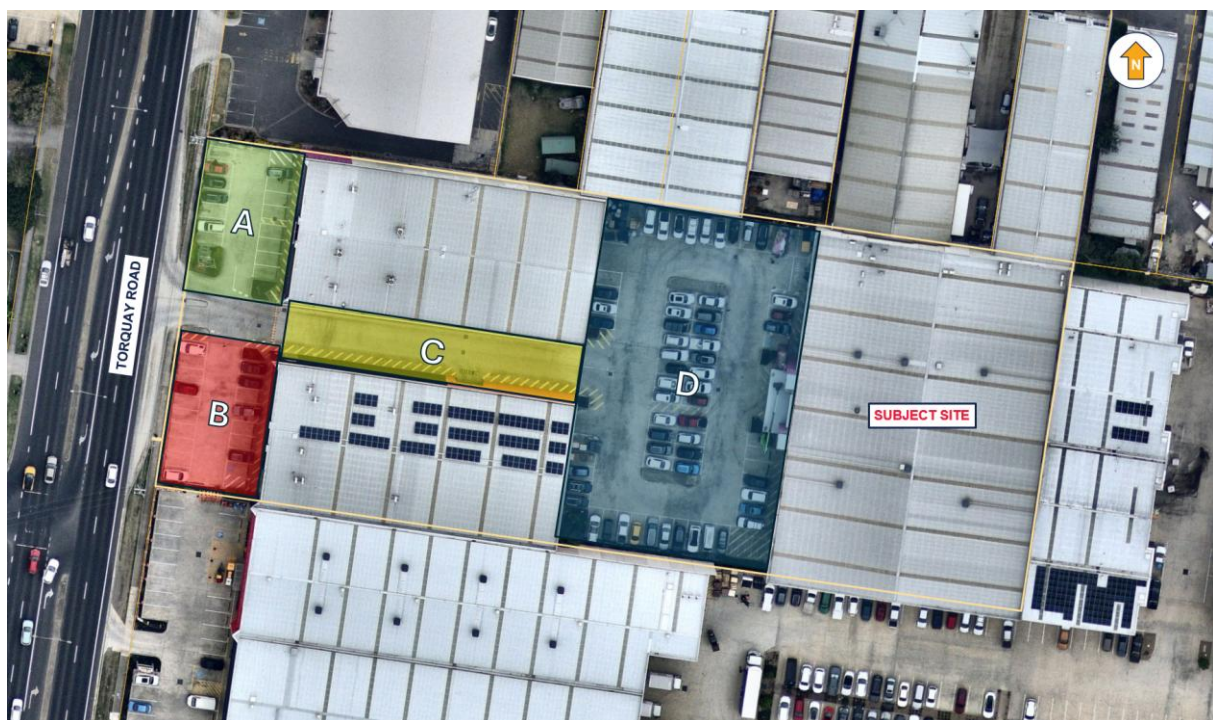


Figure 2.4: Parking Survey Area for Grovedale (Courtesy Nearmap)

A summary of the parking areas and inventory for Grovedale is summarised in Table 2.4.

Table 2.4: Grovedale Parking Inventory

PARKING AREA	PUBLIC PARKING CAPACITY	NOTES
A	15	Customer parking only (Non-BOUNCE Inc. patrons)
B	18	Customer parking only (Non-BOUNCE Inc. patrons)
C	-	No parking permitted
D	65	Dedicated on-site parking for BOUNCE Inc. patrons
TOTAL	98³ spaces	³ Note car parking is not formally allocated for the development, but rather under the associated planning permit is intended to be shared amongst tenants.

2.1.1.4 Keysborough, VIC

The Keysborough site is located at 1 Fiveways Boulevard, Keysborough VIC, with the two (2) parking areas surveyed for this study shown in Figure 2.5.



Figure 2.5: Parking Survey Area for Keysborough (courtesy Nearmap)

A summary of the parking areas and inventory for Keysborough is summarised in Table 2.5.

Table 2.5: Keysborough Parking Inventory

PARKING AREA	PUBLIC PARKING CAPACITY	NOTES
A	44	Dedicated on-site parking for BOUNCE Inc. patrons only
B	15	On-street parking, no stopping from 10pm-6am
Total	59	-

2.1.1.5 Burleigh Waters, QLD

The Burleigh Waters site is located at 5 Sunlight Drive, Burleigh Waters QLD, with the three (3) parking areas surveyed for this study shown in Figure 2-6.

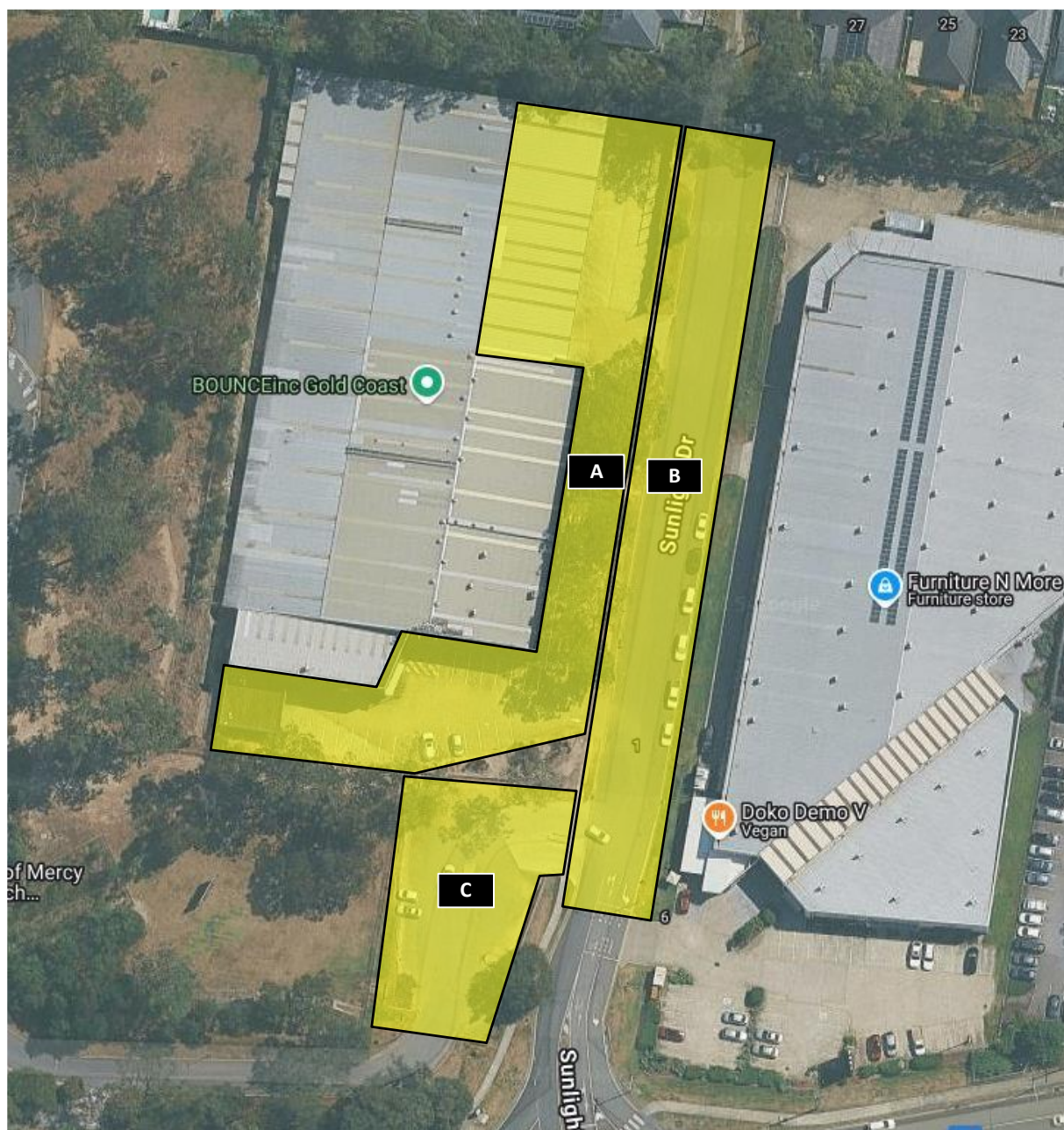


Figure 2-6: Parking Survey Area for Burleigh Waters (courtesy MetroMap)

Table 2-6: Burleigh Waters Parking Inventory

PARKING AREA	ASSOCIATED CAPACITY	NOTES
A	72	BOUNCE Inc. Burleigh Waters on-site car park only. 39 spaces within the combined northern car park areas + 33 within the southern car park area
B	26	Publicly available unrestricted on-street car parking supply along both sides of Sunlight Drive along its entirety (where permitted). <i>Note: Recorded parking demand within Area B conservatively assumed to be solely attributed to BOUNCE Inc. occupants.</i>
C	27	Publicly available unrestricted off-street car park. <i>Note: Recorded parking demand within Area C conservatively assumed to be solely attributed to BOUNCE Inc. occupants.</i>
TOTAL	125	-

Noting the general lack of pavement marking to clearly delineate car spaces, the anticipated car parking supply within Area C has been derived from available Nearmap aerial imagery, as demonstrated in Figure 2-7.

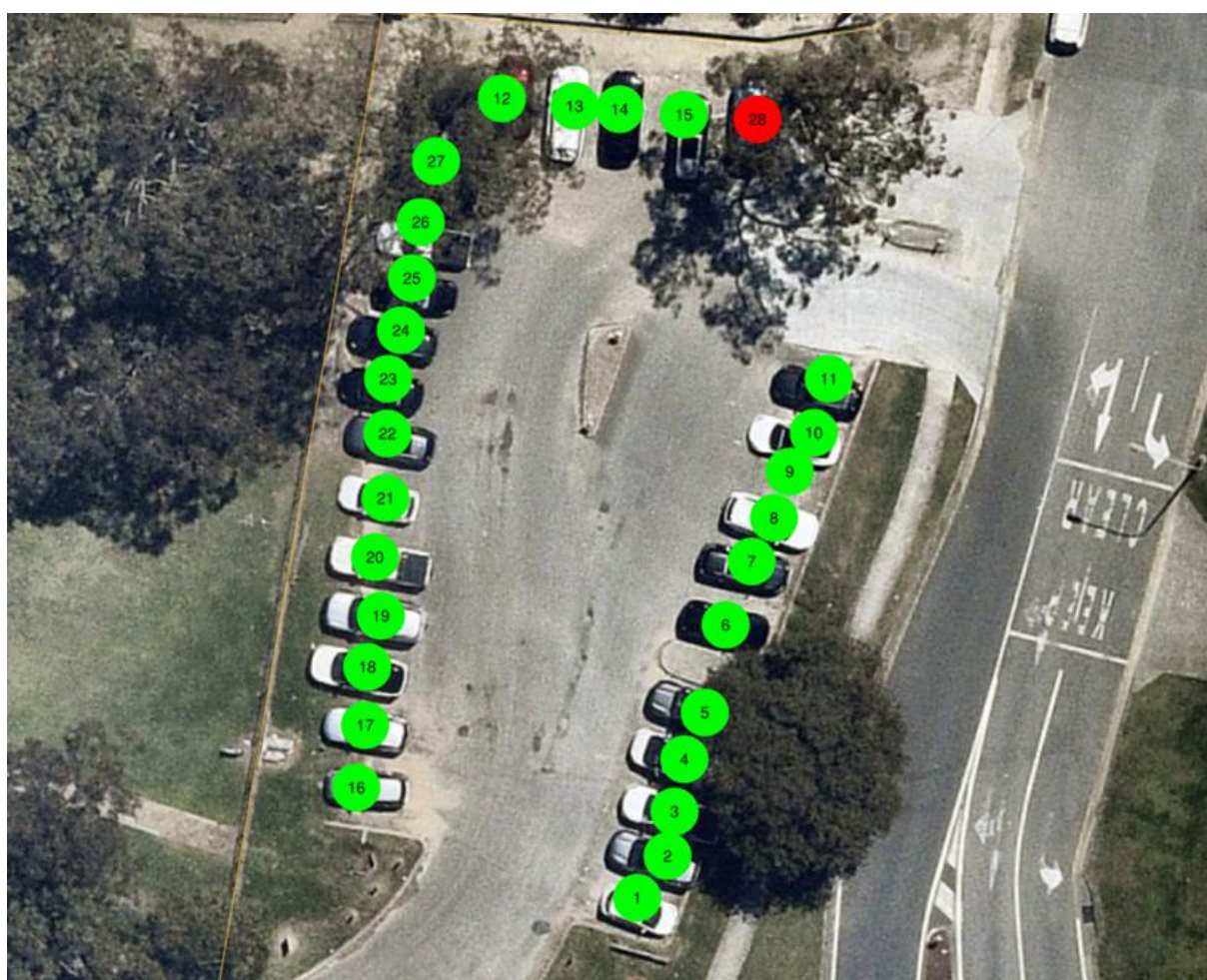


Figure 2-7: Available Car Parking Supply – Area B

2.2 Survey Dates & Times

The car parking inventory and occupancy surveys were conducted during peak operating times as identified by BOUNCE Inc. for a typical site, being:

- Typical Friday from 9:00AM – 1:00PM
- Typical Saturday from 10:00AM – 3:00PM

All survey days and times noted above commenced and concluded at the stated times, with data recorded at 15-minute intervals during these times.

The Grovedale and Keysborough surveys were conducted on Friday 2 May 2025 and Saturday 3 May 2025, while the Blackburn, Heidelberg West and Marleston surveys occurred on Friday 27 May 2025 and Saturday 28 May 2025.

The Burleigh Waters surveys were conducted more recently (14 July 2025 – 20 July 2025) and adopted a site-specific approach to determining survey periods due to the operations of surrounding land uses. A total of five (5) days were surveyed across various times, all of which were determined to capture peak patronage.

It is noted that all nominated survey dates intentionally avoid public or school holidays in order to best represent typical operating conditions. This approach is expected to account for a more consistent and comparable dataset across all sites surveyed.

3 PARKING DEMAND ANALYSIS

3.1 Overview

Deriving peak car parking space demand per participant for a typical BOUNCE Inc site allows future developments and patronage expansions to estimate required car parking provisions with a level of accuracy. These rates are calculated by dividing the parking occupancy number by the corresponding peak number of participants recorded on-site (based on duration of stay data provided by Bounce for each activity type).

It is noted that the data is a function of the number of peak 'participants' at each location, which accounts for (but does not specifically qualify/address) the number of associated spectators/staff members. This notes that any parking demand recorded within on and off-site car parking areas expected to be used by BOUNCE Inc. patrons will be comprised of demands generated by participants, spectators and staff.

Based on the observations made by the operator across various site locations, it is estimated that participants make up approximately 60% of the overall number of occupants on-site at any given time. Accordingly, this is to be considered when planning for new/expanded sites.

3.1.1 Blackburn, VIC

The car parking and participant demand profiles for BOUNCE Inc. Blackburn are shown in Figure 3.1 for Friday and Figure 3.2 for Saturday.

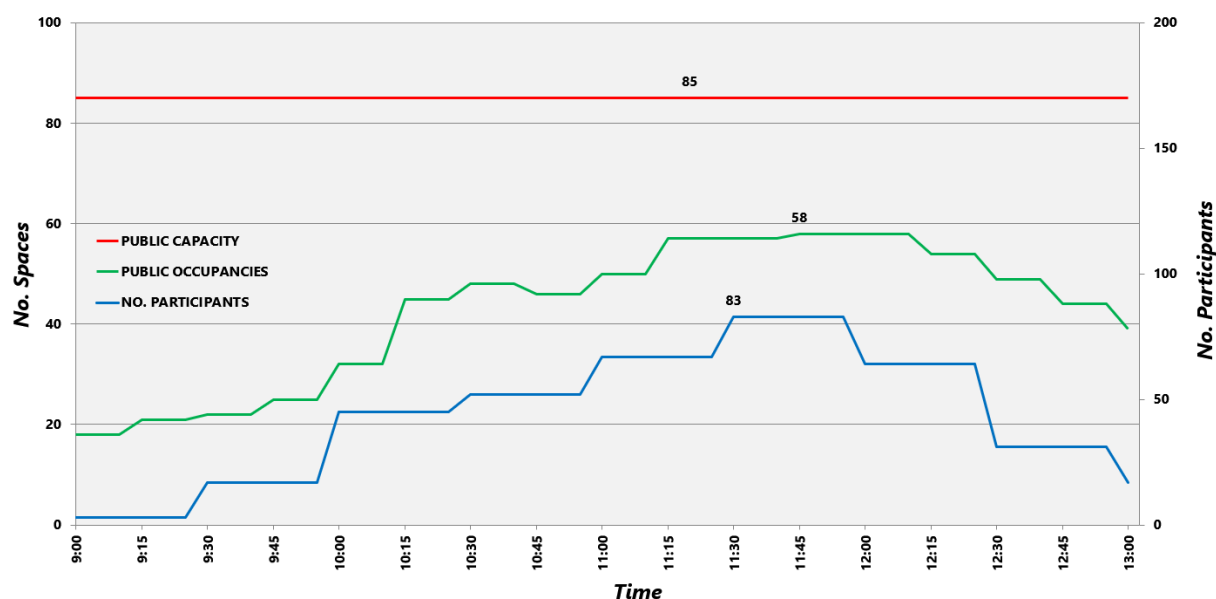


Figure 3.1: Blackburn Friday Parking vs Patronage (9:00AM – 1:00PM)

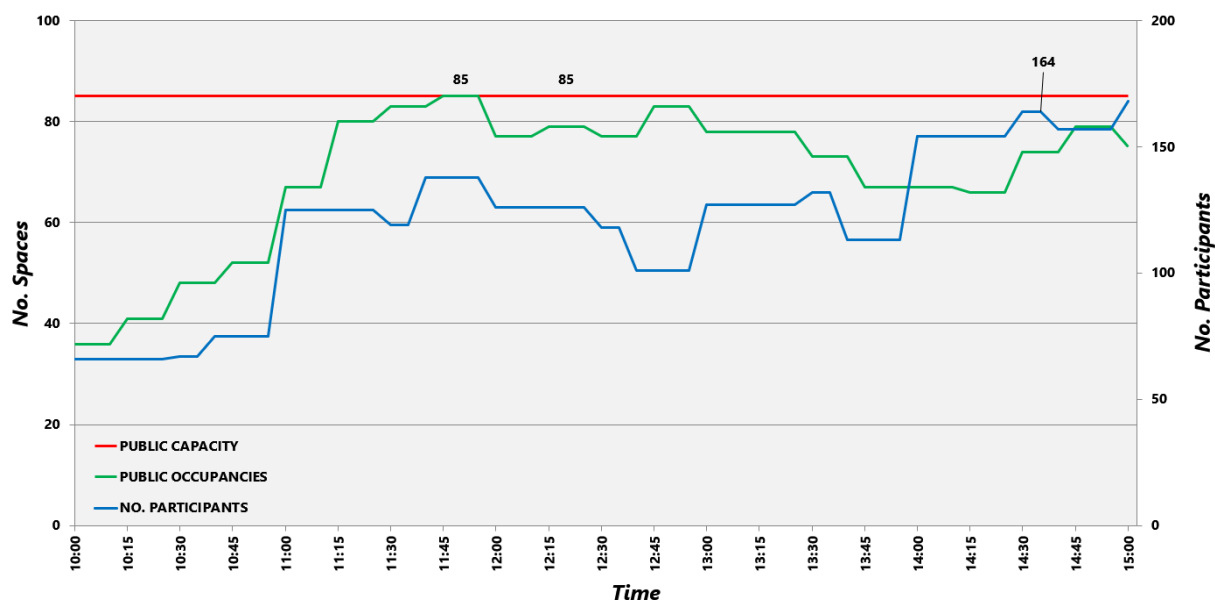


Figure 3.2: Blackburn Saturday Parking vs Participants (10:00AM – 3:00PM)

Analysis results for the peak survey day (Saturday) for Blackburn can be found in Table 3.1.

Table 3.1: Parking Demand Analysis for Blackburn

BLACKBURN PARKING DEMAND SUMMARY (SATURDAY, 10:00AM TO 3:00PM)	
Parking Availability	85
Maximum Car Parking Demand	85 at 11:45AM (100% utilisation)
Maximum Recorded Participants	168 participants at 3:00PM
Maximum Parking Demand Rate per Participant	0.82 between 12:45PM to 12:55PM (101 participants in venue, 83 parking spaces occupied [98% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.43 – 0.50 spaces per participant, average of 0.46 (between 2:00PM and 3:00PM)

3.1.2 Heidelberg West, VIC

The car parking and participant demand profiles for BOUNCE Inc. Heidelberg West are shown in Figure 3.3 for Friday and Figure 3.4 for Saturday.

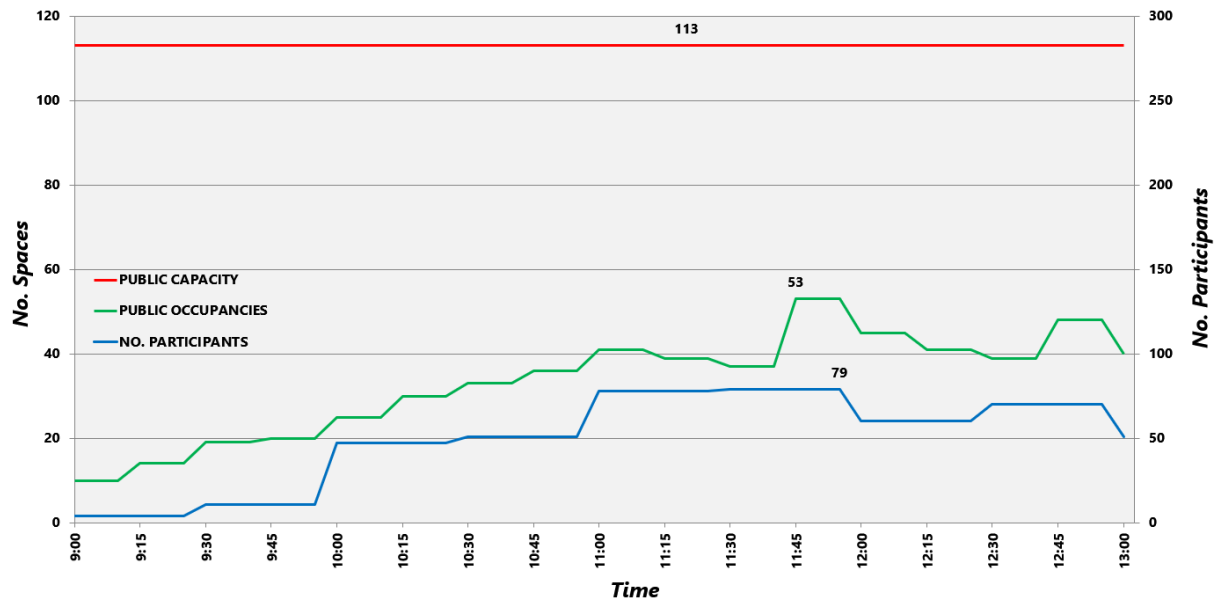


Figure 3.3: Heidelberg West Friday Parking vs Patronage (9:00AM – 1:00PM)

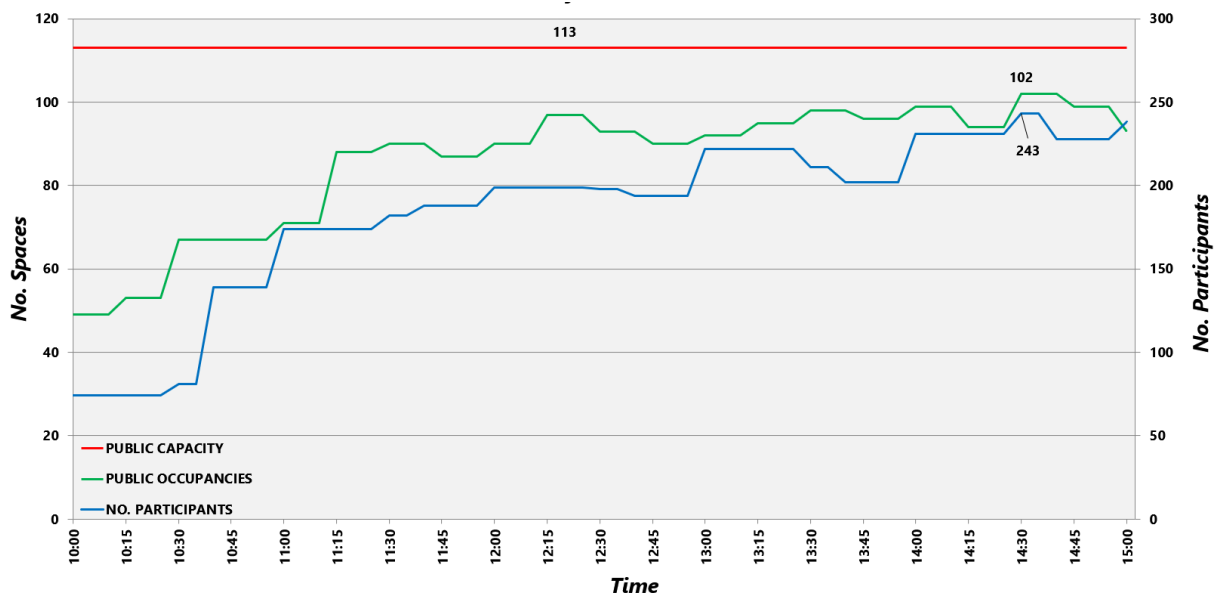


Figure 3.4: Heidelberg West Saturday Parking vs Patronage (10:00AM – 3:00PM)

Analysis results for the peak survey day (Saturday) for Heidelberg West can be found in Table 3.2.

Table 3.2: Parking Demand Analysis for Heidelberg West

HEIDELBERG WEST PARKING DEMAND SUMMARY (SATURDAY, 10:00AM TO 3:00PM)	
Parking Availability	113
Maximum Car Parking Demand	102 at 2:30PM (90% utilisation)
Maximum Recorded Participants	243 participants at 2:30PM
Maximum Parking Demand Rate per Participant	0.83 at 10:30AM (81 participants in venue, 67 parking spaces occupied [59% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.39 – 0.45 spaces per participant, average of 0.42 (between 2:00PM and 3:00PM)

3.1.3 Marleston, SA

The car parking and participant demand profiles for BOUNCE Inc. Grovedale are shown in Figure 3.5 for Friday and Figure 3.6 for Saturday.

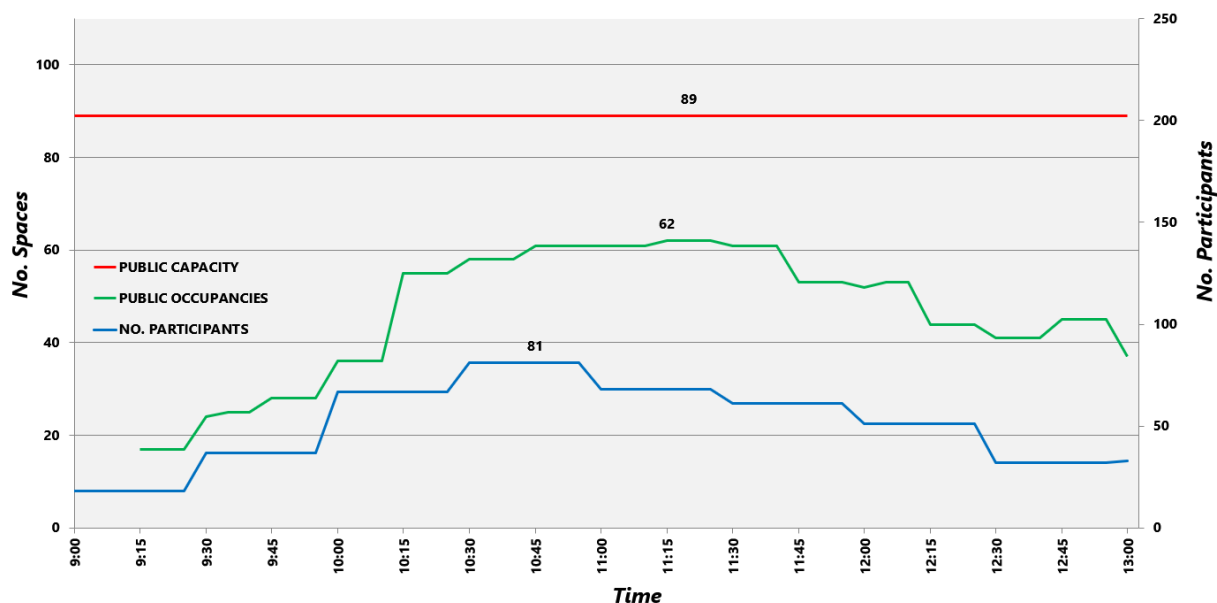


Figure 3.5: Marleston Friday Parking vs Patronage (9:00AM – 1:00PM)

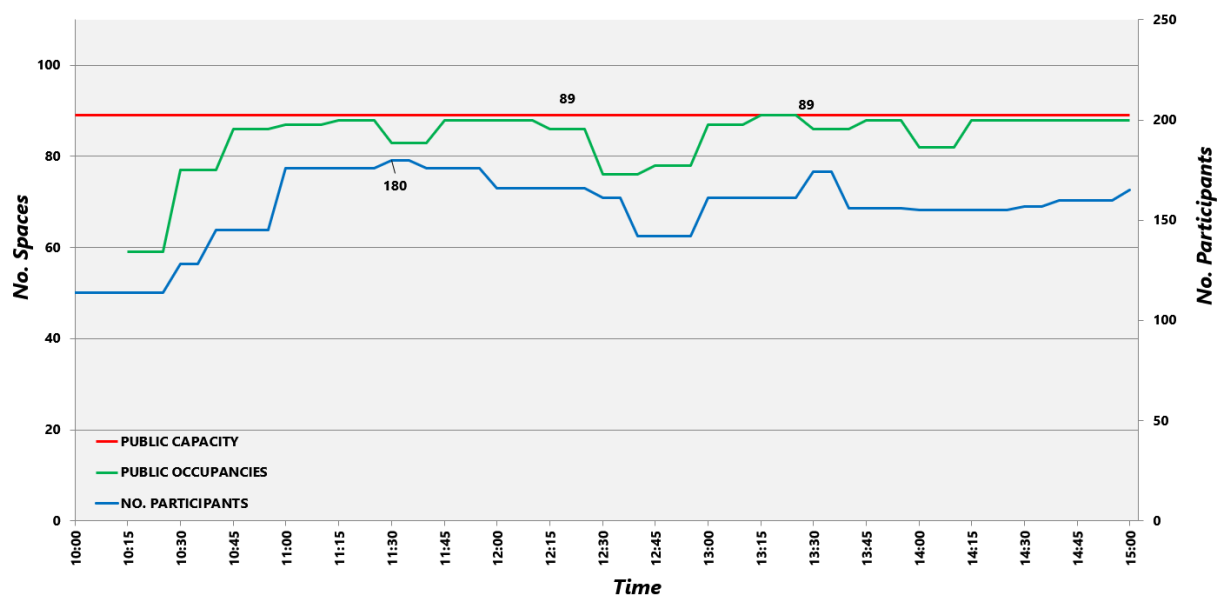


Figure 3.6: Marleston Saturday Parking vs Patronage (10:00AM – 3:00PM)

Analysis results for the peak survey day (Saturday) for Marlestone can be found in Table 3.3.

Table 3.3: Parking Demand Analysis for Marlestone

MARLESTON PARKING DEMAND SUMMARY (SATURDAY, 10:00AM TO 3:00PM)	
Parking Availability	89
Maximum Car Parking Demand	89 between 1:15PM and 1:25PM (100% utilisation)
Maximum Recorded Participants	180 participants at 11:30AM
Maximum Parking Demand Rate per Participant	0.60 at 10:30AM (128 participants in venue, 77 parking spaces occupied [87% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.46 – 0.50 spaces per participant, average of 0.49 (between 11:00AM and 11:55AM)

3.1.4 Grovedale, VIC

The car parking and participant demand profiles for BOUNCE Inc. Grovedale are shown in Figure 3.7 for Friday and Figure 3.8 for Saturday.

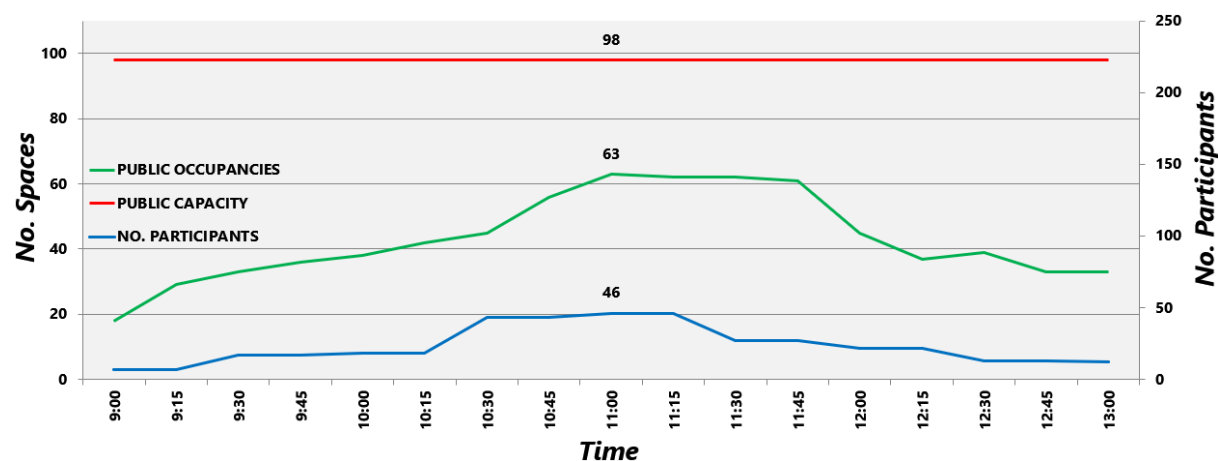


Figure 3.7: Grovedale Friday Parking vs Patronage (9:00AM – 1:00PM)

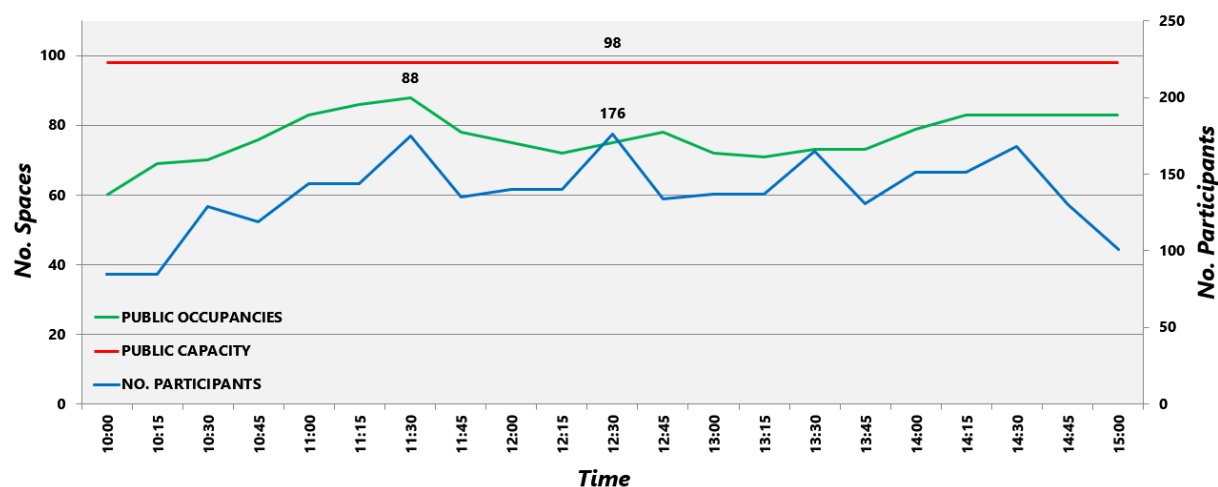


Figure 3.8: Grovedale Saturday Parking vs Patronage (10:00AM – 3:00PM)

Analysis results for the peak survey day (Saturday) for Grovedale can be found in Table 3.4.

Table 3.4: Parking Demand Analysis for Grovedale

GROVEDALE PARKING DEMAND SUMMARY (SATURDAY, 10:00AM TO 3:00PM)	
Parking Availability	98
Maximum Car Parking Demand	88 at 11:30AM (90% utilisation)
Maximum Recorded Participants	176 participants at 12:30PM
Maximum Parking Demand Rate per Participant	0.82 at 3:00PM (101 participants in venue, 83 parking spaces occupied [85% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.43 – 0.58 spaces per participant, average of 0.51 (between 11:30AM and 12:30PM)

3.1.5 Keysborough, VIC

The car parking and participant demand profiles for BOUNCE Inc. Keysborough are shown in Figure 3.10 for Friday and Figure 3.1 for Saturday.

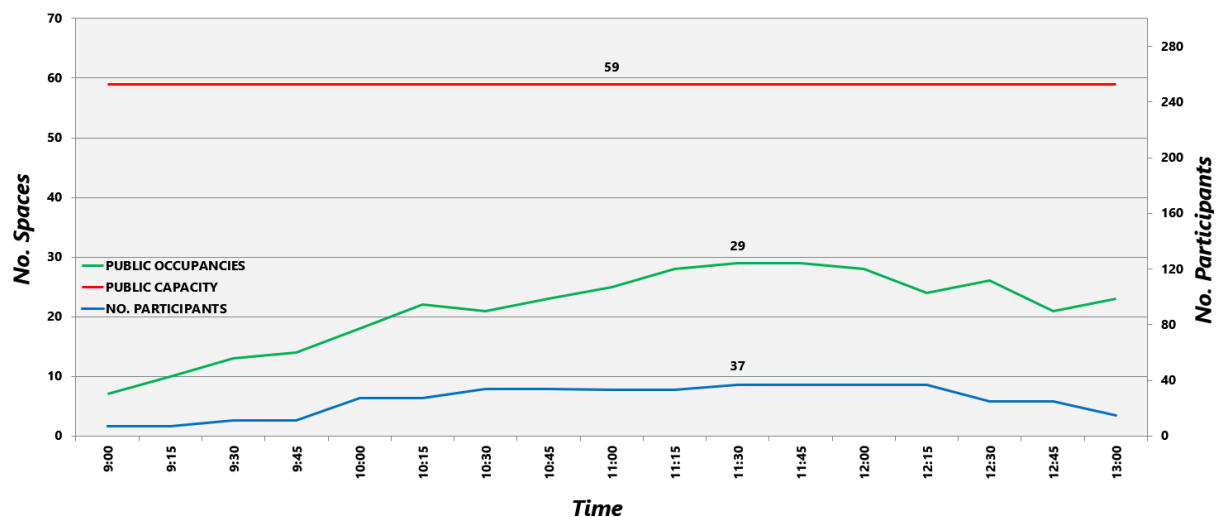


Figure 3.9: Keysborough Friday Parking vs Patronage (9:00AM – 1:00PM)

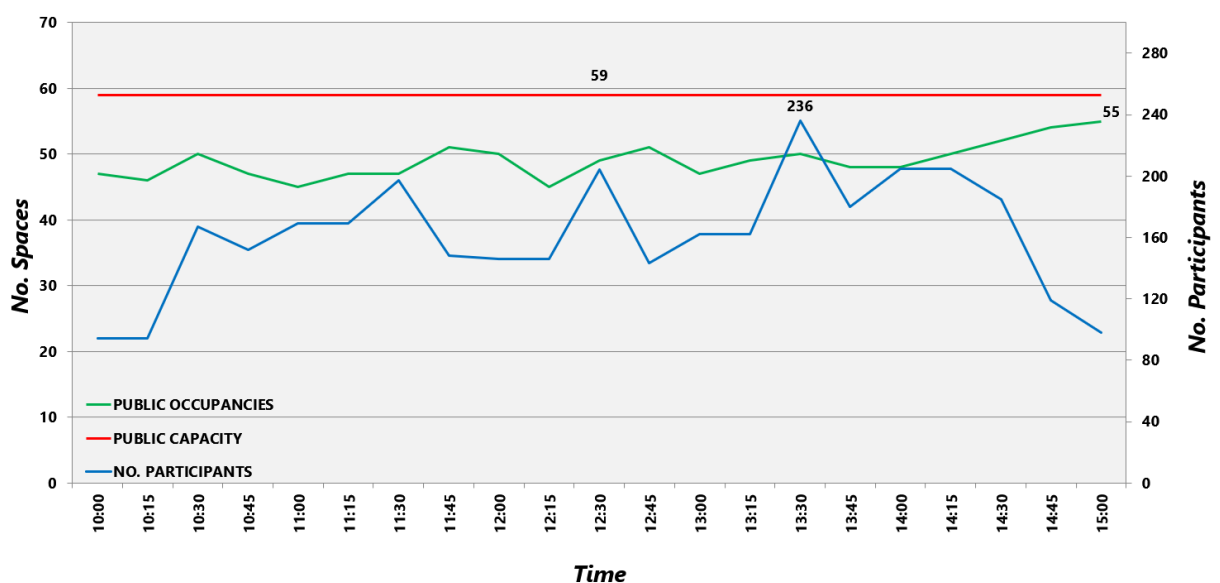


Figure 3.10: Keysborough Saturday Parking vs Patronage (10:00AM – 3:00PM)

Analysis results for the peak survey day (Saturday) for Keysborough can be found in Table 3.5.

Table 3.5: Parking Demand Analysis for Keysborough

KEYSBOROUGH PARKING DEMAND SUMMARY (SATURDAY, 10:00AM TO 3:00PM)	
Parking Availability	59
Maximum Car Parking Demand	55 at 3:00PM (93% utilisation)
Maximum Recorded Participants	236 participants at 1:30PM
Maximum Parking Demand Rate per Participant	0.56 at 3:00PM (98 participants in venue, 55 parking spaces occupied [93% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.21 – 0.28 spaces per participant, average of 0.25 (between 1:30PM and 2:30PM)

3.1.6 Burleigh Waters, QLD

Analysis results for the peak survey day (Sunday) for Burleigh Waters can be found in Table 3.5.

Table 3.6: Parking Demand Analysis for Burleigh Waters

KEYSBOROUGH PARKING DEMAND SUMMARY (SUNDAY, 9:00AM TO 5:00PM)	
Parking Availability	125
Maximum Car Parking Demand	114 at 12:30PM (91% utilisation)
Maximum Recorded Participants	242 participants at 11:40AM
Maximum Parking Demand Rate per Participant	0.74 at 2:00PM (131 participants in venue, 97 parking spaces occupied [78% occupancy])
Range of Parking Demand Rates During Peak Participant Period	0.47 spaces per participant (between 11:40AM and 11:55AM)

3.2 Summary of Results

The car parking and participant numbers follow a similar trendline over the survey timeframe, providing strong indication that participants generally arrive to the BOUNCE Inc. sites via private vehicles.

There were certain instances where the carpark facilities reached capacity (namely Blackburn during the Saturday morning peak, Marlestone during the Saturday afternoon peak) but the cumulative occupancy at these sites were lower than the busiest periods of the day and accordingly no impacts to on-street parking facilities were anticipated at these times.

The survey data suggests that the ratio of car parking demand per participant decreases when the number of participants increase. This indicates that larger groups or a higher number of participants lead to reduced car parking demand, likely due to car-pooling, pick-up and drop-off arrangements, or the adoption of other sustainable transport methods. This is reinforced by the observation that the morning peaks generally have a higher parking demand rate per participant when compared to the afternoon peaks, as there are lower participant numbers with a similar parking occupancy rate when compared with afternoon peaks for both Fridays and Saturdays.

The BOUNCE Inc. sites selected for this study recorded a minimum parking demand rate per peak participant of 0.21 spaces, increasing to 0.58 spaces per peak participant during the busiest period (a typical Saturday). When excluding the Keysborough site (due to it being seen as a clear outlier), the average parking demand rates per participant appear very consistent across the remaining five (5) sites, ranging from 0.42 – 0.51 spaces per peak participant.

4 CONCLUSIONS & RECOMMENDATIONS

Based on the data analysed within this report from the existing six (6) BOUNCE Inc. sites surveyed, it can be concluded that:

- Parking demand rates are generally higher when there are lower participant numbers within the site, during the morning peak periods
- The parking demand rates recorded at Keysborough are significantly lower than those generally recorded across the balance of sites. Accordingly, as to not skew results, these results have been omitted from the subsequent recommendations relating to car parking demand rates.
- The average parking demand rates per participant appear very consistent across the remaining five (5) sites, ranging from 0.42 – 0.51 spaces per peak participant.
- On the above basis, it is recommended that a peak parking demand rate of **0.47 car parking spaces per participant** be adopted as part of any exercise forecasting peak car parking demand for new developments/sites seeking patronage increases.
- For Development Applications quoting a permitted number of 'occupants' sought (rather than 'participants'), based on guidance previously provided to WGA by BOUNCE Inc., it will continue to be assumed that the total number of occupants will be comprised of participants (60%) and spectators (40%).



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MAROOCHYDORE PARKING DEMAND

Time (Hour Starting)	Tuesday, 15 November 2022			Wednesday, 16 November 2022			Thursday, 17 November 2022			Friday, 18 November 2022			Saturday, 19 November 2022			Sunday, 20 November 2022			Monday, 21 November 2022		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
12:00:00 AM	1	1	1	1	1	1	3	3	2	1	1	1	1	1	1	0	0	0	3	3	2
1:00:00 AM	2	2	2	0	0	0	3	4	3	0	0	0	1	1	1	0	0	0	0	1	0
2:00:00 AM	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 AM	14	14	11	13	13	10	12	12	9	8	8	6	11	11	8	6	6	5	1	1	1
4:00:00 AM	49	52	39	51	54	40	50	52	40	44	46	34	36	38	29	13	14	11	5	5	4
5:00:00 AM	77	87	65	82	92	70	91	101	76	81	90	68	62	69	52	20	23	17	21	22	17
6:00:00 AM	54	69	52	62	78	59	65	83	63	47	63	48	47	59	45	41	45	34	15	19	14
7:00:00 AM	29	40	30	56	68	52	48	61	46	41	50	38	36	45	34	64	72	54	37	40	30
8:00:00 AM	56	62	47	60	71	54	60	70	52	61	69	52	78	85	64	68	81	61	39	46	35
9:00:00 AM	65	76	57	69	81	61	60	72	54	55	67	51	52	68	51	53	67	50	36	44	33
10:00:00 AM	46	59	44	45	59	44	36	48	36	39	50	38	35	45	34	38	49	37	19	26	20
11:00:00 AM	32	41	31	33	42	32	26	33	25	29	37	28	38	45	34	41	49	37	24	28	21
12:00:00 PM	32	38	29	28	35	26	33	38	29	26	32	24	31	39	29	26	34	26	30	35	26
1:00:00 PM	30	36	27	32	38	28	33	40	30	31	36	27	29	35	27	32	37	28	23	29	22
2:00:00 PM	56	62	47	43	49	37	40	47	35	38	44	33	29	35	26	17	23	18	22	27	20
3:00:00 PM	57	68	51	45	54	40	39	47	35	36	44	33	42	48	36	28	31	24	29	33	25
4:00:00 PM	91	102	77	78	87	66	79	87	65	47	54	41	44	52	40	19	25	19	25	31	23
5:00:00 PM	85	103	78	90	106	80	78	94	71	77	86	65	37	46	35	20	24	18	28	33	25
6:00:00 PM	66	83	63	56	74	56	68	84	63	50	65	49	21	28	21	16	20	15	16	22	16
7:00:00 PM	43	56	42	40	51	39	35	49	37	19	29	22	14	18	14	14	17	13	11	14	11
8:00:00 PM	24	33	25	33	41	31	29	36	27	17	21	16	15	18	13	7	10	7	14	16	12
9:00:00 PM	17	22	16	16	23	17	18	24	18	10	13	10	12	15	11	5	6	5	10	13	10
10:00:00 PM	3	6	5	6	9	7	7	11	8	1	3	2	2	4	3	2	3	2	2	4	3
11:00:00 PM	4	5	3	6	7	5	6	7	6	5	5	4	5	5.4	4	5	5	4	4	4	3

GFA1824 sqm

Max. Parking Demand80 cars

Max. Demand Rate4.4 spaces per 100sqm

KIPPA RING PARKING DEMAND

Time (Hour Starting)	Monday, 12 June 2023			Tuesday, 13 June 2023			Wednesday, 14 June 2023			Thursday, 15 June 2023			Friday, 16 June 2023			Saturday, 17 June 2023			Sunday, 18 June 2023		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
12:00:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
1:00:00 AM	0	0	0	2	2	2	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0
2:00:00 AM	0	0	0	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	1	1
3:00:00 AM	9	9	7	8	8	6	6	6	5	4	4	3	6	6	5	1	1	1	1	1	1
4:00:00 AM	19	21	16	26	28	21	19	20	15	19	20	15	19	20	15	5	5	4	2	2	2
5:00:00 AM	45	49	37	50	55	42	45	49	37	54	58	44	47	51	38	15	16	12	6	6	5
6:00:00 AM	19	28	21	15	25	19	11	20	15	15	26	19	22	31	24	17	20	15	14	15	11
7:00:00 AM	24	28	21	13	16	12	14	16	12	15	18	14	15	19	15	46	49	37	28	31	23
8:00:00 AM	32	37	28	34	37	28	39	42	32	38	41	31	27	30	23	39	48	36	16	22	16
9:00:00 AM	45	51	39	31	38	29	29	37	28	28	36	27	29	34	26	27	35	26	17	20	15
10:00:00 AM	21	30	23	21	27	21	10	16	12	22	28	21	16	22	16	35	40	30	11	14	11
11:00:00 AM	16	20	15	20	24	18	17	19	14	14	18	14	16	19	14	20	27	20	15	17	13
12:00:00 PM	22	25	19	21	25	19	16	19	15	17	20	15	20	23	17	11	15	11	19	22	17
1:00:00 PM	15	19	15	25	29	22	34	37	28	17	20	15	16	20	15	15	17	13	10	14	10
2:00:00 PM	30	33	25	20	25	19	23	30	22	19	22	17	17	20	15	12	15	11	22	24	18
3:00:00 PM	59	65	49	35	39	29	46	51	38	33	37	28	27	30	23	28	30	23	15	19	15
4:00:00 PM	58	70	53	72	79	60	66	75	57	35	42	31	36	41	31	9	15	11	18	21	16
5:00:00 PM	87	99	74	79	93	70	56	69	52	62	69	52	47	54	41	23	25	19	26	30	22
6:00:00 PM	52	69	52	60	76	57	57	68	51	38	50	38	26	35	27	14	19	14	24	29	22
7:00:00 PM	25	35	27	29	41	31	20	31	24	20	28	21	18	23	17	5	8	6	12	17	13
8:00:00 PM	13	18	14	13	19	14	10	14	11	11	15	11	13	17	13	7	8	6	5	7	6
9:00:00 PM	8	11	8	7	10	7	8	10	8	4	6	5	11	14	10	12	13	10	5	6	5
10:00:00 PM	1	3	2	6	7	6	1	3	2	2	3	2	3	5	4	5	7	6	5	6	5
11:00:00 PM	1	1	1	3	4	3	0	0	0	2	2	2	1	2	1	0	1	1	1	2	2

GFA2000 sqm

Max. Parking Demand74 cars

Max. Demand Rate3.7 spaces per 100sqm

BURPENGARY PARKING DEMAND

Time (Hour Starting)	Wednesday, 1 August 2018			Thursday, 2 August 2018			Friday, 3 August 2018			Saturday, 4 August 2018			Sunday, 5 August 2018			Monday, 6 August 2018			Tuesday, 7 August 2018		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
12:00:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	1	1	1
1:00:00 AM	2	2	2	3	3	2	2	2	2	4	4	3	1	2	1	1	1	1	1	1	1
2:00:00 AM	4	5	3	1	2	1	2	3	2	1	2	2	1	1	1	3	3	2	1	1	1
3:00:00 AM	4	5	4	4	4	3	6	7	5	6	6	5	2	2	2	5	6	4	7	7	5
4:00:00 AM	26	27	20	26	27	20	19	21	16	11	13	9	2	3	2	27	28	21	34	36	27
5:00:00 AM	39	46	35	55	62	47	45	50	38	9	12	9	2	3	2	69	76	57	52	61	46
6:00:00 AM	29	39	30	21	35	27	27	39	29	28	30	23	7	8	6	20	38	29	24	38	28
7:00:00 AM	16	24	18	12	17	13	18	25	19	54	61	46	18	20	15	21	26	20	17	23	18
8:00:00 AM	60	64	48	51	54	41	54	59	44	43	57	43	39	44	33	61	66	50	52	56	43
9:00:00 AM	40	56	42	70	83	63	59	73	55	32	43	33	27	37	28	54	70	53	50	64	48
10:00:00 AM	29	39	30	21	39	30	31	46	35	28	36	27	25	32	24	37	51	38	32	45	34
11:00:00 AM	15	23	17	14	19	15	14	22	17	22	29	22	27	34	25	21	31	23	20	28	21
12:00:00 PM	19	23	17	12	16	12	21	25	19	18	24	18	26	33	25	12	17	13	13	18	14
1:00:00 PM	17	22	17	14	17	13	27	32	24	19	24	18	9	16	12	20	23	17	17	20	15
2:00:00 PM	30	34	26	26	30	22	23	30	23	25	30	23	17	19	15	22	27	21	29	33	25
3:00:00 PM	72	80	60	41	48	36	57	63	47	21	28	21	36	40	30	56	62	47	47	55	41
4:00:00 PM	65	84	63	68	79	59	47	62	47	23	28	21	24	33	25	103	118	89	86	98	74
5:00:00 PM	107	124	93	98	116	87	45	57	43	14	20	15	23	29	22	108	135	102	113	135	102
6:00:00 PM	79	107	81	80	105	80	37	49	37	20	24	18	16	22	17	116	144	109	79	108	82
7:00:00 PM	37	58	43	32	53	40	24	34	25	18	23	17	12	16	12	63	93	70	36	57	43
8:00:00 PM	21	31	23	26	34	26	22	28	21	11	16	12	8	11	8	23	39	30	23	32	24
9:00:00 PM	8	13	10	17	24	18	7	13	10	7	10	7	2	4	3	10	16	12	16	22	17
10:00:00 PM	4	6	5	5	9	7	8	10	7	3	5	4	5	6	4	6	9	6	3	7	5
11:00:00 PM	1	2	2	0	1	1	2	4	3	2	3	2	0	1	1	2	4	3	2	3	2

Time (Hour Starting)	Wednesday, 8 August 2018			Thursday, 9 August 2018			Friday, 10 August 2018			Saturday, 11 August 2018			Sunday, 12 August 2018			Monday, 13 August 2018			Tuesday, 14 August 2018		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
PEAK DEMAND:	2	2	2	2	2	2	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
MAX PARKING RATE:	1	2	1	1	2	1	2	2	2	1	1	1	0	0	0	0	0	0	1	1	1
12:00:00 AM	1	1	1	2	2	2	0	1	0	0	0	0	0	0	0	1	1	1	2	2	2
12:00:00 AM	8	8	6	7	8	6	6	6	5	4	4	3	1	1	1	9	9	7	3	4	3
12:00:00 AM	27	29	22	22	24	18	21	23	17	2	3	2	3	3	2	15	17	13	29	30	22
12:00:00 AM	61	68	51	46	52	39	41	46	35	17	18	13	3	4	3	23	27	20	54	62	46
12:00:00 AM	13	29	22	19	31	23	15	26	19	25	29	22	10	11	8	21	27	20	19	33	25
12:00:00 AM	19	22	17	16	21	16	15	19	14	67	74	55	18	21	16	34	39	30	14	19	14
12:00:00 AM	54	59	44	41	45	34	58	62	47	44	61	46	55	60	45	51	60	45	50	54	40
12:00:00 AM	36	50	38	58	69	52	53	68	51	50	61	46	26	40	30	27	40	30	53	66	50
12:00:00 AM	37	46	35	20	35	26	23	37	28	22	35	26	13	20	15	23	30	23	25	39	29
12:00:00 AM	17	27	20	24	29	22	27	33	25	17	23	17	21	24	18	26	32	24	24	31	23
12:00:00 AM	16	20	15	10	16	12	19	26	20	25	29	22	13	18	14	19	26	19	17	23	18
12:00:00 AM	20	24	18	17	20	15	14	19	14	15	22	16	16	19	15	18	23	17	14	18	14
12:00:00 AM	22	27	21	26	30	23	29	33	25	21	25	19	19	23	17	46	51	38	23	27	20
12:00:00 AM	67	73	55	39	46	35	71	79	59	19	24	18	44	49	37	34	46	35	45	51	38
12:00:00 AM	70	87	66	65	75	57	34	52	40	21	26	20	20	31	24	56	65	49	77	89	67
12:00:00 AM	103	121	91	97	114	86	62	71	53	13	18	14	22	27	21	77	92	69	130	150	113
12:00:00 AM	108	135	102	63	88	67	32	48	36	14	17	13	27	33	25	62	82	62	93	127	96
12:00:00 AM	39	67	51	40	56	43	17	25	19	11	15	11	16	23	17	36	52	39	18	42	32
12:00:00 AM	21	31	23	25	35	27	18	22	17	6	9	7	16	20	15	14	23	18	22	27	20
12:00:00 AM	11	16	12	13	20	15	11	16	12	4	6	4	6	10	8	3	7	5	14	20	15
12:00:00 AM	2	5	4	2	5	4	3	6	4	5	6	5	2	4	3	7	8	6	4	8	6
12:00:00 AM	0	1	0	1	2	1	0	1	1	0	1	1									

BURPENGARY PARKING DEMAND CONT.

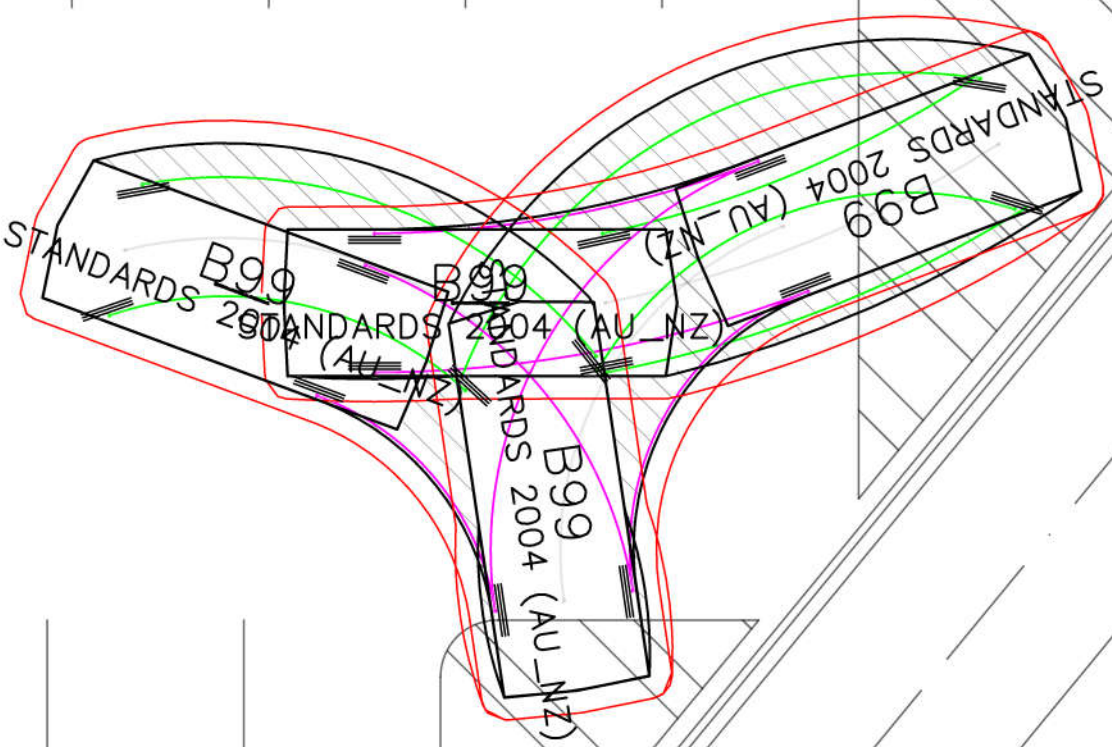
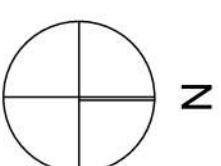
Time (Hour Starting)	Wednesday, 22 August 2018			Thursday, 23 August 2018			Friday, 24 August 2018			Saturday, 25 August 2018			Sunday, 26 August 2018			Monday, 27 August 2018			Tuesday, 28 August 2018		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
12:00:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0
12:00:00 AM	1	1	1	1	1	1	2	2	2	0	0	0	0	1	0	0	0	0	1	1	1
12:00:00 AM	2	2	2	1	1	1	0	1	0	2	2	2	0	0	0	2	2	2	3	3	2
12:00:00 AM	4	5	3	5	5	4	7	7	5	1	2	1	1	1	1	9	10	7	7	8	6
12:00:00 AM	30	31	23	22	23	18	19	21	16	0	0	0	2	2	2	27	29	22	37	39	29
12:00:00 AM	30	38	29	33	39	29	43	48	36	17	17	13	4	5	3	62	69	52	61	71	53
12:00:00 AM	23	31	23	24	33	25	26	37	28	25	29	22	12	13	10	22	38	29	25	41	31
12:00:00 AM	17	23	17	23	29	22	15	22	16	63	70	52	19	22	17	23	29	22	21	28	21
12:00:00 AM	55	59	45	51	57	43	54	58	44	58	74	56	31	36	27	54	60	45	40	45	34
12:00:00 AM	37	51	39	57	70	53	53	67	51	46	61	46	29	37	28	58	72	54	62	72	55
12:00:00 AM	27	37	28	19	34	25	28	42	32	32	44	33	27	35	26	40	55	42	25	41	31
12:00:00 AM	14	21	16	21	26	20	16	23	18	24	32	24	28	35	26	26	36	27	18	25	18
12:00:00 AM	21	25	19	17	22	17	17	21	16	11	17	13	17	24	18	16	23	17	19	24	18
12:00:00 AM	19	24	18	16	20	15	27	31	24	14	17	13	25	29	22	20	24	18	21	26	20
12:00:00 AM	26	31	23	30	34	26	35	42	32	20	24	18	27	34	25	35	40	30	24	29	22
12:00:00 AM	62	69	52	40	48	36	55	64	48	20	25	19	46	53	40	55	64	48	53	59	45
12:00:00 AM	60	76	57	57	67	51	38	52	39	12	17	13	39	51	38	97	111	84	88	102	77
12:00:00 AM	102	118	89	84	99	75	50	60	45	16	19	14	32	42	32	118	143	108	123	146	110
12:00:00 AM	110	137	103	69	91	68	38	51	38	18	22	17	15	23	18	97	128	96	76	108	81
12:00:00 AM	38	67	50	31	49	37	27	37	28	13	18	13	17	21	16	85	110	83	56	76	57
12:00:00 AM	31	41	31	19	27	20	19	26	20	4	7	6	12	16	12	29	51	39	24	39	29
12:00:00 AM	11	19	14	11	16	12	5	10	7	5	6	5	6	9	7	15	23	17	11	17	13
12:00:00 AM	2	5	4	4	7	5	1	2	2	4	5	4	0	2	1	1	5	4	4	7	5
12:00:00 AM	0	1	0	0	1	1	1	1	1	0	1	1	1	1	1	1	1	1	0	1	1

Time (Hour Starting)	Wednesday, 29 August 2018			Thursday, 30 August 2018			Friday, 31 August 2018		
	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE	ARRIVALS	TOTAL ON-SITE	TOTAL CARS ON-SITE
12:00:00 AM	4	4	3	0	0	0	0	0	0
12:00:00 AM	3	4	3	1	1	1	2	2	2
12:00:00 AM	0	1	1	2	2	2	2	3	2
12:00:00 AM	11	11	8	14	15	11	8	9	6
12:00:00 AM	28	31	23	26	30	22	21	23	17
12:00:00 AM	56	63	48	44	51	38	36	41	31
12:00:00 AM	25	40	30	17	28	21	25	34	26
12:00:00 AM	17	24	18	19	23	18	15	22	16
12:00:00 AM	58	62	47	58	63	47	61	65	49
12:00:00 AM	41	56	42	59	74	56	47	63	47
12:00:00 AM	48	59	44	15	30	23	25	37	28
12:00:00 AM	25	37	28	16	20	15	17	24	18
12:00:00 AM	8	15	11	11	15	11	18	22	17
12:00:00 AM	16	18	14	10	13	10	17	22	16
12:00:00 AM	25	29	22	33	36	27	20	24	18
12:00:00 AM	68	75	56	46	55	41	53	58	44
12:00:00 AM	55	73	55	68	80	60	45	59	44
12:00:00 AM	102	116	88	75	93	70	59	71	53
12:00:00 AM	119	146	110	82	102	77	51	66	50
12:00:00 AM	49	80	60	35	56	42	27	40	30
12:00:00 AM	21	34	25	28	37	28	10	17	13
12:00:00 AM	10	15	12	12	19	15	4	7	5
12:00:00 AM	4	7	5	9	12	9	5	6	5
12:00:00 AM	2	3	2	1	3	3	5	6	5

GFA2,240 sqm

Max. Parking Demand113 cars

Max. Demand Rate5.05 per 100sqm



- SWEPT PATH LEGEND:**
- VEHICLE BODY PATH
 - FRONT TYRE PATH
 - REAR TYRE PATH
 - CLEARANCE ENVELOPE (0.3M)

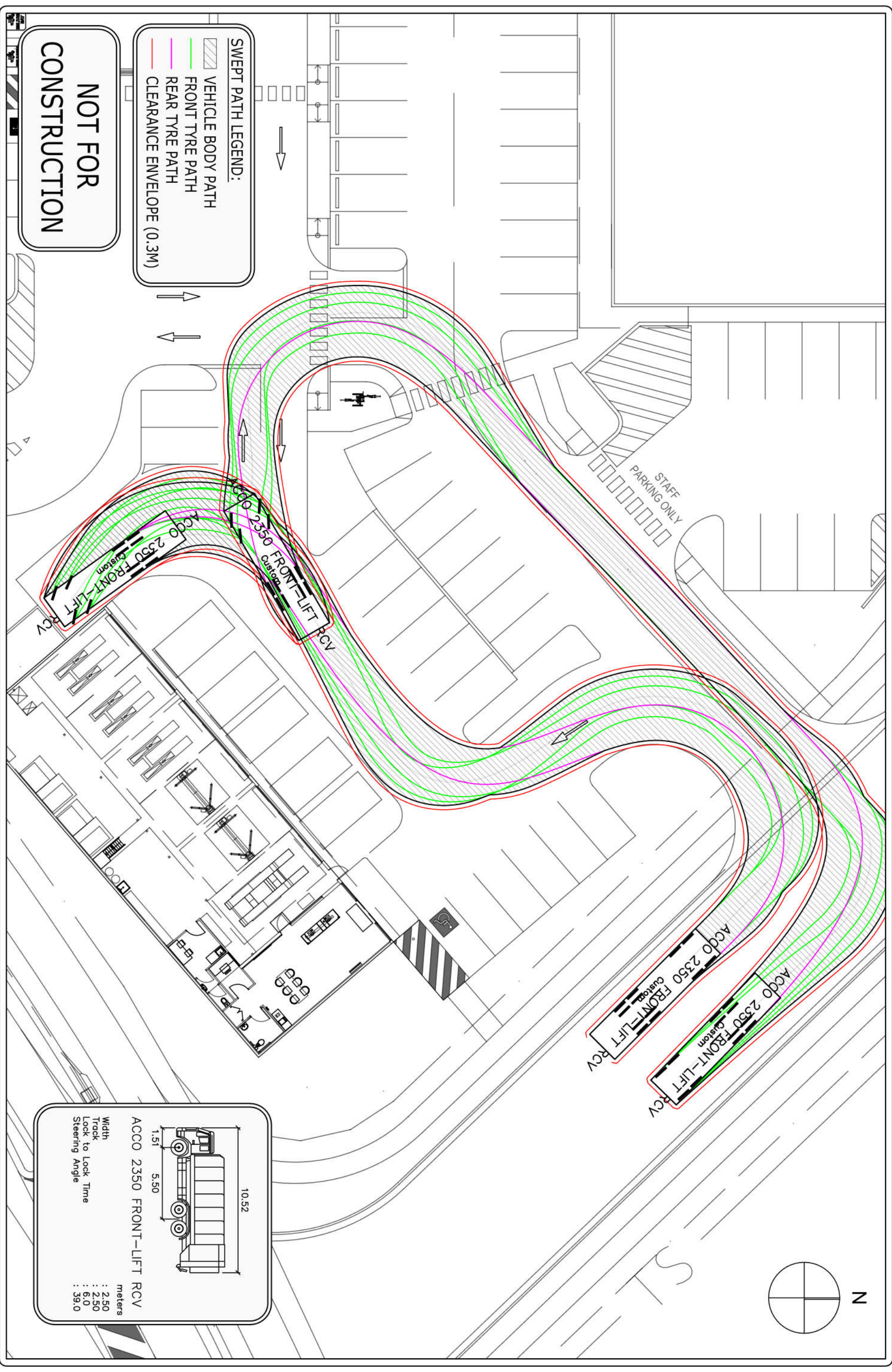
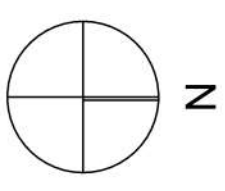
**NOT FOR
CONSTRUCTION**

B99

Width : 5.20
Track : 3.05
Lock to Lock Time : 0.95
Steering Angle : 33.9

meters

Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9



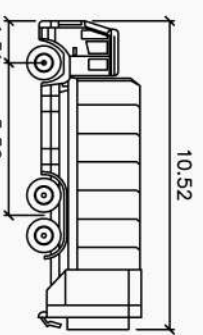
SWEPT PATH LEGEND:

-  VEHICLE BODY PATH
-  FRONT TYRE PATH
-  REAR TYRE PATH
-  CLEARANCE ENVELOPE (0.3M)

**NOT FOR
CONSTRUCTION**

ACCO 2350 FRONT-LIFT RCV
Custom

ACCO 2350 FRONT-LIFT RCV
Custom



ACCO 2350 FRONT-LIFT RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 39.0

meters



PTT
TRAFFIC & TRANSPORT ENGINEERING

ABN 96 067 593 962
P 07 3839 6771
WWW.PTT.COM.AU
Level 2, 62 Astor Tee, Spring Hill QLD 4000

REV	A	INITIAL ISSUE	CG	22/09/25
REV		DESCRIPTION	DRN	DATE

DRAWING TITLE:
SERVICE INDUSTRY RCV SWEPT PATH

PROJECT TITLE:
LOT 15-17 DIXON CIRCUIT, YARRABILBA

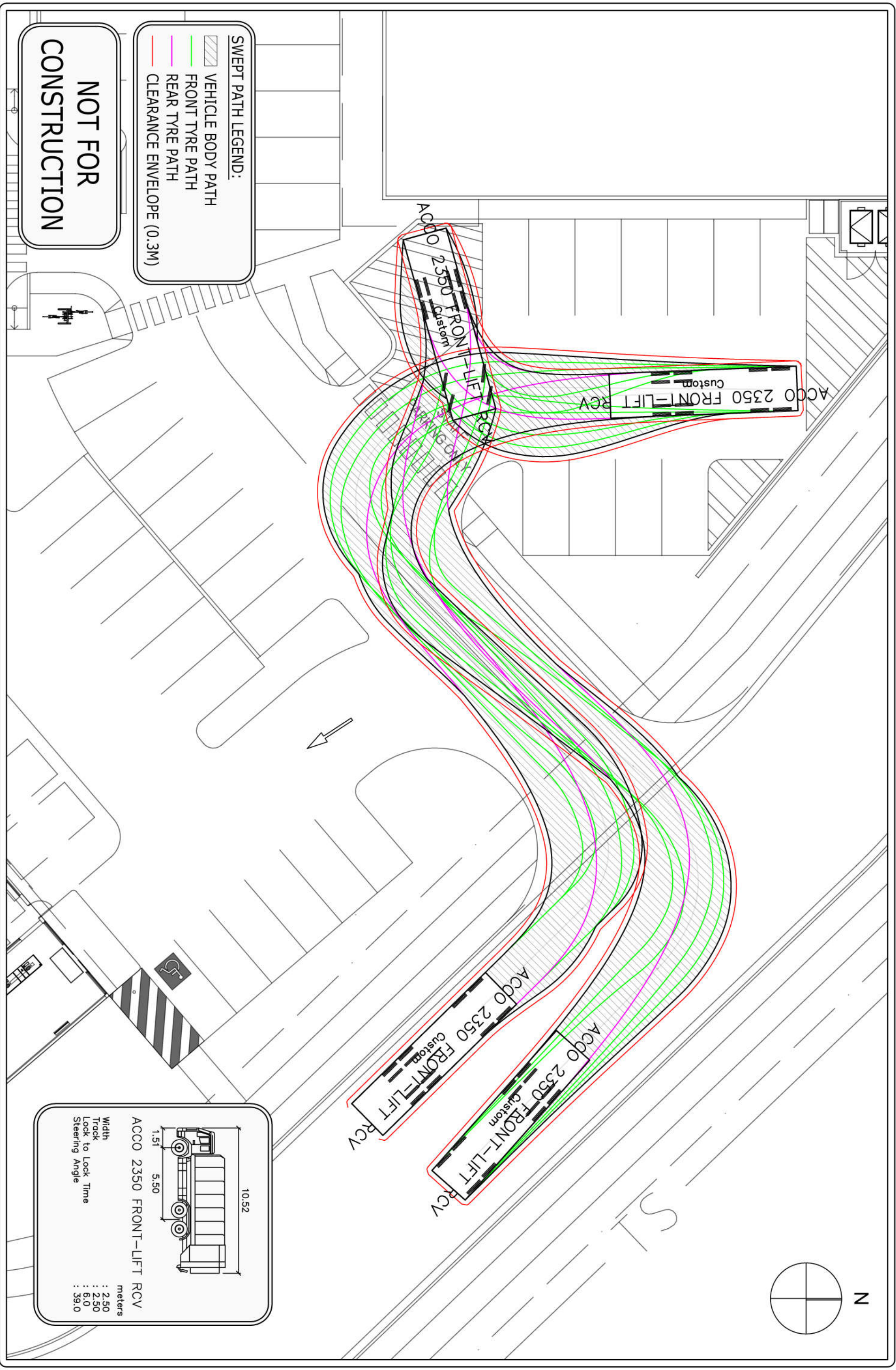
DRAWING NO.: 26-124-002

REV.: A

SCALE: 1:250 @ A3

CLIENT: EB INVESTMENT UNIT TRUST

APPROVED BY: CG (RPEQ 34450)

DRAWING TITLE: INDOOR SPORTS & REC RCV SWEPT PATH	DRAWING NO:	26-124-003	REV:	A	SCALE:	1:200 @ A3	APPROVED BY: CG (RPEQ 34450) <i>C. Spence</i>
	PROJECT TITLE: LOT 15-17 DIXON CIRCUIT, YARRABILBA						
CLIENT:						EB INVESTMENT UNIT TRUST	