

Job Reference: TP19/5160
Council Reference: DA/27/2019

26 November 2019

Shaunte Farrington
Planning Officer
Gladstone Regional Council
PO Box 29,
Gladstone QLD 4680
info@gladstone.qld.gov.au

**RE: (SECTION 52) CHANGING A DEVELOPMENT APPLICATION IN ACCORDANCE WITH SECTION 25 –
26 OF THE DEVELOPMENT ASSESSMENT RULES**

**DA/27/2019 - MATERIAL CHANGE OF USE – IMPACT (THEATRE)
20 O'CONNELL STREET, BARNEY POINT QLD 4680 (LOT 2 SP 247424)**

Dear Shaunte,

The applicant has reviewed the issues as raised in the properly made submissions and elected to respond through Changing the Development Application to remove the offending element, being carparking located over existing leased parks on Lot 1, to service the proposed Theatre Use (Cinema) on Lot 2.

PLANNING Act 2016 – Section 52: Changing or withdrawing development applications

(1) An applicant may change or withdraw a development application, before the application is decided, by a notice given to the assessment manager

Response

This letter is be taken as the Notice referred to in the above.

The previous proposal included carparking over the adjoining allotment, with a reliance on carparking located on Lot 1 to cater to the Theatre (Cinema) Use. This reliance led to a Submission from the owner of Lot 1 (QAL) objecting to the proposal.

CHANGED DEVELOPMENT

The proposed development involves the following modifications to the sports club site.

- removal of the existing 993m² GFA indoor sport and recreation (ie gymnasium) use
- construction of a 1,305m² GFA cinema, with seating capacity for 477 people
- removal of 42 existing parking spaces and provision of 106 new spaces (ie a net increase of 64 spaces)

These changes means the Theatre (Cinema) Use is now fully contained on lot 2, with all carparking associated with the Use provided on Lot 2. This change is considered to resolve the issues as raised in the QAL submission as per the below:

- *Resolves the question of the “premises” on which the application and use is proposed to be contained entirely to Lot 2;*
- *Confirms the application as properly made as consent of the landowner has been given;*
- *Removes any issue regarding a piecemeal application in violation of the “Pioneer principle”;*
- *Removes any question of “insufficiency of public notification” of the proposal;*
- *Removes any debate around the use of the leased carparks on Lot 1, returning their use to only existing lawfully approved and consented to site uses.*

The submission as received from Place Design Group is clearly commercially motivated, desiring to remove potential competition from the marketplace under the guise of planning grounds. No changes to the proposal have resulted from this submission.

The Development Assessment Rules state the following:

26. Effect of a change that is **about a matter raised in a submission**, information request or further advice

26.1. For a change that is not a minor change, the **development assessment process does not stop** if the assessment manager is satisfied the change—

- (a) **only deals with a matter raised in a properly made submission** for the application; or
- (b) is in response to an information request for the application; or
- (c) is in response to further advice provided by an assessing authority about the application.

26.2. Where part 4 applies to the changed application—

- (a) if part 4 did not apply to the original application—
 - (i) the assessment manager must give the applicant a confirmation notice within 10 days after the day the assessment manager receives notice of the change and part 4 must be undertaken for the changed application in accordance with section 16.4; and
 - (ii) the assessment manager cannot decide the application until part 4 has ended.
- (b) if part 4 had started or ended for the original application when the change was made, public notification must be undertaken again **unless the assessment manager is satisfied the change would not be likely to attract a submission objecting to the thing comprising the change**, if public notification were to apply to the change.

The requested change is supported through revised Proposal Plans and Technical Reporting.

- *The details of the above change in terms of site planning and layout are depicted visually on the attached revised architectural / site plans prepared by BSPN.*
- *A revised traffic Engineering Report prepared by PTT Traffic & Transport Engineering addressing the carparking and operational traffic issues for the site is also attached.*

In summary we suggest the changes to the application are made in response to matters raised in a submission (26).

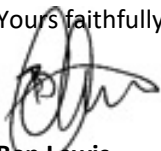
We therefore contend that under Section 26.1 of the DA Rules the Assessment Manager can be satisfied that the change only deals with the matters raised in the submission (or the information request), and as the change is occurring after Part 4 of the Development Assessment Process, can further be satisfied that the change would not be likely to attract a submission objecting to the thing comprising the change, if public notification were to apply to the change.

Accordingly we contend that the Development Assessment process does not stop, return to an earlier stage, or restart, but continues on.

Currently the application is in Decision Stage, and therefore Council can, if satisfied with the above and attached, issue approval for the Changed Application.

If you have any further queries or questions, please do not hesitate to contact the undersigned on (07) 3199 0161 or 1300 051 189.

Yours faithfully,



Ben Lewis

Senior Town Planner

Bartley Burns – Building Certifiers & Town Planners

25 November 2019

BSPN Architecture
PO Box 480
Fortitude Valley QLD 4006

Attention: Rebecca Hyde

Dear Rebecca,

**RE: YARALLA SPORTS CLUB, GLADSTONE
TRAFFIC ENGINEERING ASSESSMENT**

INTRODUCTION

This report has been prepared by Pekol Traffic and Transport (PTT), as requested by BSPN Architecture, to assess the traffic engineering aspects of a proposed development on the Yaralla Sports Club site, located at 45 O'Connell Street, Gladstone. This report has been revised in response to issues raised in an information request by Gladstone Regional Council, dated 11 July 2019 (application reference: DA/27/2019), and in a submission by landowners of an adjacent property, dated 18 October 2019.

The aim of this assessment is to evaluate the proposed development in terms of the parking provision and layout, servicing arrangements and pedestrian / cyclist facilities.

EXISTING CONDITIONS

Subject Site

The Yaralla Sports Club site is formally described as Lot 2 on SP247424 and is bounded to the west by O'Connell Street and in all other directions by outdoor sports fields and associated car parking (formally described as Lot 1 on SP247424). The site locality is shown in Figure 1.

The subject site is zoned for sport and recreation uses according to the Gladstone Regional Planning Scheme. The surrounding area is predominantly residential in nature.

Club Operations

In addition to the normal club operations, the site accommodates events and functions (ie weddings, conferences, exhibitions, etc). These events typically occur one to two times per week. We have been advised that most events accommodate approximately 150 guests and do not impact the normal

operations of the sports club. Larger events of up to 300 guests occur less frequently and typically require closure of part of the sports club due to staffing and space demands.

We have also been advised that the sports club currently has an agreement to make use of car parking areas on the adjacent outdoor sports field site (ie Lot 1), as required.

Figure 1: SITE LOCALITY



Road Network

Bell Street is an undivided road with one lane of traffic in each direction, informal parking on both sides and a posted speed limit of 60 km/h. O’Connell Street and Wood Street are undivided roads with one lane of traffic in each direction and posted speed limits of 50 km/h. According to the Gladstone Regional Planning Scheme, Bell Street and O’Connell Street are classified as urban residential collector streets and Wood Street as an urban residential access street.

Active and Public Transport

There are bus stops on both sides of Bell Street along the site frontage. The bus stops are serviced by Buslink Routes 500 and 501, which operate in a loop throughout South Gladstone. Services operate approximately three times an hour in each direction during the morning and afternoon school peak periods and once every two hours during the daytime off-peak periods. The North Coast train line runs west of the site, with the Gladstone train station located approximately 1.3km north of the site. However, no local rail services operate in Gladstone and passenger lines are limited to infrequent regional services.

Pedestrian footpaths are installed on Bell Street along the southern site frontage and on one side of O’Connell Street along part of the western frontage. Two informal pedestrian entrances to the site are

provided from Wood Street along the eastern frontage. However, no dedicated pedestrian entrances are provided from Bell Street or O’Connell Street. No cycle lanes are provided in the vicinity of the site.

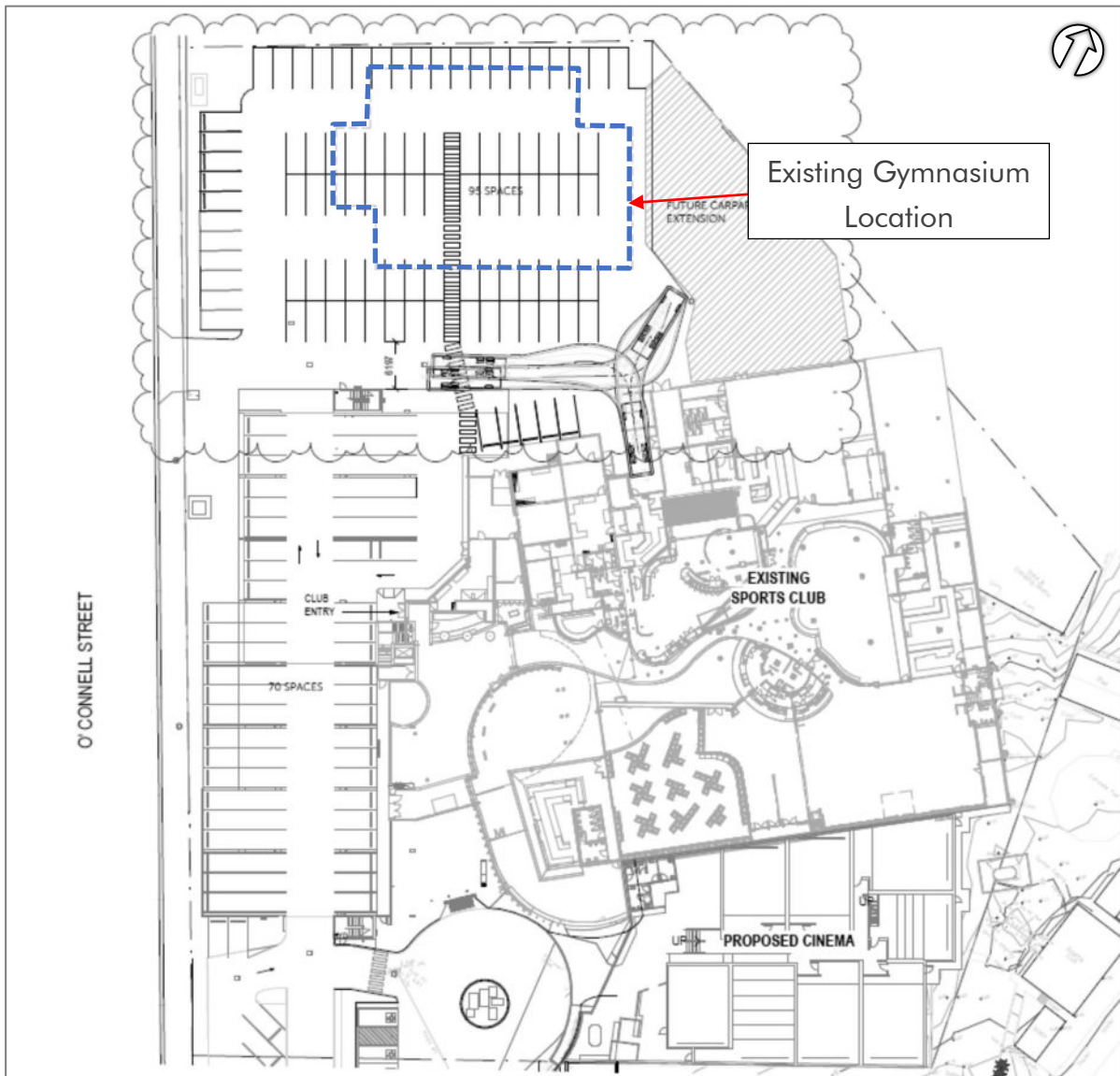
PROPOSED DEVELOPMENT

The proposed development involves the following modifications to the sports club site.

- removal of the existing 993m² GFA indoor sport and recreation (ie gymnasium) use
- construction of a 1,305m² GFA cinema, with seating capacity for 477 people
- removal of 42 existing parking spaces and provision of 106 new spaces (ie a net increase of 64 spaces)

The proposed ground level layout is shown in Figure 2, with full plans attached.

Figure 2: PROPOSED GROUND LEVEL LAYOUT



ACCESS

Access Arrangements

Access to the both the development site and adjacent outdoor sports field site is provided as follows:

- a 7m wide crossover on O’Connel Street, providing access to the development site
- two 7.0m – 7.3m wide crossovers on O’Connel Street, providing access to the adjacent site
- one 8.5m wide crossover on Bell Street, providing access to both sites

No changes to the existing access arrangements are proposed.

PARKING

Existing Parking Provision

The existing parking provision available for use by the sports club is 273 spaces, with 159 spaces provided on the sports club site and 114 spaces on the adjacent outdoor sports field site.

Existing Parking Demand

Traffic count surveys were undertaken by Austraffic at each of the four accesses from Tuesday 13 August to Monday 19 August 2019, to quantify the existing traffic volumes entering and exiting the site. The surveys were undertaken during the following periods:

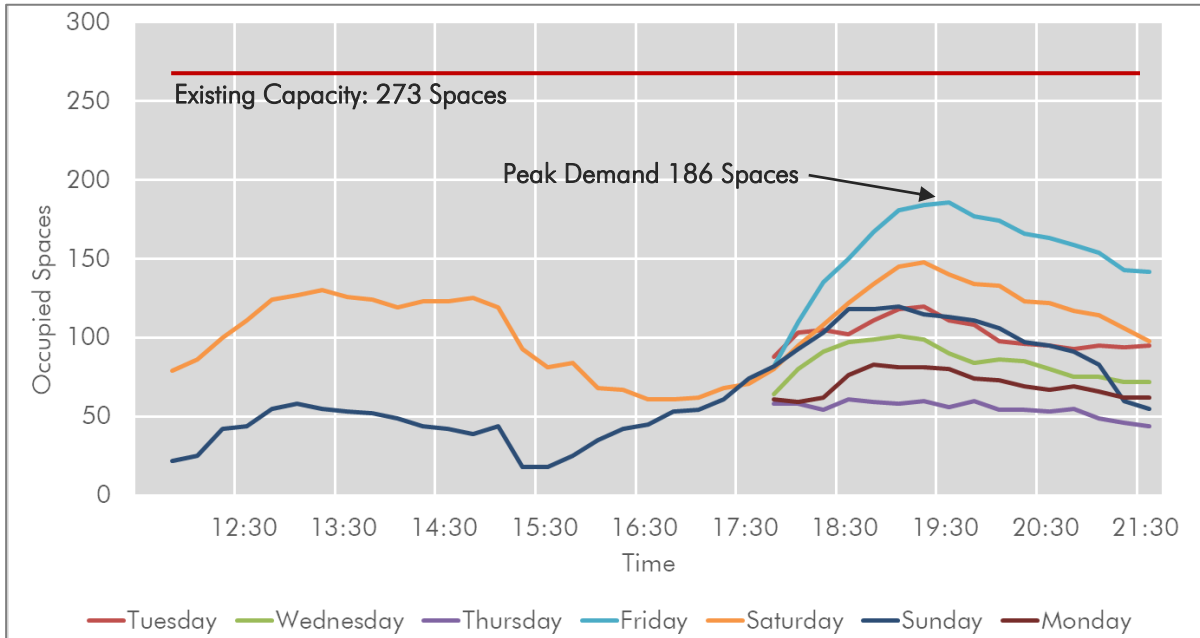
- 5:30pm to 9:30pm on weekdays
- 11:30am to 9:30pm on weekends

Parking patrol surveys were conducted at the beginning and end of each traffic count survey period. The survey data was then used to determine the parking demand at the site.

The survey periods were based on food and drink sales data provided by the club and are expected to capture the peak parking demand at the site. Club management have advised that a promotional event was held on-site during the Friday evening survey period, with approximately 150 guests in attendance. Therefore, the survey results are expected to represent the maximum parking demand during most events at the club.

The results of the parking patrol surveys are summarised below, with raw data attached. As shown in Figure 3, a peak parking demand of 186 spaces was observed during the Friday evening peak period (ie 6:45 – 7:45pm). The existing parking provision of 159 spaces on the sports club site is not sufficient to accommodate the peak period parking demand, with a minimum of 27 additional spaces on the adjacent outdoor sports field site required. As discussed above, we have been advised that the sports club currently has an agreement to use parking areas on the adjacent site as required.

Figure 3: EXISTING PARKING DEMAND



Item 1(c) of Council’s information request outlines a requirement for 62 parking spaces to support the existing motel and sports club uses (application reference DA/13/2009) and requests that these spaces be excluded from the assessment of parking demand and availability. Although it is acknowledged that Schedule 6 of Council’s Planning Scheme requires 62 parking spaces to be provided for the existing motel and sports club uses, this is not considered relevant when quantifying the parking demand, as:

- this approach does not consider the potential for multiple-use trips and shared parking demand across the different uses and it is expected that many motel guests would also use the sports club, restaurant and gymnasium uses on-site, reducing the parking demand associated with these uses
- the parking demand associated with the existing motel and sports club is represented in the survey results

Development Parking Demand

Proposed Cinema

The additional car parking provision required to support the proposed cinema has been determined in accordance with the parking rates outlined in Council’s Planning Scheme. A parking provision of 80 spaces is required to support the proposed cinema, as shown in Table 1.

Table 1: CINEMA PARKING REQUIREMENT

LAND USE	SCALE	PARKING RATE	REQUIRED
Theatre / Cinema	477 seats	1 space per 6 seats	80

Removal of Gymnasium

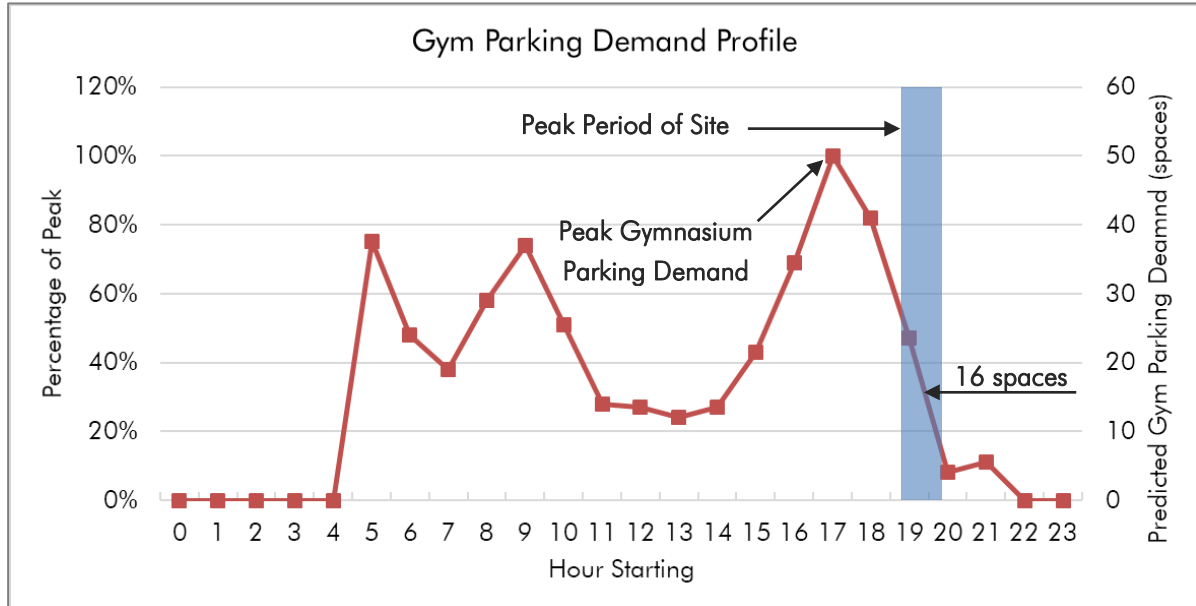
The existing peak hour (ie 6:45 – 7:45pm) parking demand associated with the gymnasium use has been estimated based on the parking rates outlined in Schedule 6 of Council’s Planning Scheme and the parking demand profile for gymnasiums. As shown in Table 2, a total of 50 parking spaces are required by Council’s Planning Scheme for the existing gymnasium use.

Table 2: GYMNASIUM PARKING REQUIREMENT

LAND USE	SCALE	PARKING RATE	REQUIRED
Indoor Sport and Recreation	993m ² GFA	1 space per 20m ² GFA	50 spaces

The parking demand profile of the gymnasium has been determined based on the Department of Transport and Main Roads’ (TMR) Traffic Generation Data and additional surveys conducted by PTT. As shown in Figure 4, the parking demand associated with the gymnasium during the peak hour of the site (ie 6:45 – 7:45pm) is expected to be approximately 16 spaces. Therefore, removal of the gymnasium is expected to reduce the peak period parking demand by 16 spaces.

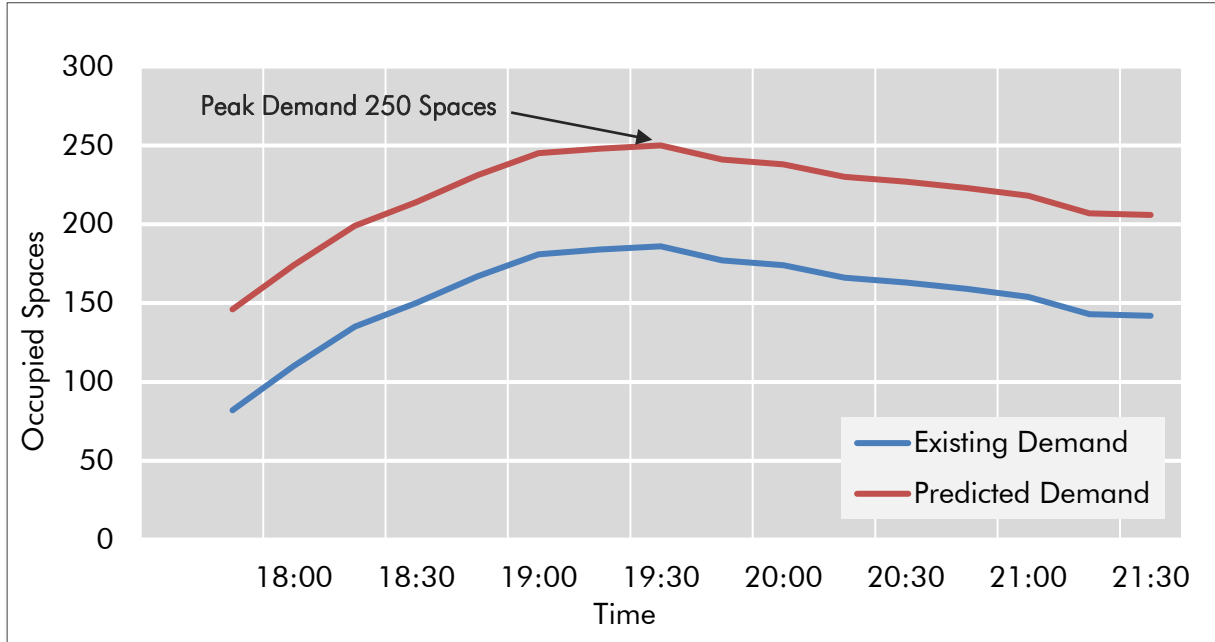
Figure 4: GYMNASIUM PARKING DEMAND PROFILE



Parking Demand

The proposed development is expected to generate an additional parking demand for up to 64 spaces (ie up to 80 spaces associated with the cinema and a reduction of 16 spaces with removal of the gymnasium) during the Friday evening peak period. The peak parking demand is expected to be 250 spaces, as shown in Figure 5.

Figure 5: FRIDAY EVENING PREDICTED PEAK PARKING DEMAND

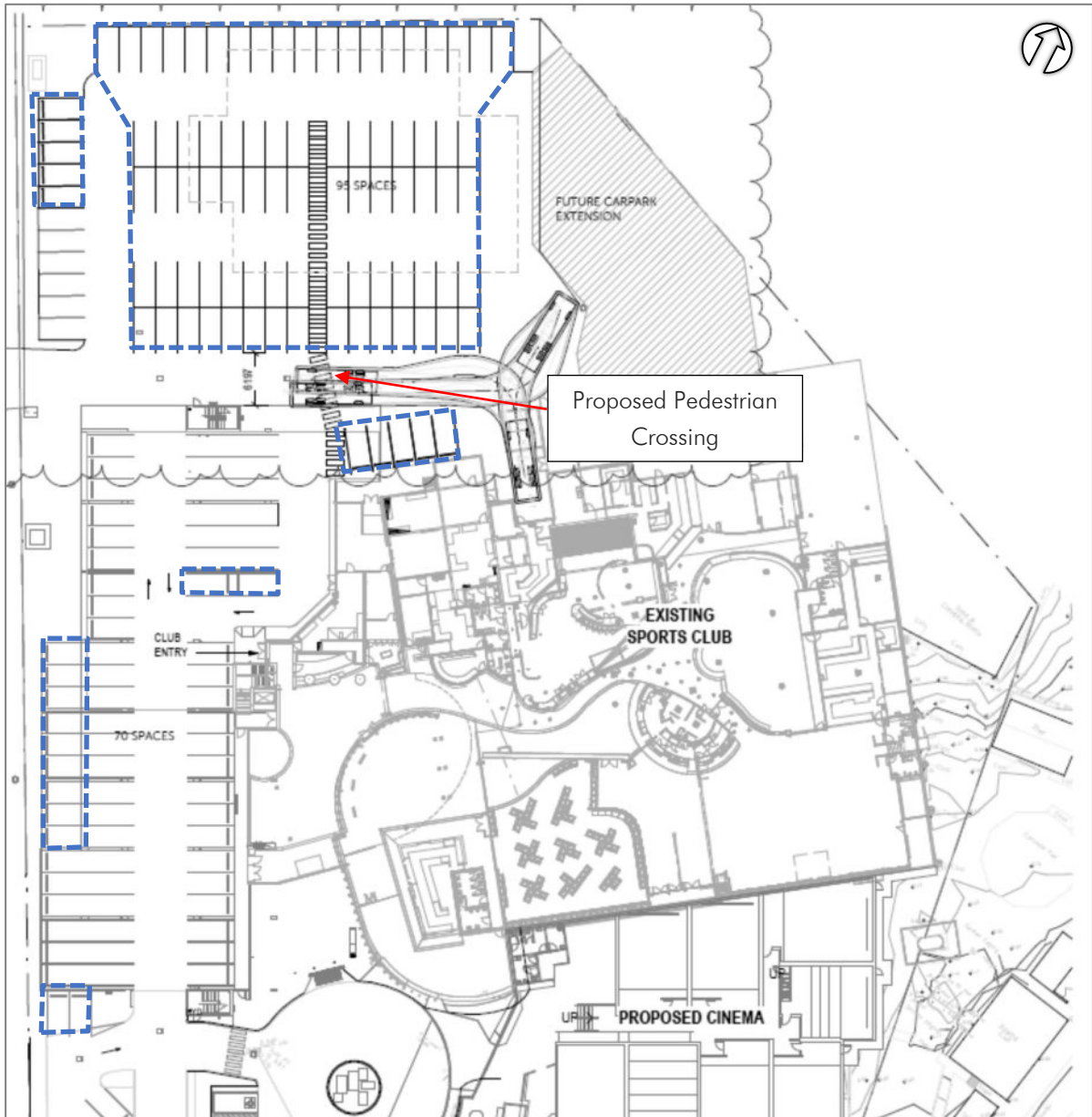


Provision

It is understood that the agreement which permits the existing sports club to use parking on the adjacent outdoor sports field site will not extend to the proposed cinema. Therefore, the development proposes additional on-site parking, such that the proposed cinema will not increase the reliance on parking on the adjacent site. The following changes to the existing on-site parking provision are proposed:

- removal of 29 parking spaces to accommodate the proposed cinema
- removal of 13 parking spaces adjacent to the gymnasium
- provision of a new parking area with capacity for 89 spaces over the location of the existing gymnasium
- provision of 13 additional spaces within the existing ground level parking areas, including nine tandem parking spaces, as shown in Figure 6
- provision of four additional parking spaces in the Level 1 parking area
- a net increase of 64 parking spaces compared to the existing provision

Figure 6: PROPOSED ADDITIONAL GROUND LEVEL PARKING



The total post-development parking provision will be 337 spaces, of which 223 will be provided on the sports club site and 114 on the adjacent outdoor sports field site. The proposed parking provision is sufficient to accommodate the majority of the post-development parking demand (ie 250 spaces) on the sports club site, with a further 27 spaces required on the adjacent outdoor sports field site to accommodate the parking demand during the peak periods. Compared to the existing site, the proposed development is not expected to increase the reliance on parking on the adjacent site, as demonstrated in Table 3.

Table 3: PEAK PERIOD PARKING DEMAND

SCENARIO	TOTAL	DEVELOPMENT SITE	ADJACENT SITE
Existing Site Uses			
Provision	273 spaces	159 spaces	114 spaces
Demand	186 spaces	159 spaces	27 spaces
Proposed Site Uses			
Provision	337 spaces	223 spaces	114 spaces
Demand	250 spaces	223 spaces	27 spaces

The post-development parking demand has been calculated based on all 80 parking spaces required for the cinema being occupied during the peak period. In practice, it is expected that some patrons will use both the sports club and cinema, which would reduce the peak hour parking demand of the cinema. Therefore, the proposed development is likely to reduce the sports club’s reliance on parking on the adjacent site during the peak period.

Design

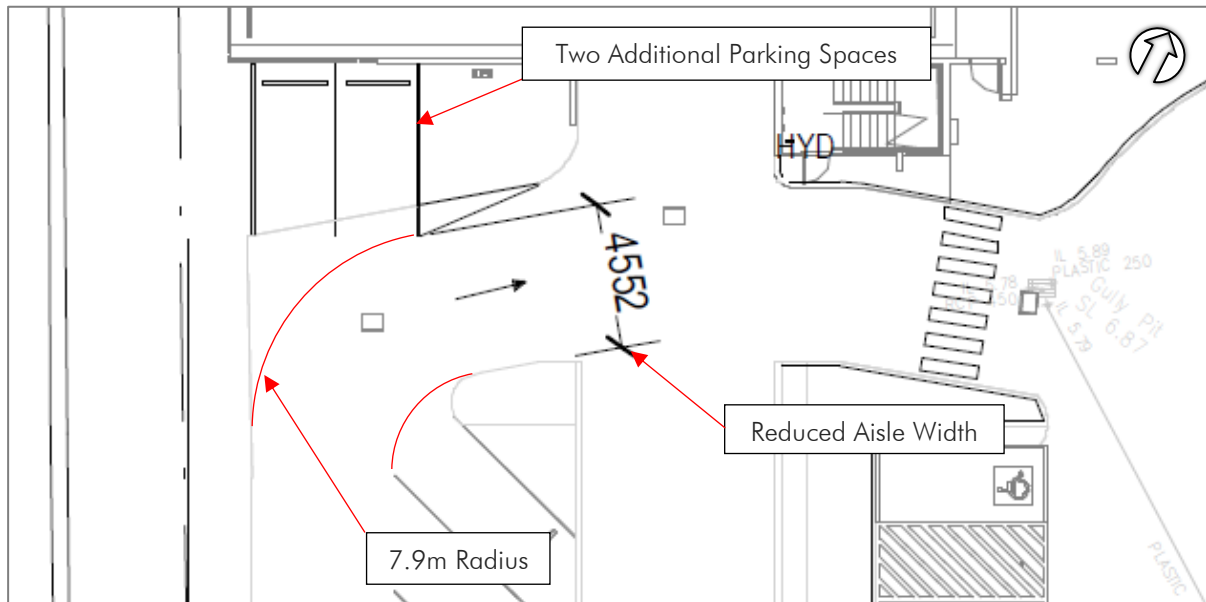
The proposed parking facilities have been designed in accordance with Australian Standards AS2890.1 for Off-Street Car Parking and are typified by:

- visitor (ie Class 3) parking spaces dimensioned 2.6m wide by 5.4m long
- staff (ie Class 1) tandem parking spaces dimensioned 2.6m wide by 10.8m long
- minimum 5.8m wide two-way aisles
- minimum 3.1m wide one-way aisles
- PWD parking spaces dimensioned a minimum 2.4m wide by 5.4m long, with an adjacent 2.4m wide shared area
- an additional 0.3m parking aisle width provided where adjacent to walls or other obstructions
- blind aisle treatments comprising a minimum 1m aisle extension beyond the last parking space

It is recommended that the proposed tandem parking spaces be designated for staff use. Based on information provided by club management, there is sufficient staff parking demand to ensure these spaces are well utilised during the peak periods.

The two additional spaces proposed on the southern end of the site (refer Figure 6) will require the adjacent one-way parking aisle to be reduced in width to approximately 4.5m, as shown in Figure 7. For curved roadways with an outside radius of 7.9m, AS2890.1 requires a minimum one-way roadway width of 3.9m. The proposed changes comply with this requirement.

Figure 7: ONE-WAY AISLE DIMENSIONS



Persons with Disabilities Parking

The Building Code of Australia (BCA) requires Class 9b buildings (ie sports clubs and cinemas) to provide PWD parking at a rate of one space per 50 regular spaces. Based on a total parking provision of 337 spaces, seven PWD spaces are required. The sports club currently provides six PWD parking bays and does not comply with BCA requirements. It is recommended that one additional PWD space be provided.

COMMERCIAL VEHICLE SERVICING

Servicing of the site is currently undertaken in a service area on the northern side of the sports club, accessed via the southern crossover on O’Connell Street. Club management have advised that the largest service vehicle which currently accesses the site is a 10.2m long Refuse Collection Vehicle (RCV). We have been advised that servicing of the proposed cinema will primarily be undertaken using a VAN, with one vehicle servicing the cinema per day.

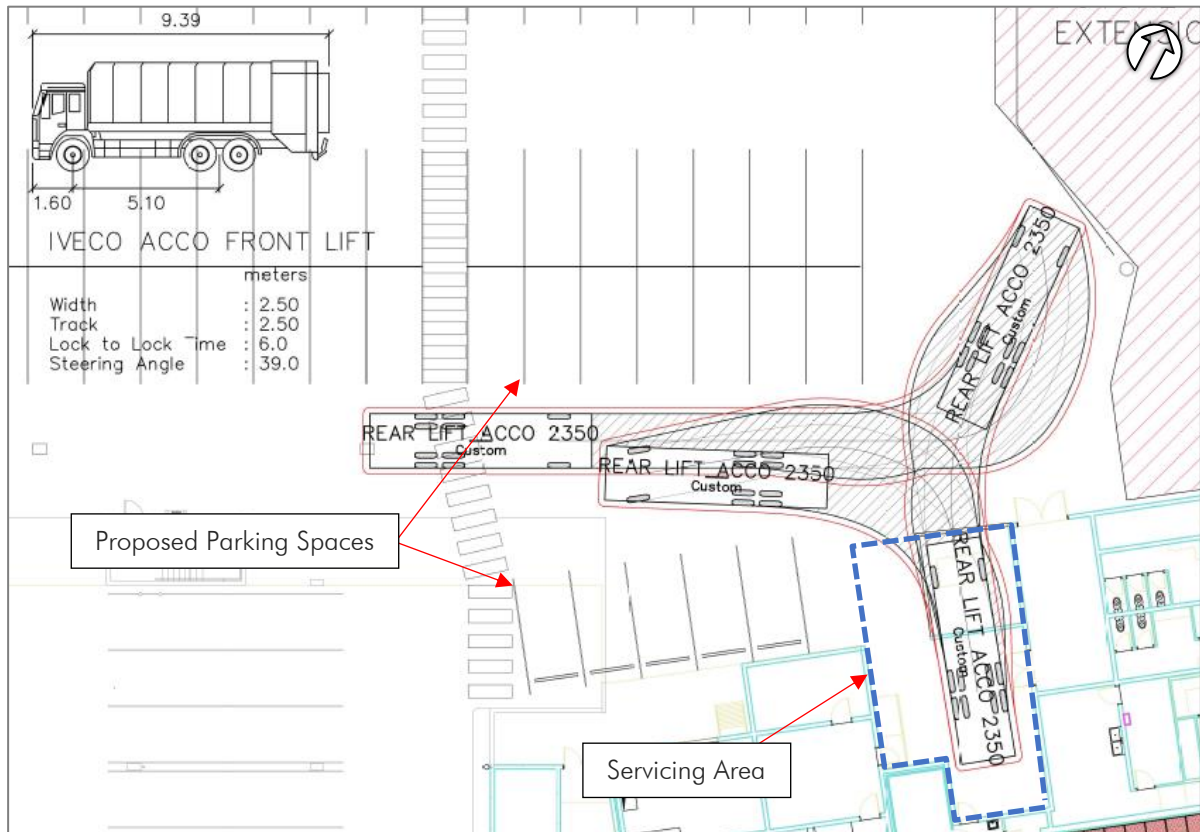
To accommodate RCV access, the Capricorn Municipal Development Guidelines (CMDG) require that a 7m wide Type B2 crossover be provided. The existing southern crossover on O’Connell Street complies with this requirement.

A swept path analysis of RCV manoeuvring to and from the service bay has been undertaken, as shown in Figure 8 and attached. As shown, the proposed parking area upgrades maintain sufficient manoeuvring space for an RCV to manoeuvre to and from the service bay with one reverse manoeuvre.

Australian Standards AS2890.2 for Off-Street Commercial Vehicle Facilities requires maximum grades of 1:20 (ie 5%) within service bays and 1:8 (ie 12.5%) in manoeuvring areas. A raised section of concrete is installed in the servicing area shown in Figure 8 and does not meet AS2890.2 requirements for maximum grade. It is recommended this area be regraded to a maximum grade of 1:20, consistent with AS2890.2 requirements.

The proposed development is expected to increase the servicing demands of the site. To accommodate this increased demand, it is recommended that one parking space be widened to 3m and designated for shared VAN / staff parking.

Figure 8: RCV MANOEUVRING



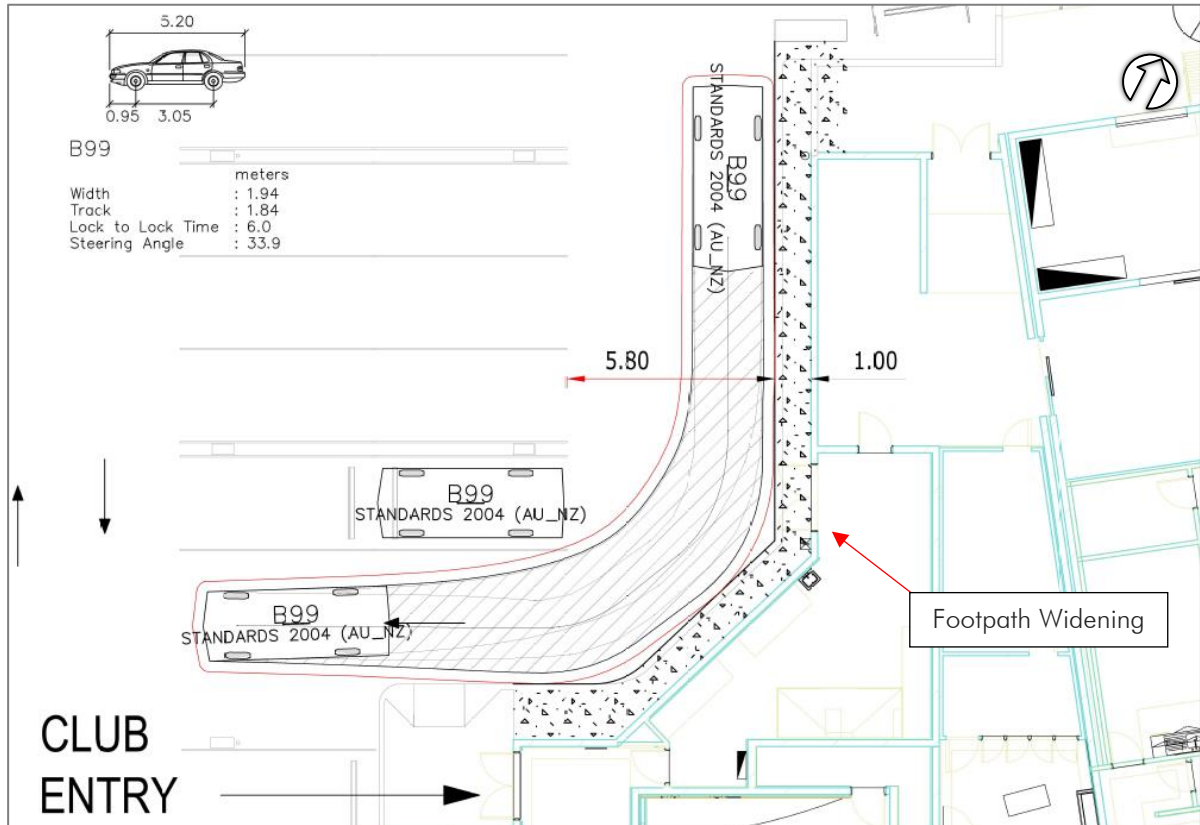
ACTIVE AND PUBLIC TRANSPORT

Pedestrians

No dedicated pedestrian entrances to the site are provided from Bell Street or O'Connell Street. Pedestrians arriving from these streets currently access the site via the vehicular driveways. Considering the site's close proximity to the bus stops on Bell Street, facilitating safe pedestrian site access for pedestrians arriving by bus would be beneficial.

Pedestrian access to the proposed parking area on the northern end of the site will be via a new pedestrian crossing, as shown in Figure 6. Access between the crossing and club entry will be via an existing 0.8m wide footpath. It is recommended that the footpath be widened to accommodate the increased pedestrian demand. As shown in Figure 9, the footpath could be widened to 1m while maintaining a minimum aisle width of 5.8m on the adjacent parking aisle.

Figure 9: RECOMMENDED FOOTPATH WIDENING



Cyclists

The bicycle parking requirement for the proposed development has been determined in accordance with the rates outlined in Schedule 6 of Council’s Planning Scheme, as indicated in Table 2.

Table 2: ON-SITE BICYCLE PARKING REQUIREMENTS

LAND USE	SCALE	PARKING RATE	REQUIRED
Theatre / Cinema	1,305m ² GFA	1 space per 400m ² GFA	4 spaces

The sports club currently provides bicycle storage with capacity for eight bicycles. It is recommended that additional bicycle parking with capacity for four bicycles be provided.

Public Transport

The public bus stops and services on Bell Street along the site frontage are expected to be sufficient to accommodate the proposed cinema. Any additional demand for public transport generated by the proposal is likely to improve the viability of existing bus services during off-peak periods.

CONCLUSIONS AND RECOMMENDATIONS

The proposed Yaralla Sports Club expansion has been evaluated in terms of its parking provision, servicing arrangements and pedestrian / cyclist facilities and in response to Council's information request. The main points to note are:

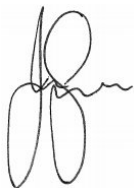
- the existing site currently accommodates the Yaralla Sports Club and is supported by 273 parking spaces (159 on-site and 114 on the adjacent outdoor sports field site)
- parking surveys indicate an existing parking demand of 186 spaces during the Friday evening peak period, with spare parking capacity for 87 cars
- the proposed development comprises removal of the existing gymnasium, construction of a cinema with capacity for 477 patrons and provision of 64 additional parking spaces
- the proposed parking provision of 337 spaces is adequate to accommodate the predicted peak hour parking demand (ie 250 spaces) without increasing the club's reliance on parking on the adjacent site
- the proposed layout is sufficient to accommodate RCV access and egress in a forward gear
- considering the site's close proximity to the bus stops on Bell Street, facilitating safe pedestrian site access for pedestrians arriving by bus would be beneficial

Based on our assessment it is recommended that:

- tandem parking spaces be designated for staff use
- one additional PWD parking space be provided
- the RCV bay be regraded to a maximum grade of 1:20, consistent with AS2890.2 requirements
- one parking space be widened to 3m and designated for shared VAN / staff parking
- the footpath accessing the proposed parking area on the northern end of the site be widened to 1m, with an indicative layout shown in Figure 9
- an additional four bicycle parks be provided on-site

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

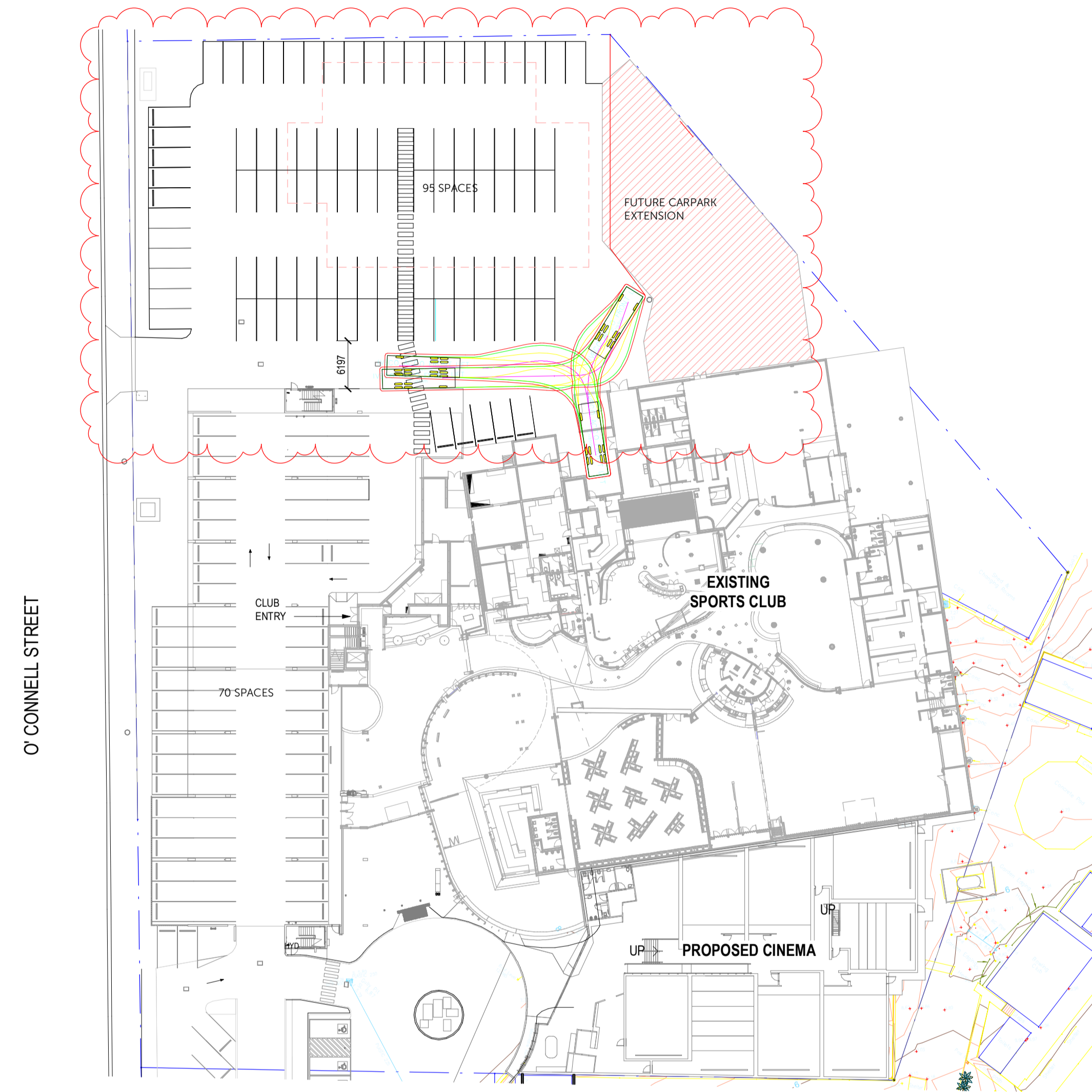
Yours sincerely,



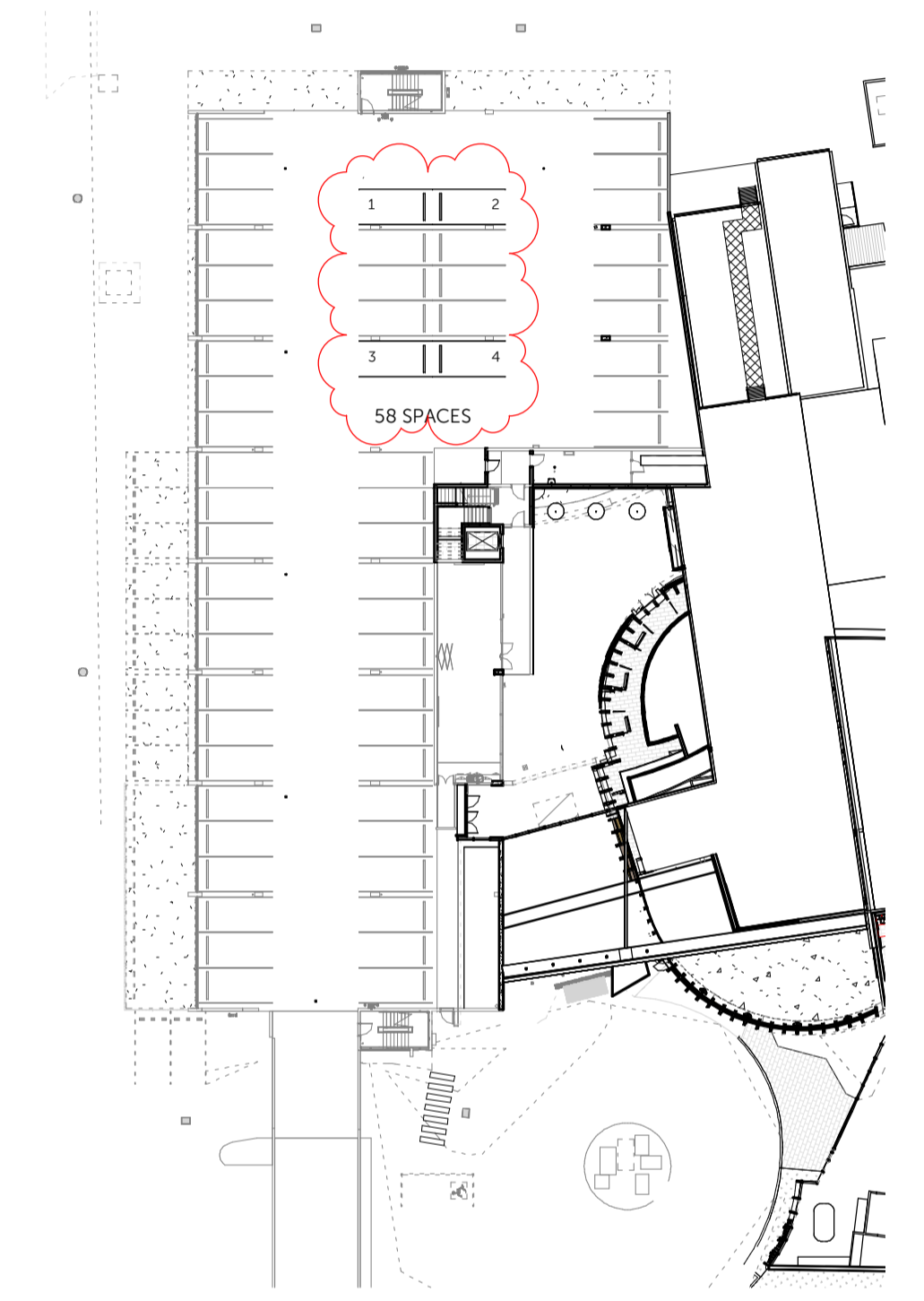
James Gannon
Principal Engineer (RPEQ 22233)



1 EXISTING SITE PLAN
1 : 1000



2 SITE PLAN LOT 2
1 : 500

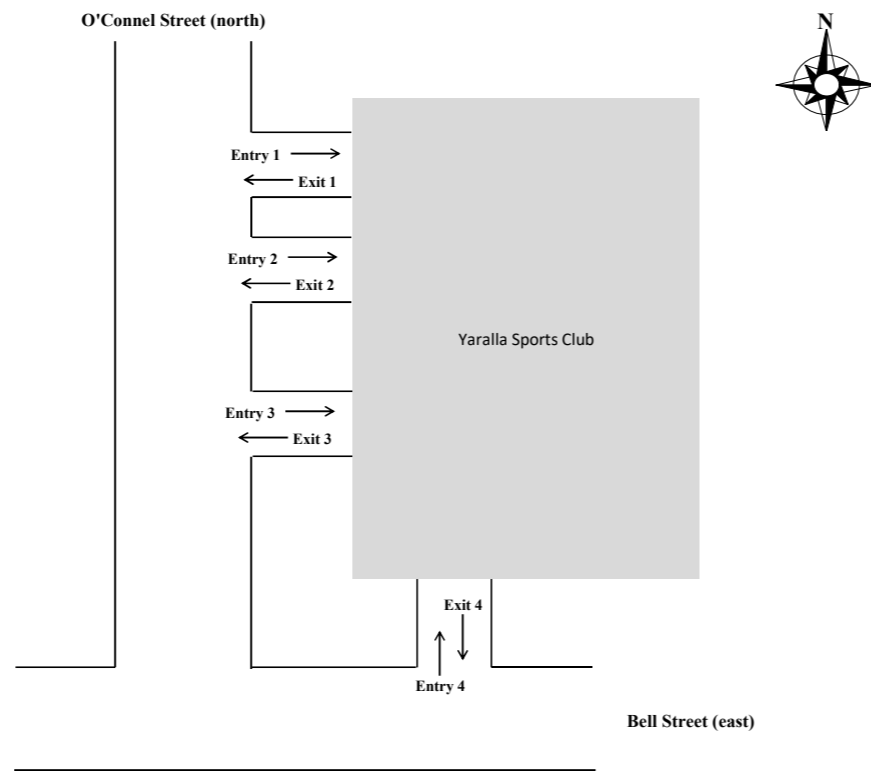


3 LEVEL 1 - PROPOSED PLAN
1 : 500



AUSTRALIA VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Tuesday, 13 August 2019
 PM Peak: Hour ending - 6:30 PM

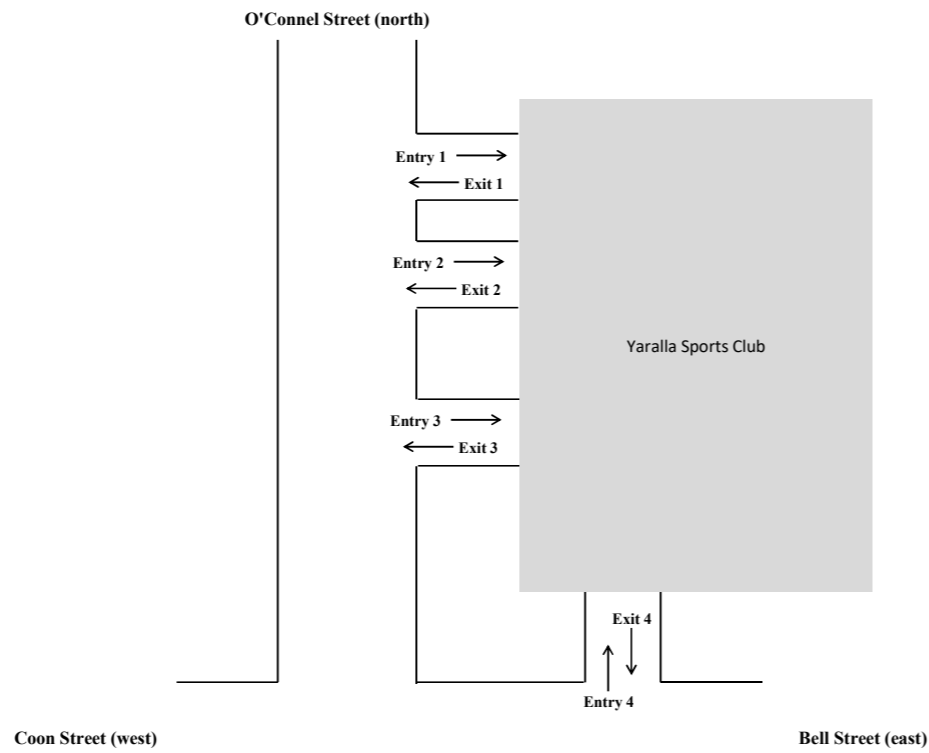


Vehicles Parked on-site at 5:30pm : 88
 Vehicles Parked on-site at 9:30pm : 95

TIME (1/4 hr end)	Access 1										Access 2										Access 3										Access 4										Total										Occupancy
	Entry 1					Exit 1					Entry 2					Exit 2					Entry 3					Exit 3					Entry 4					Exit 4					Entry					Exit					
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists											
5:45 PM	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6	0	0	6	0	8	0	0	8	0	5	0	0	5	0	10	1	1	12	0	9	0	0	9	0	20	1	1	22	0	22	0	0	22	0	88	
6:00 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	7	0	0	7	0	2	0	0	2	0	11	0	0	11	0	0	0	0	21	0	0	21	0	6	0	0	6	0	103			
6:15 PM	2	0	0	2	0	4	0	0	4	0	0	0	0	0	3	0	0	3	0	9	0	0	9	0	3	0	0	3	0	13	0	0	13	0	12	0	0	12	0	24	0	0	24	0	22	0	0	22	0	105	
6:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	0	11	0	0	11	0	8	0	0	8	0	14	0	0	14	0	17	0	0	17	0	102	
6:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	2	12	0	0	12	0	2	0	0	2	0	16	0	0	16	0	7	0	0	7	2	111	
7:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	0	10	0	0	10	0	4	0	0	4	0	15	0	0	15	0	8	0	0	8	0	118	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	3	0	0	3	0	4	0	0	4	0	3	0	0	3	0	9	0	0	9	0	7	0	0	7	0	120	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	6	1	0	7	0	2	0	0	2	0	10	1	0	11	0	111		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	0	4	0	0	4	0	7	0	0	7	0	108	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	9	0	0	9	0	1	0	0	1	0	11	0	0	11	0	98		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0	0	4	0	3	0	0	3	0	5	0	0	5	0	96		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	0	1	5	0	4	0	1	5	0	5	0	1	6	0	6	0	1	7	0	95	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	0	3	0	0	3	0	5	0	0	5	0	93		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	0	95	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	2	0	94	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	2	0	1	0	0	1	0	0	1	0	95	
4 hr Total	9	0	0	9	0	8	0	0	8	0	3	0	0	3	0	20	0	0	20	0	43	0	0	43	0	39	0	0	39	2	89	1	2	92	0	71	1	1	73	0	144	1	2	147	0	138	1	1	140	2	
PM Peak	5	0	0	5	0	8	0	0	8	0	2	0	0	2	0	15	0	0	15	0	27	0	0	27	0	15	0	0	15	0	45	1	1	47	0	29	0	0	29	0	79	1	1	81	0	67	0	0	67	0	

AUSTRALIA VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Wednesday, 14 August 2019
 PM Peak: Hour ending - 6:30 PM



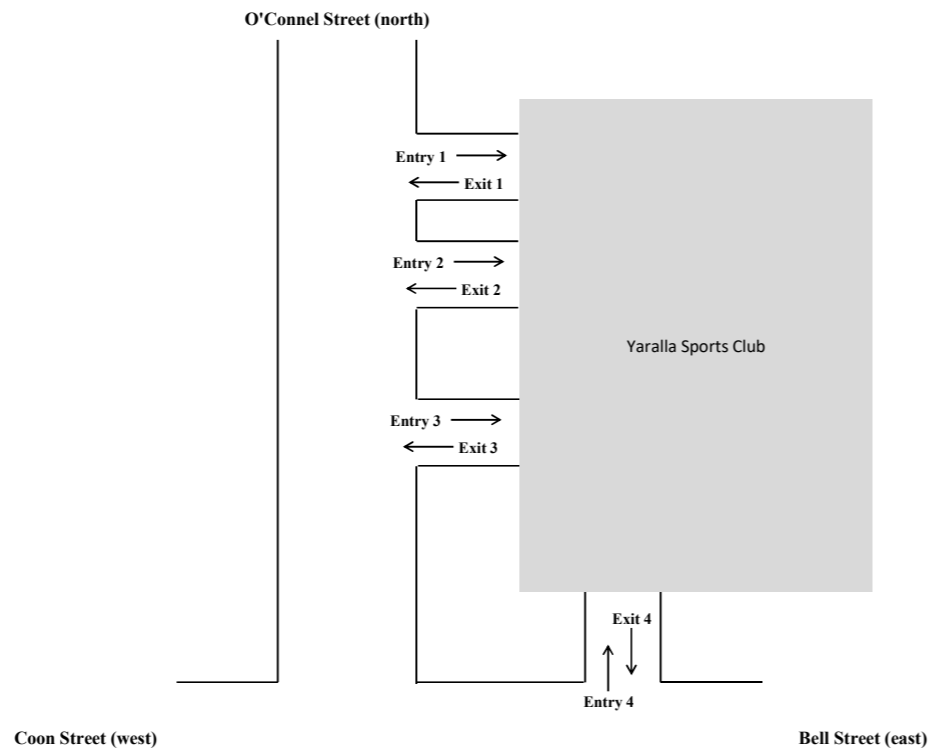
Vehicles Parked on-site at 5:30pm :
 Vehicles Parked on-site at 9:30pm :

59
72

TIME (1/4 hr end)	Access 1					Access 2					Access 3					Access 4					Total					Occupancy																							
	Entry 1					Exit 1					Entry 2					Exit 2					Entry 3						Exit 3					Entry 4					Exit 4					Entry					Exit		
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists									
5:45 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	5	0	0	5	0	9	0	2	11	0	4	0	1	5	0	15	0	2	17	0	11	0	1	12	0	64			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	0	18	0	0	18	0	6	0	0	6	0	22	0	0	22	0	6	0	0	6	0	80			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	0	10	0	0	10	0	1	0	0	1	0	16	0	0	16	0	5	0	0	5	0	91			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	0	4	0	0	4	0	9	0	0	9	0	3	0	0	3	0	97								
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	6	0	0	6	0	7	0	0	7	0	5	0	0	5	0	99								
7:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	0	7	0	0	7	0	5	0	0	5	0	101			
7:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	99								
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	0	3	0	0	3	1	10	0	0	10	1	6	0	0	6	1	15	0	0	15	1	90			
7:45 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	84								
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	86								
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	1	4	0	3	0	1	4	0	85								
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	6	0	0	6	0	80			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	75			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3	0	2	0	1	3	0	3	0	0	3	0	75								
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	6	0	0	6	0	72								
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	2	0	1	0	1	2	0	1	0	1	2	0	72								
4 hr Total	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	34	0	0	34	0	39	0	0	39	0	64	0	4	68	1	46	0	3	49	1	101	0	4	105	1	89	0	3	92	1				
PM Peak	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	20	0	0	20	0	12	0	0	12	0	41	0	2	43	0	11	0	1	12	0	62	0	2	64	0	25	0	1	26	0				

AUSTRALIA VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Thursday, 15 August 2019
 PM Peak: Hour ending - 6:30 PM



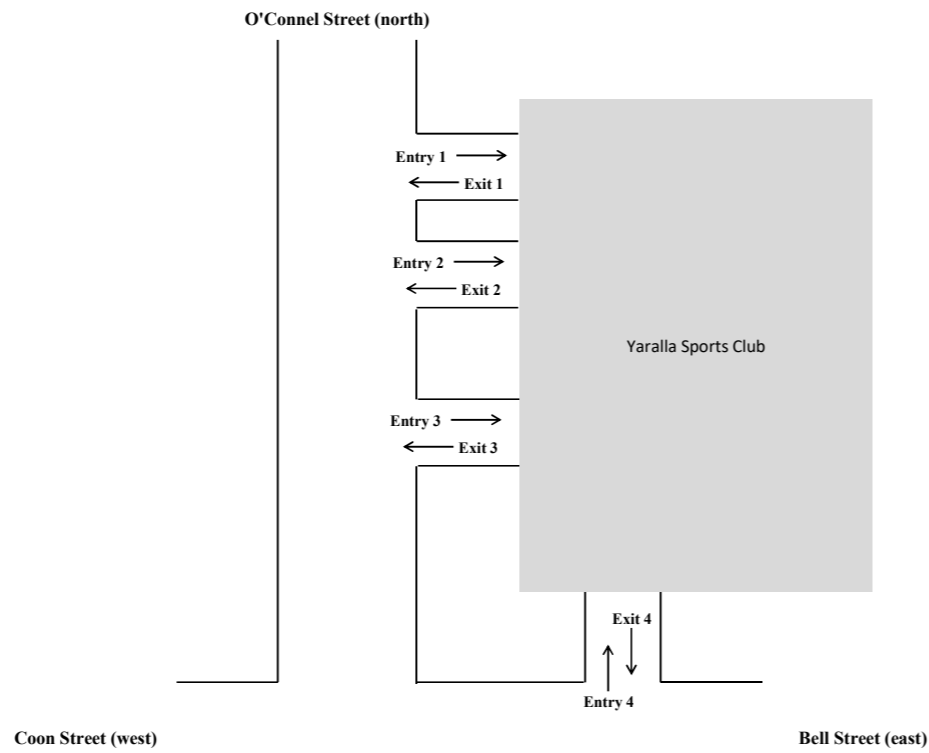
Vehicles Parked on-site at 5:30pm :
 Vehicles Parked on-site at 9:30pm :

55
44

TIME (1/4 hr end)	Access 1					Access 2					Access 3					Access 4					Total					Occupancy													
	Entry 1			Exit 1		Entry 2			Exit 2		Entry 3			Exit 3		Entry 4			Exit 4		Entry			Exit															
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists		Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists								
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	3	0	0	3	0	3	0	7	0	10	0	1	11	0	8	0	0	8	0
6:00 PM	1	0	0	1	0	1	0	0	1	0	0	1	0	0	3	0	0	0	0	3	0	4	0	0	4	0	8	0	14	0	1	15	0	13	0	2	15	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	5	0	5	0	0	5	0	9	0	0	9	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	6	0	9	0	0	9	0	2	0	0	2	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	3	1	7	0	0	7	0	8	0	1	9	1		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	3	0	4	0	0	4	0	5	0	0	5	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	5	0	1	6	0	4	0	0	4	0		
7:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	2	0	3	0	0	3	0	7	0	0	7	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	6	0	1	7	0	2	0	1	3	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	2	0	0	2	0	8	0	0	8	0		
8:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	3	0	2	0	1	3	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	1	2	0	3	0	0	3	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0	4	0	0	4	0	2	0	0	2	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	3	0	1	0	0	1	0	7	0	0	7	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	4	0	0	4	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	3	0	1	0	1	2	0	3	0	1	4	0	
4 hr Total	2	0	0	2	0	2	0	0	2	0	5	0	0	5	0	8	0	0	8	0	27	0	0	27	0	32	0	42	0	6	48	0	45	0	6	51	0		
PM Peak	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	0	16	0	0	16	0	11	0	18	0	2	20	0	16	0	2	18	0		

AUSTRALIA VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Friday, 16 August 2019
 PM Peak: Hour ending - 6:45 PM



Vehicles Parked on-site at 5:30pm :
 Vehicles Parked on-site at 9:30pm :

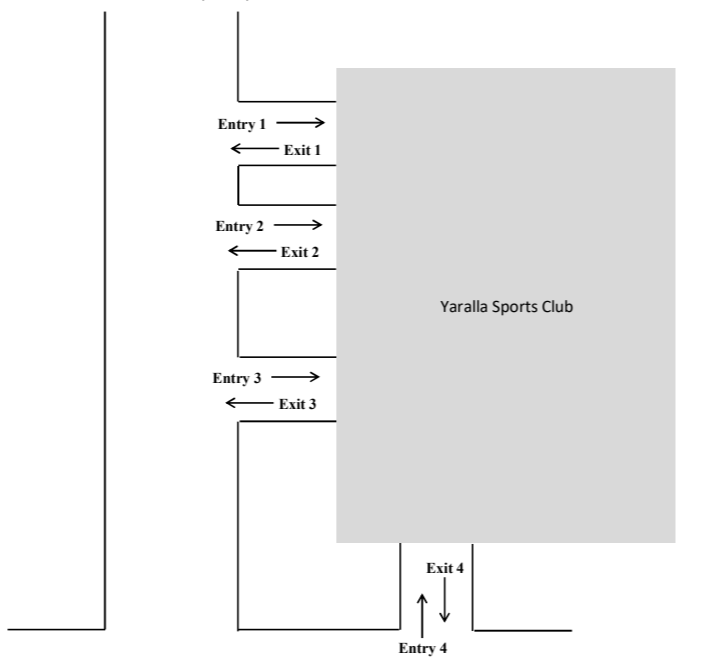
76
142

TIME (1/4 hr end)	Access 1					Access 2					Access 3					Access 4					Total					Occupancy																			
	Entry 1			Exit 1		Entry 2			Exit 2		Entry 3			Exit 3		Entry 4			Exit 4		Entry			Exit																					
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists		Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists														
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	0	9	0	0	9	0	16	0	0	16	0	10	0	0	10	0	82					
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	32	0	1	33	0	4	0	0	4	0	10	0	0	10	0	110					
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	33	0	0	33	2	4	0	0	5	0	10	0	1	11	0	135					
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	22	0	0	22	0	5	0	0	5	0	11	0	0	11	0	150					
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	24	0	0	24	0	6	0	0	6	1	27	0	0	27	0	167					
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	18	0	1	19	0	8	0	1	9	0	23	0	1	24	0	181					
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	11	0	0	11	0	8	0	0	8	1	12	0	0	9	0	184					
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	9	0	0	9	1	6	0	0	6	0	11	1	9	0	0	9	0	186				
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	0	16	0	0	16	0	9	0	0	18	0	177						
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	1	10	0	0	10	0	10	0	0	13	0	0	13	0	174			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	12	0	0	12	0	4	0	0	12	0	0	12	0	166			
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	3	0	3	0	1	4	0	3	0	1	6	0	1	7	0	163			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	0	10	0	0	10	0	8	0	0	12	0	0	12	0	159			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	0	8	0	1	9	0	4	0	1	5	0	9	0	1	10	0	154	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	3	0	10	0	1	11	2	3	0	0	13	0	1	14	2	143			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	0	7	0	0	7	0	7	0	0	8	0	0	8	0	142		
4 hr Total	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	0	36	0	0	36	0	198	0	4	202	4	125	0	5	130	4	236	0	4	240	4	169	0	5	174	4	
PM Peak	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	14	0	0	14	0	16	0	1	112	2	19	0	1	20	1	126	0	1	127	2	41	0	1	42	1	

AUSTRAFFIC VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Saturday, 17 August 2019
 PM Peak: Hour ending - 6:45 PM

O'Connell Street (north)



Coon Street (west)

Bell Street (east)

Vehicles Parked on-site at 5:30pm :
 Vehicles Parked on-site at 9:30pm :

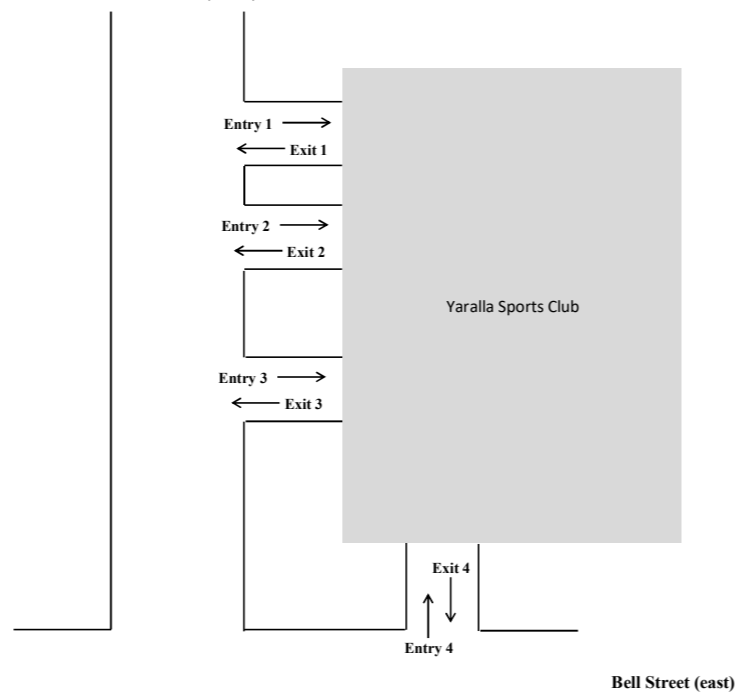
71
98

TIME (1/4 hr end)	Access 1					Access 2					Access 3					Access 4					Total					Occupancy																						
	Entry 1			Exit 1		Entry 2			Exit 2		Entry 3			Exit 3		Entry 4			Exit 4		Entry			Exit																								
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists		Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	0	9	0	0	9	0	2	0	0	13	0	0	13	0	5	0	0	5	0	0	5	0	79	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	0	8	0	0	8	0	5	0	0	14	0	0	14	0	7	0	0	7	0	0	86			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	9	0	0	9	0	1	0	0	16	0	0	16	0	2	0	0	2	0	0	100			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	2	0	0	14	0	0	14	0	3	0	0	3	0	0	111			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	12	0	0	12	0	1	0	0	15	0	0	15	0	2	0	0	2	0	0	124			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	10	0	0	10	0	8	0	0	12	0	0	12	0	9	0	0	9	0	0	127			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	7	0	0	7	0	4	0	0	4	0	0	130				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	0	2	0	0	6	0	0	6	0	0	126			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	5	0	0	5	0	5	0	0	5	0	0	7	0	0	124			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	4	0	0	4	0	3	0	0	3	0	8	0	0	8	0	0	119	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	0	2	0	0	2	0	9	0	0	9	0	5	0	0	5	0	0	123	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	0	5	0	0	5	0	0	5	0	0	5	0	0	123	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	7	0	1	8	0	6	0	0	6	0	8	0	1	9	0	7	0	0	7	0	0	125	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	5	0	1	6	0	11	0	1	12	0	8	0	1	9	0	14	0	1	15	0	0	119	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	13	0	0	13	0	2	0	0	2	0	18	0	1	19	0	6	0	0	6	0	31	0	1	32	0	0	93	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	8	0	0	8	0	1	0	13	0	0	13	0	0	13	0	0	81	
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4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	10	0	1	11	0	24	0	0	24	0	11	0	1	12	0	28	0	0	28	0	0	68	
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4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	0	10	0	0	10	0	7	0	0	13	0	0	13	0	0	13	0	0	61
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	6	0	0	6	0	6	0	0	6	0	7	0	0	7	0	7	0	0	7	0	0	61		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	0	5	0	0	5	0	7	0	0	7	0	6	0	0	6	0	0	62	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	0	8	0	0	8	0	6	0	0	6	0	14	0	0	14	0	8	0	0	8	0	0	68	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	0	5	0	0	5	0	9	0	0	9	0	6	0	0	6	0	0	71	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	12	0	0	12	0	2	0	1	3	0	15	0	0	15	0	5	0	1	6	0	0	80	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	27	0	0	27	0	13	0	0	13	0	30	0	0	30	0	15	0	0	15	0	0	95	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	16	0	1	17	0	5	0	0	5	0	19	0	1	20	0	7	0	0	7	0	0	108	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	13	0	1	14	0	1	0	0	1	0	15	0	1	16	0	2	0	0	2	0	0	122	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	16	0	0	16	0	4	0	1	5	0	17	0	0	17	0	4	0	1	5	0	0	134		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12	0	0	12	1	5	0	0	5	0	16	0	0	16	1	5	0	0	5	0	0	145		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	0	0	7	0	6	0	0	6	0	9	0	0	9	0	6	0	0	6	0	0	148		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	11	0	0	11	0	5	0	0	13	0	0	13	0	0	13	0	0	140
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	0	3	0	0	3	0	9	0	0	9	0	0	134	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	0	7	0	0	7	0	7	0	0	7	0	8	0	0	8	0	0	133	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	1	4	0	12	0	1	13	0	4	0	1	5	0	14	0	1	15	0	0	123	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	2	0	3	0	0	3	0	0	3	0	0	122	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	0	4	0	0	4	0	9	0	0	9	0	0	117	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0							

AUSTRAFFIC VIDEO PARKING SURVEY

Site No.: 1 Weather:
 Location: Yaralla Sports Club/O'Connell Street, Barney Point
 Day/Date: Sunday, 18 August 2019
 PM Peak: Hour ending - 7:00 PM

O'Connell Street (north)



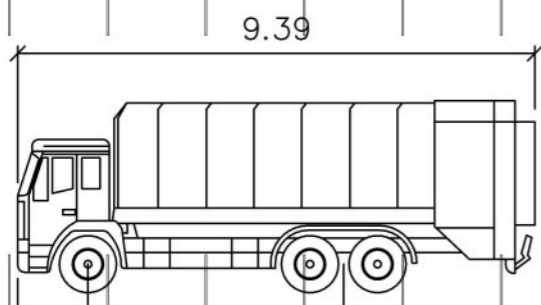
Coon Street (west)

Bell Street (east)

Vehicles Parked on-site at 5:30pm :
 Vehicles Parked on-site at 9:30pm :

21
55

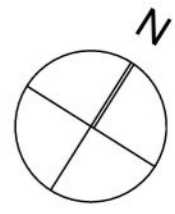
TIME (1/4 hr end)	Access 1					Access 2					Access 3					Access 4					Total					Occupancy																							
	Entry 1			Exit 1		Entry 2			Exit 2		Entry 3			Exit 3		Entry 4			Exit 4		Entry			Exit																									
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists		Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists																		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	3	0	0	3	0	6	0	0	6	0	5	0	5	1	22										
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	0	0	6	0	4	0	7	0	0	7	0	4	0	4	0	25									
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	19	0	0	19	0	4	0	0	4	0	23	0	6	0	6	0	42								
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	0	0	8	0	8	0	10	0	0	10	0	8	0	8	0	44									
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	0	10	0	0	10	0	15	0	0	15	0	4	0	4	0	55										
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	8	0	1	9	0	6	0	0	6	0	9	0	1	10	0	7	0	58							
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	1	3	0	3	0	5	0	1	6	0	55									
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	0	6	0	0	6	0	6	0	8	0	8	0	53								
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	0	2	0	4	0	0	4	0	3	0	4	0	52										
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	2	0	5	0	49										
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	0	2	0	7	0	44											
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	4	0	6	0	42										
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	2	0	0	2	0	5	0	0	5	0	8	0	8	0	39										
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	6	0	0	6	0	4	0	0	4	0	10	0	5	0	44										
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	10	0	0	10	0	3	0	0	3	0	20	0	0	20	0	4	0	30	0	18										
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	0	4	0	0	4	0	8	0	8	0	18										
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	11	0	0	11	0	4	0	0	4	0	14	0	7	0	25										
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	8	0	0	8	0	2	0	0	2	0	13	0	3	0	35										
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	0	1	7	0	2	0	0	2	0	8	0	1	9	0	2	0	42								
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	7	0	0	7	0	3	0	1	4	0	9	0	5	0	45										
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	5	0	0	5	0	3	0	0	3	0	12	0	4	0	53										
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	0	6	0	0	6	0	6	0	0	6	0	10	0	9	0	54										
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	0	0	9	0	6	0	0	6	0	13	0	6	0	61											
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	0	9	0	0	9	1	3	0	0	3	0	17	0	1	4	0	74									
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	11	0	1	12	0	2	0	1	3	0	12	0	1	5	0	82									
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	1	0	0	1	0	14	0	0	14	1	5	0	0	5	0	18	0	0	7	0	93									
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13	0	0	13	0	5	0	0	5	1	15	0	0	5	1	103										
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	0	20	0	1	21	1	6	0	1	7	0	25	0	1	11	0	118									
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	10	0	0	10	0	8	0	0	8	0	10	0	0	10	1	118									
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	2	0	7	0	0	7	0	10	0	0	10	0	14	0	0	12	0	120									
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	6	0	0	6	0	4	0	0	9	0	115									
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	3	0	0	3	0	5	0	0	5	0	113									
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0	1	6	0	8	0	1	9	0	6	0	1	7	0	9	0	111								
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	0	7	0	0	7	0	4	0	0	9	0	106									
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	6	0	0	6	1	1	0	0	1	0	10	1	97								
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	4	0	0	4	0	5	0	1	6	0	95							
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	1	4	0	8	0	0	8	0	4	0	1	5	0	9	0	91							
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	8	0	1	9	1	1	0	1	2	0	9	0	1	10	1	83					
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	21	0	0	21	0	0	2	0	0	25	0	0	25	0	60						
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	8	0	0	8	0	3	0	0	3	0	8	0	55								
10 hr Total	1	0	0	1	0	0	0	0	0	1	0	0	0	0	90	0	0	90	0	1	0	0	73	0	0	0	73	1	247	0	7	254	3	229	0	7	236	4	339	0	7	346	4	305	0	7	312	6	55
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	8	0	0	8	0	0	0	8	1	50	0	1	51	1	29	0	1	30	1	64	0	1	65	1	37	0	1	38	2	



IVECO ACCO FRONT LIFT

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

FUTURE CARPARK EXTENSION



PTT
 TRAFFIC & TRANSPORT ENGINEERING
 ABN 96 067 593 962
 P 07 3839 6771 WWW.PTT.COM.AU
 Level 2, 62 Astor Tce, Spring Hill QLD 4000

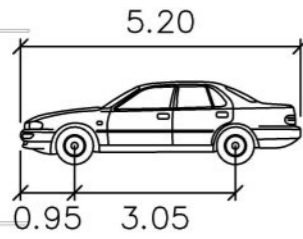
REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:
YARALLA SPORTS CLUB

DRAWING TITLE:
RCV MANOEUVRING

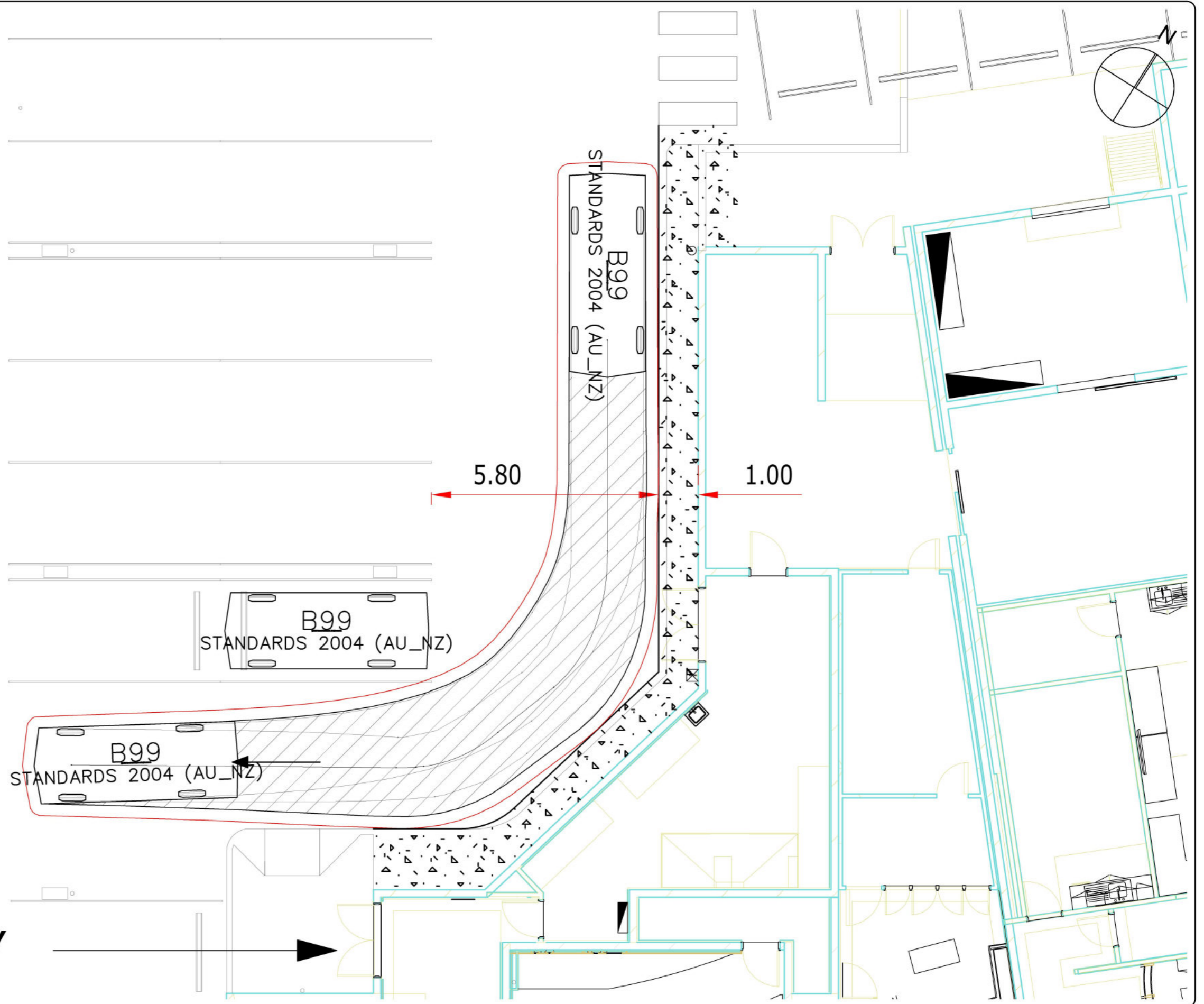
CLIENT:
BSPN ARCHITECTURE

DATE: 22/11/19	SCALE: 1:200	DRAWN: MY	APPROVED: JPG
DRAWING NO. SK001	REV A	JOB NO. 20-210	



B99

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



**CLUB
ENTRY**



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

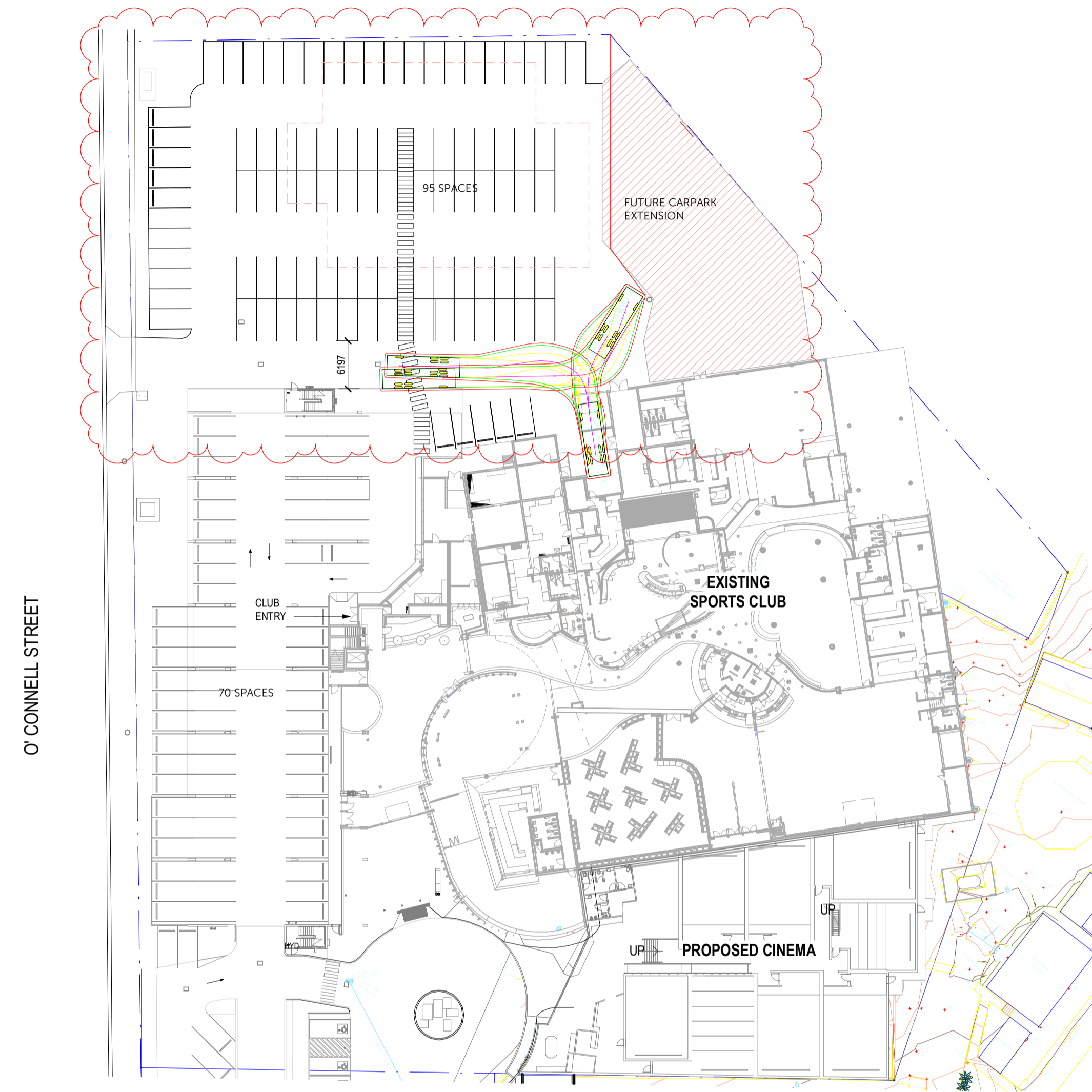
REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	YARALLA SPORTS CLUB
DRAWING TITLE:	RECOMMENDED FOOTPATH WIDENING

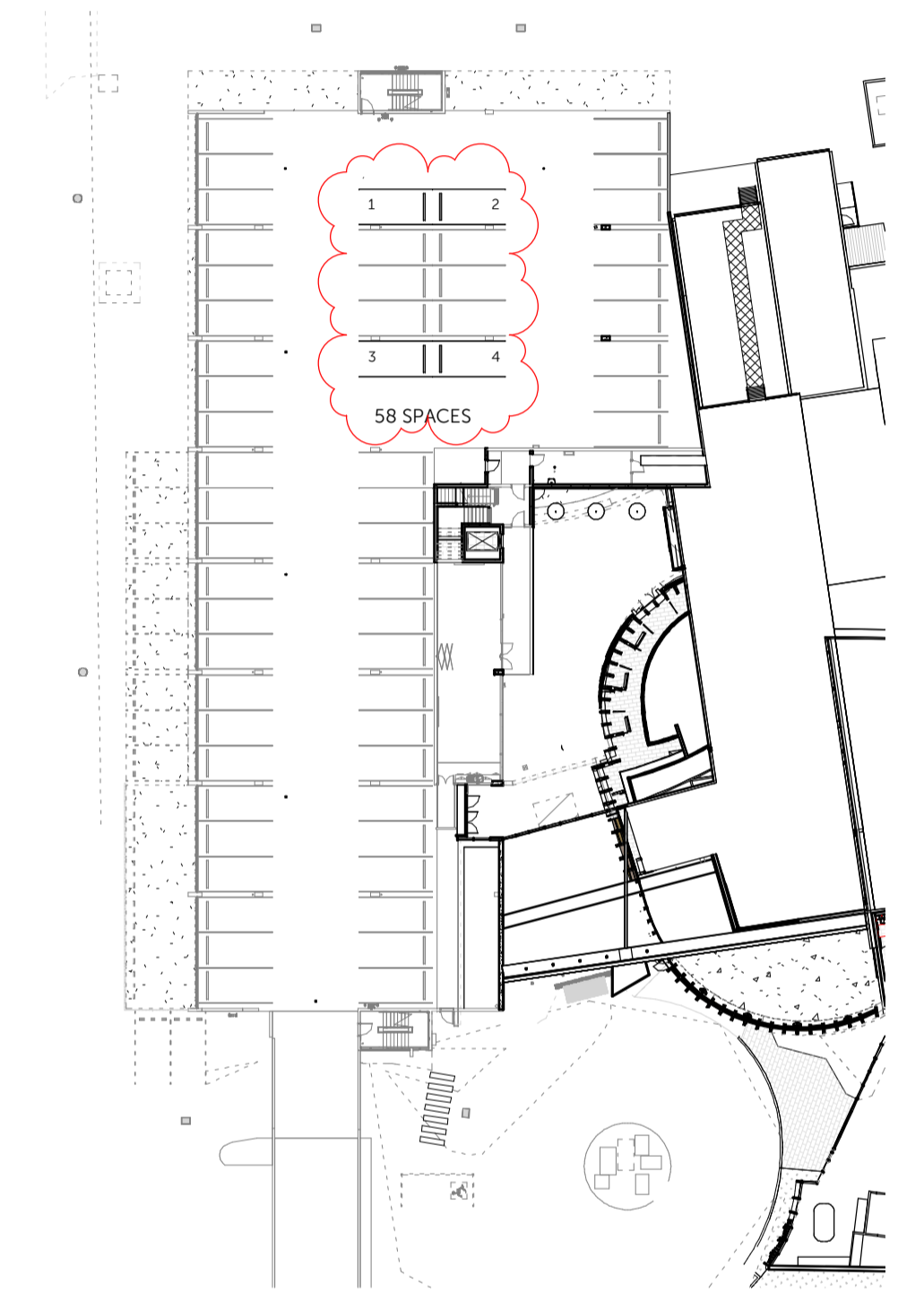
CLIENT:	BSPN ARCHITECTURE		
DATE:	22/11/19	SCALE:	1:200
DRAWING NO.:	SK002	DRAWN:	MY
		REV:	A
		APPROVED:	JPG
		JOB NO.:	20-210



1 EXISTING SITE PLAN
1 : 1000



2 SITE PLAN LOT 2
1 : 500



3 LEVEL 1 - PROPOSED PLAN
1 : 500

