# 17 – 25 Park Ridge Road, Park Ridge

# Economic Impact Assessment

Prepared for Park Ridge 88 Pty Ltd

January 2018 Update

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# INTRODUCTION

This report presents an independent assessment of the demand for a service station with an associated convenience store, fast food outlet and retail tenancy as well as a childcare centre at 17-25 Park Ridge Road, Park Ridge in the Brisbane metropolitan area. The proposal is referred to as the Park Ridge centre throughout the remainder of the report.

The purpose of the report is to assess the likely economic impacts that would result from the proposed development, which is planned to include a 7-Eleven service station with a convenience store (210 sq.m), fast food tenancy (250 sq.m) and childcare centre (1,680sq.m, including 784 sq.m of outdoor play area). The overall need for the proposal is also assessed. The report has been prepared taking account of Logan City Council Planning Scheme Policy 2 – Economic Need and Impact Assessment.

The report is structured and presented in **five (5) sections** as follows:

- **Section 1** details the location of the proposed Park Ridge centre and discusses the context of the site. The proposed development scheme is also reviewed.
- **Section 2** presents an overview of the service station industry in Australia and relevant benchmarks for service station provision and performance.
- **Section 3** examines the customer segments which are relevant to the proposal, including local residents as well as passing traffic.
- **Section 4** provides an overview of the current and future competitive environment within which the proposed Park Ridge centre would operate.
- **Section 5** presents our assessment of the potential for the proposed centre, including its individual components and likely economic impacts. The overall need for the development is also discussed.

# EXECUTIVE SUMMARY

The key findings from the research in relation to the potential for the proposed development at the subject site in Park Ridge are summarised as follows. In general, the subject site would serve a growing resident catchment together with significant passing traffic along Mount Lindesay Highway and Park Ridge Road. This indicates significant need for the subject development.

<u>Site Location and Development</u>

i. Park Ridge is a suburb within the Brisbane metropolitan area, located approximately 25 km south of the Brisbane CBD within the Logan City Council Local Government Area (LGA).

ii. The suburb is a predominantly rural residential area with one designated town centre and pockets of low intensity agricultural uses, including poultry farming, plant nurseries and animal husbandry.

iii. The Park Ridge Development Area is one of the largest future urban expansion areas in South-East Queensland, encompassing some 2,550 hectares with the potential to incorporate approximately 12,000 dwellings (approximately 25,000 residents) upon completion.

iv. The suburb has excellent regional and local accessibility via Chambers Flat Road, Park Ridge Road and the Mount Lindesay Highway, which carries a traffic volume of approximately some 30,000 – 40,000 vehicles daily. Mount Lindesay Highway is a major arterial route connecting the Brisbane CBD to the southern parts of Brisbane.

v. Park Ridge 88 Pty Ltd are currently proposing a development at a site located immediately south of the existing Park Ridge Town Centre roundabout, at 17-25 Park Ridge Road. Major components of the proposed development include:

— A 7-Eleven service station with three pumps and six filling spots. The proposed service station would operate 24 hours a day, 7 days a week.

— An associated convenience store of 210 sq.m.

— A drive through food and drink outlet of 250 sq.m.

— The service station and food and drink outlet will be served by a provision of 36 car parking spaces.

— An adjacent childcare centre of 896 sq.m, with an additional outdoor play area of 784 sq.m and a provision of 23 car parking spaces. The childcare centre will have capacity for up to 112 children.

vi. Ingress and egress to the site would be provided along both Park Ridge Road and the Mount Lindesay Highway Service Road, with convenient access to both via roads via the existing roundabout

<u>Main Trade Area</u>

i. The main trade area generally extends along the north-south spine around the site, reflecting the volume of traffic along Mount Lindesay Highway. Residents in the secondary sectors would travel past the site on their way to and from the Brisbane CBD and other facilities in the inner city as well as on their way to and from major shopping and employment facilities at Browns Plains.

ii. The Park Ridge main trade area population was recorded at 45,220 in 2016, including 14,940 persons within the key primary sector. The main trade area population is projected to increase to 79,270 by 2036, representing an average annual growth rate of 2.6%, or approximately 1,400 persons per year.

iii. A number of large residential developments are occurring within the main trade area, with in-excess of 2,500 dwellings currently under construction, approved or proposed within the Park Ridge Development Area and in-excess of 4,000 dwellings within the Greenbank Priority Development Area.

iv. A review of Journey to Work data (i.e. where local residents are currently travelling for their place of work) indicates that the most populous region that residents travel for work is the Rocklea-Acacia Ridge area. Approximately 13.8% of main trade area residents work within the main trade area, with some 7.6% working within the primary sector. This indicates that there are a range of destinations that residents are travelling to, with many residents travelling throughout the broader Brisbane and Logan LGAs, potentially along Mount Lindesay Highway and Park Ridge Road.

v. The socio-economic profile of the Park Ridge trade area population is typical of a growing outer suburban area, characterised by relatively young couples and singles with home ownership who would work at locations within the Brisbane metropolitan area.

vi. Overall, the total fuel market within the main trade area is estimated at 38.8 million litres in 2016 and is projected to increase to 67.9 million litres by 2036. This represents an increase of 29.1 million litres in that timeframe.

vii. Exact traffic volumes along Mount Lindesay Highway and Park Ridge Road near the site are not available, however, the Queensland Government Traffic Census 2016 indicates some 28,000 - 40,000 vehicles pass in close proximity to the site along Mount Lindesay Highway on an average day.

viii. It is important to note that volumes of traffic along Mount Lindesay Highway make it one of the busiest within the surrounding road network due to its connection to other major roads, and the location of major destinational attractors such as Park Ridge Town Centre and Grand Plaza Shopping Centre at Browns Plains. Other major facilities with high traffic levels include the nearby Park Ridge Primary School and Park Ridge High School

<u>Need</u>

<u>Service Station</u>

i. Overall, in the defined trade area, there are 12 existing service stations in operation, representing one store for every 3,850 persons, slightly higher than the typical benchmark of one station for every 4,000 – 5,000 persons across Australia in a metropolitan area.

ii. It is noted that the service stations in the secondary north sector service a much broader region, including residents, passing traffic and workers in the Browns Plains retail and employment areas.

iii. In the key primary sector, the provision of service stations is currently at one store for every 7,600 persons, indicating the potential for 1 – 2 additional service stations now.

iv. Over time, with population growth alone over the period to 2036, the supportable number of petrol stations in the main trade area would be 16 (5,000 persons per station) to 20 (4,000 persons per station). The supportable number of stations for the key primary sector would be 5 to 6 stations by 2036. This indicates ongoing demand for petrol stations in the area, leaving aside worker and commercial vehicle traffic and passing traffic to major arterial roads within the region.

v. This would indicate the need for a further 4 – 8 service stations over the period to 2036 within the main trade area, with up to 3 – 4 additional stations in the primary sector. Currently, there is approval for a service station located in the primary sector, at 360 Middle Road in Greenbank.

Convenience Shop

i. In Queensland, the importance of convenience stores operating 24 hours is increased due to the limitations of trading hours on the operation of supermarkets. Smaller convenience stores, therefore, offer an important late night/early morning shopping facility across important elements of the day when other facilities are closed.

ii. The proposed facility would provide a 24 hour convenience shop which would provide additional choice for the local resident and worker population in terms of late night access to convenience goods. Of relevance, there is a rapidly growing population in the Park Ridge development area who would benefit from a local convenience store.

Fast Food Outlet

i. There has been an increasing trend for the co-location of drive through restaurants with petrol stations given they can be co-located in a convenient facility which operates extended hours on highly trafficked roads.

ii. The subject proposal will add to the Park Ride Town Centre precinct and would provide additional choice and convenience via a different offer provided for traffic in and around Park Ridge Road and the Mount Lindesay Highway.

iii. The growing population as well as the opportunity for new retailers and existing retailers to operate second stores in the area indicates ongoing demand and need for the subject proposal.

Childcare

i. As at the 2016 Census, there were 3,514 children aged 0 - 5 years within the main trade area, representing some 7.8% of the total population. This proportion is assumed to remain constant across the forecast period, with around 6,160 children aged 0 – 5 years projected by 2036.

ii. Data sourced from the ABS indicate that on average, some 31.0% of children aged 0 – 4 years of age attended long day care facilities in 2014, up from 24.0% in 2005. This is likely to be up to 35% within metropolitan areas. In addition, the Productivity Commission’s 2015 report on *Childcare and Early Childhood Learning* found that the average number of long day care hours attended per child in Queensland was 29.9 hours.

iii. Assuming the above benchmarks, the total full-time equivalent demand for childcare places in the catchment would be 986 places in 2016.

iv. Currently, there is an estimated oversupply of 6 full-time equivalent childcare places across the main trade area, however, there is projected to be an undersupply of 85 childcare places by 2021, increasing to 687 places by 2036. This indicates demand for at least one extra facility by 2021 based on an average of 75 spaces per childcare centre. Currently, there is a proposal for a childcare centre at 5 Crest Road in Greenbank (primary sector), however, this has not been approved.

Impact

i. The size of the fuel market within the trade area is currently estimated at 38.8 million litres. A modern facility such as the proposal is projected to achieve sales of 4.5 million litres in the first instance and growing over time, or less than 10% of the market.

ii. This would indicate there would be an impact of less than 10% on surrounding service station facilities in the broader area. However, any impacts will be ameliorated quickly given the strong growth in the size of the fuel market, with growth in fuel consumption from trade area residents increasing by 29.1 million litres over the period from 2016 to 2036.

iii. The convenience store as part of the development would likely achieve sales in the order of $1 - $1.5 million. In terms of the retail spending of trade area residents, this represents less than 0.2% of the total retail market.

iv. The fast food outlet would likely achieve sales in the order of $1.5 million, representing less than 0.3% of the market. This again has no implications for surrounding retail facilities.

v. The growth in childcare demand throughout the trade area means that the proposed childcare facility will have no impact on the viability of other facilities given the already low vacancy rate and significant increase in demand for such facilities.

vi. In addition to the benefits outlined previously, the subject proposal will also add to employment within the area, indicated to employ some 28 - 30 persons on a full-time equivalent basis.

vii. Further jobs would be created during the construction phase of the project, indicated at $6 million resulting in a further 32 jobs.

viii. The site will be operated by a major operator (7-Eleven) who is a national petrol and convenience company, commanding a significant volume of the petrol market in Australia.

ix. The proposal will add to choice and competition in the immediate region.

# 1 SITE LOCATION AND PROPOSED DEVELOPMENT

This section of the report reviews the regional and local context of the proposed Park Ridge centre site and provides an overview of the proposed development scheme.

## 1.1 Regional and Local Context

i. Park Ridge is a suburb within the Brisbane metropolitan area, located approximately 25 km south of the Brisbane CBD (refer Map 1.1). The suburb forms part of the Logan City Council Local Government Area (LGA).

ii. The suburb is generally bounded by Green Road and Bumstead Road in the north, Chambers Flat Road in the east, Koplick Road and Rosia Road in the south and the Mount Lindesay Highway in the west. Park Ridge is a predominantly rural residential area with one designated town centre and pockets of low intensity agricultural uses, including poultry farming, plant nurseries and animal husbandry.

iii. Park Ridge is planned for major urban development as indicated by the Park Ridge Structure Plan adopted by Council, outlining the potential to incorporate approximately 12,000 dwellings (approximately 25,000 residents) upon completion. The Park Ridge development area is one of the largest future urban expansion areas in South-East Queensland, encompassing some 2,550 hectares.

iv. The suburb has excellent regional and local accessibility via Chambers Flat Road, Park Ridge Road and Mount Lindesay Highway, which carries a traffic volume of approximately some 30,000 – 40,000 vehicles daily. Mount Lindesay Highway is a major arterial route connecting the Brisbane CBD to the southern parts of Brisbane.

v. The site for the proposed Park Ridge service station development is located immediately south of the existing Park Ridge Town Centre roundabout, at 17-25 Park Ridge Road (refer Map 1.2). Key points to note on the site include:

   - The site is currently occupied by a single rural residential dwelling with low intensity animal husbandry. Existing access to the site is provided via left hand turn only from Park Ridge Road.

- Park Ridge Town Centre (also known as Park Ridge Shopping Centre) is located immediately north-west of the site across the roundabout. The centre has recently completed expansion works in late 2016, more than doubling in size from 5,500 sq.m to some 13,100 sq.m, anchored by Coles and Woolworths supermarkets and 35 specialty shops. A Woolworths Petrol pad site is provided as part of the centre.

- Other facilities located adjacent to Park Ridge Town Centre include a Caltex Star Mart service station, a range of fast food tenants including McDonald’s and Domino’s Pizza, and Park Ridge Tavern.

- Two schools are provided in the immediate area, including Park Ridge Primary School immediately adjacent to the south and Park Ridge High School to the west across Mount Lindesay Highway.

- The Park Ridge Childhood Centre is located along Crest Road, some 1 km west of the site.

- The Park Ridge Park’n’Ride Bus Interchange facility provides 200 car parking spaces, with bus services operating to the Brisbane CBD and Forest Lake.

vi. Overall, the proposed service station would occupy a high profile location along a very busy arterial road. The subject site would receive excellent exposure and be conveniently located for traffic along both Mount Lindesay Highway and Park Ridge Road.

## MAP 1.1 – REGIONAL CONTEXT


LOCATIQN

*Map produced by Location IQ using QGIS 2.14 and related data sets.*

## MAP 1.2 – LOCAL CONTEXT


LOCATIQN

*Map produced by Location IQ using QGIS 2.14 and related data sets. PhotoMap by nearmap.com*

## 1.2 Proposed Development

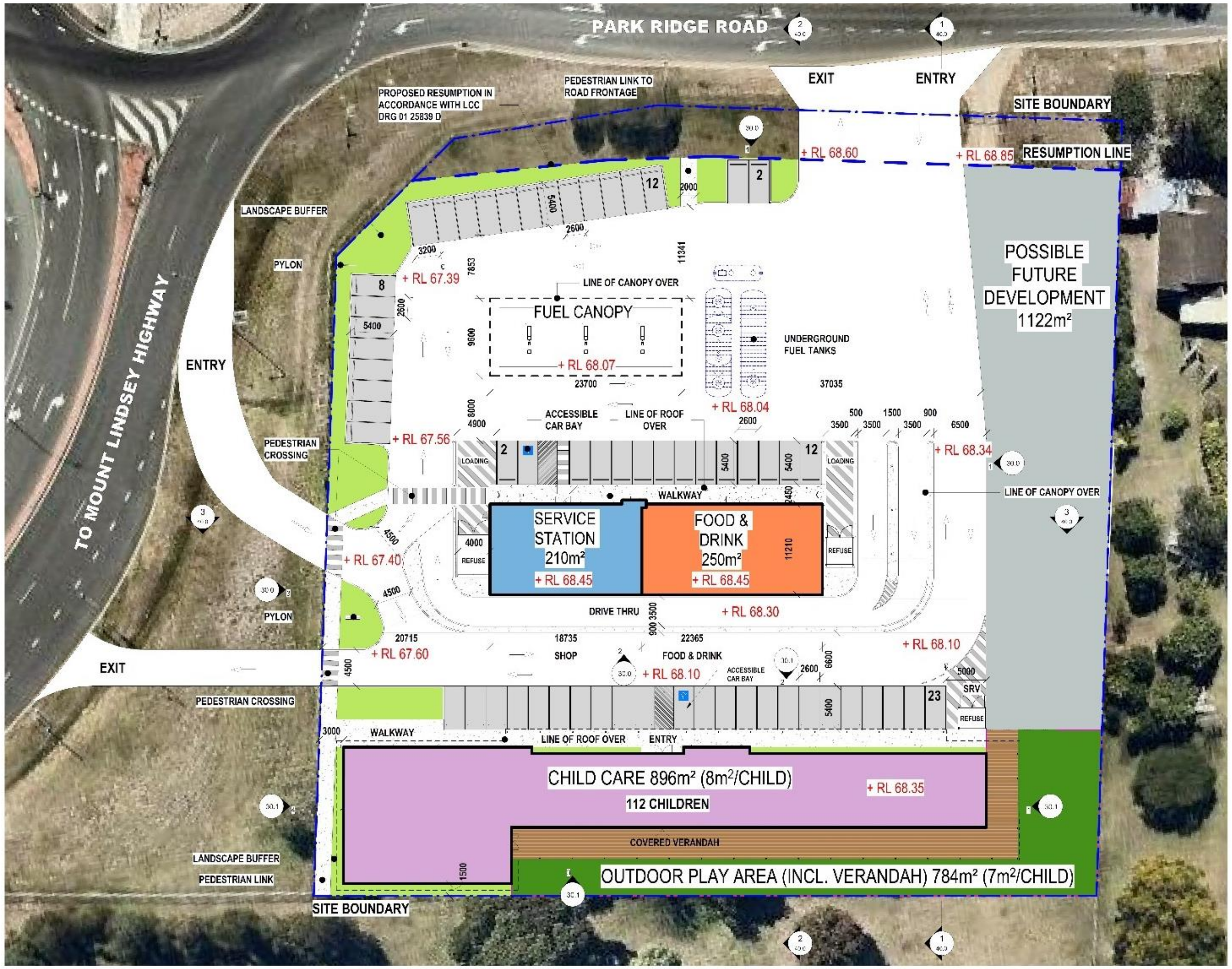
i. Figure 1.1 illustrates the layout of the proposed Park Ridge service station development with the major components including:

- A 7-Eleven service station with three pumps and six filling spots. The proposed service station would operate 24 hours a day, 7 days a week.
- An associated convenience store of 210 sq.m.
- A drive through food and drink outlet of 250 sq.m.
- The service station and food and drink outlet will be served by a provision of 36 car parking spaces.
- An adjacent childcare centre of 896 sq.m, with an additional outdoor play area of 784 sq.m and a provision of 23 car parking spaces. The childcare centre will have capacity for up to 112 children.

ii. Ingress and egress to the site would be provided along both Park Ridge Road and the Mount Lindesay Highway Service Road, with convenient access to both via roads via the existing roundabout.

iii. Overall, the proposed development would offer a high degree of customer amenity and convenience by way of its high profile site, easily accessible location and simple design.

## FIGURE 1.1 – PROPOSED DEVELOPMENT




| GFA AREA | | CAR REQ. |
|---|---|---|
| BUILDING | AREA | |
| SERVICE STATION SHOP | 210 m² | 11 |
| FOOD & DRINK | 250 m² | 25 |
| CHILDCARE CENTRE | 896 m² | 23 |
| TOTAL GFA | 1357 m² | 56 |
| CARS PROVIDED | | 59 |

| SITE COVER | | |
|---|---|---|
| | AREA | |
| SITE COVER (ROOFED) | 1941 m² | 25.7% |

**LANDSCAPING RATIO**

| SURFACE TYPE | AREA | % OF DEVELOPMENT SITE COVERAGE |
|---|---|---|
| IMPERVIOUS | 6615 m² | 87% |
| LANDSCAPE | 952 m² | 13% |
| TOTAL AREA | 7567 m² | |

**EXISTING LEVELS:**

ALL LEVELS ARE INDICATIVE ONLY & SUBJECT TO FURTHER DESIGN ADVICE

**GFA DEFINITION**

GROSS FLOOR AREA (GFA) FOR A BUILDING, MEANS THE TOTAL FLOOR AREA OF ALL STOREYS OF THE BUILDING, MEASURED FROM THE OUTSIDE OF THE EXTERNAL WALLS AND THE CENTRE OF ANY COMMON WALLS OF THE BUILDING, OTHER THAN THE AREAS USED FOR -

- BUILDING SERVICES, PLANT OR EQUIPMENT; OR
- ACCESS BETWEEN LEVELS; OR
- A GROUND FLOOR PUBLIC LOBBY; OR
- A MALL; OR
- PARKING, LOADING OR MANOEUVRING VEHICLES; OR
- UNENCLOSED PRIVATE BALCONIES WHETHER ROOFED OR NOT

1 SITE PLAN 1 : 250

DEVELOPMENT APPLICATION

PARK RIDGE SERVICE CENTRE
17-25 PARK RIDGE ROAD, PARK RIDGE, QLD 4125
PARK RIDGE 88 PTY LTD

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SITE PLAN
As indicated @ A1 16/01/2018
A10.0 rev. 9

# 2 AUSTRALIAN FUEL INDUSTRY

This section of the report presents an overview of the Australian fuel industry including key information provided by the Australian Industry of Petroleum and the Australian Consumer and Competition Commission.

## 2.1 Australian Industry of Petroleum Data

i. As a guide to the operation of the service station industry in Australia, the Australian Industry of Petroleum (AIP) is the key body representing Australia's oil industry. On their website, under the heading of Facts About The Australian Retail Fuel Market and Prices[1], in relation to fuel markets and trends, the following is stated:

> *"The retail fuel market is highly competitive (not a concentrated market) and has been undergoing significant change for the past three decades.*
>
> *ACCC* [Australian Competition and Consumer Commission] *analysis shows that that "the most significant changes in market shares of retail sales by brand have been the increased market shares of the supermarkets". Around two thirds of retail price volumes are sold through sites operated by supermarket alliances or independents.*
>
> *….*
>
> *The most significant trend in the retail fuel sector over the last decade has been the reduction in the number of retail service station sites, and the move to higher volume outlets located in busy areas and on highways where there is greater traffic volume, this achieving economies of scale.*
>
> *The number of sites has reduced from around 20,000 sites in 1970 to around 6,300 sites now. According to the ACCC, Coles and Woolworths operate around 1,200 retail sites, which is around 20% of all service stations. However, the*

[1] http://www.aip.com.au/pricing/pdf/Facts%20About%20the%20Australian%20Retail%20Fuels%20Market%20and%20Prices.pdf Accessed 6 September 2017.

*ACCC also notes that the consolidation of retail sites has plateaued in recent years."*

The AIP also notes in its discussion of City verses Country Prices that *"Regional service stations typically see 1 tanker per 2-3 weeks versus 1 tanker per day at some city sites. The average customer base per service station is around 2,000 people in regional areas (and well below in many towns) whereas metro/city sites have a customer base of around 4,000 to 5,000"*.

ii. As a result, the ACCC has found that if a typical country service station is selling around half the volume of a typical city service station that it needs to sell petrol at around 4 cents per litre more to earn the same return on sales.

iii. In addition, the guide notes that with the reduction in the number of service stations, the average volume sold at each site has increased and there has been increasing reliance on revenue from non-fuel products such as convenience sales and car washing. The ACCC estimates that the average gross margin on non-fuel shop sales was 30.6% in 2013-14, in contrast to the gross margin on petrol sales of 8.1% and 8.3% for diesel.

## 2.2 ACCC Report

i. The ACCC prepare an annual report called *"The Monitoring of the Australian Petroleum Industry"* which investigates the prices, profits and costs of unleaded petrol in Australia. The most recent edition was in December 2014.

ii. From that report, Table 2.1 below is a reproduction of Table 3.6 of that report, indicating the share of the market by individual brands throughout Australia. This indicates the large independent retail chains and the supermarkets have experienced significant increases in the share of retail petrol sales monitored by the ACCC over the last 12 years.

iii. Section 3.7.3 of the ACCC report indicates that there is in the range of 6,000 – 6,500 petrol outlets in Australia since the mid-2000s, consistent with the AIP research. The

Australian Bureau of Statistics' estimated resident population at June 2014 for Australia is 23,490,736, which is the equivalent of about one service station per 3,600 to 3,900 people.

iv. The total sale of automotive gasoline (unleaded fuel) in Australia is 18,200 ML (source: Australian Petroleum Statistics, Department of Industry, Innovation and Science, June 2016) of which sales to retailers is 15,800 ML. With some 6,000 service stations in Australia this represents around 2.6 million litres of unleaded fuel per station, on average. This is consistent with information from the Australian Bureau of Statistics motor vehicle use survey which indicated to the year ending October 2014, the fuel consumption across Australia of petrol was some 17.4 ML.

v. In addition, diesel accounted for another 8,500 ML, as well as LPG at 1,600 ML resulting in a total retail market of 25,900 ML. The average number of litres of fuel, diesel and LPG per station, therefore, is around 4.3 million litres (i.e. 25,900 ML divided by 6,000).

**TABLE 2.1 – SHARE OF AUSTRALIAN RETAIL PETROL SALES**

| | BP % | Caltex % | Mobil % | Shell % | Woolworths/ Caltex (co-branded) % | Coles Express/Shell (co-branded) % | Large independent retail chains % |
|---|---|---|---|---|---|---|---|
| 2002–03 | 20 | 24 | 19 | 20 | 10 | - | 6 |
| 2003–04 | 20 | 22 | 17 | 3 | 14 | 16 | 7 |
| 2004–05 | 18 | 18 | 12 | 3 | 18 | 25 | 6 |
| 2005–06 | 19 | 16 | 11 | 3 | 20 | 25 | 6 |
| 2006–07 | 19 | 16 | 11 | 3 | 22 | 22 | 7 |
| 2007–08 | 20 | 17 | 11 | 2 | 22 | 20 | 8 |
| 2008–09 | 19 | 16 | 11 | 2 | 23 | 22 | 9 |
| 2009–10 | 17 | 16 | 10 | 2 | 23 | 22 | 10 |
| 2010–11 | 19 | 18 | - | 2 | 23 | 22 | 17 |
| 2011–12 | 16 | 18 | - | 2 | 24 | 23 | 17 |
| 2012–13 | 15 | 18 | - | 2 | 24 | 24 | 18 |
| 2013–14 | 13 | 18 | - | 2 | 24 | 24 | 19 |

vi. The ACCC report at Section 12.14 indicated that while over four fifths of revenue in the retail sector is generated in the sale of petroleum products, convenience store and other non-fuel sales have become increasingly important for overall profitability in this sector. Gross margins of non-fuel sales are generally far larger than can be earned through fuel sales.

vii. The range of products sold at retail sites include food and grocery items, trailer hire, car washes, ATM services and gas bottle exchanges. Revenue is also generated by sub-leasing a section of the store to fast food and coffee franchises.

viii. Overall, convenience store sales contributed over 40% to retail sector net profits despite making up less than 20% of total revenue.

ix. Another relevant consideration as reviewed by the ACCC is that only a limited number of sites sell E10 petrol. The report by the ACCC indicated that the average number of retail sites selling E10 in Australia was around 1,300 sites (around 20%).

x. The Queensland Government recently mandated that E10 fuel would make up 3% of the total volume of regular unleaded petrol sales and ethanol blended fuel sales. Therefore, if three out of every 10 litres of regular unleaded petrol sold by a petrol station was e10, then that petrol station would have met that mandate.

# 3 TRADE AREA REVIEW

This section of the report provides an assessment of the trade area likely to be served by facilities as part of the proposed development, including current and projected population and retail spending levels. A review of the socio-economic profile of the main trade area population is also provided.

## 3.1 Trade Area Definition

i. The main trade area likely to be served by the proposed development at Park Ridge has been defined taking into account the following key considerations:

— The provision of similar facilities throughout the surrounding region

— Regional and local accessibility of the site

— The pattern of urban development

— Significant physical barriers.

ii. The main trade area has been defined to include one primary sector and four secondary sectors (refer Map 3.1) as follows:

— The **primary sector** includes the western parts of Park Ridge, Park Ridge South, Munruben and Boronia Heights, generally extending to Green Road in the north, Hubner Road in the east, the Logan River in the south and Greenbank in the west.

— The **secondary north sector** incorporates parts of the suburbs of Heritage Park and Regents Park to the north of Green Road.

— The **secondary east sector** contains the eastern portion of Park Ridge and the Chambers Flats area, generally bounded by Chambers Flat Road to the east.

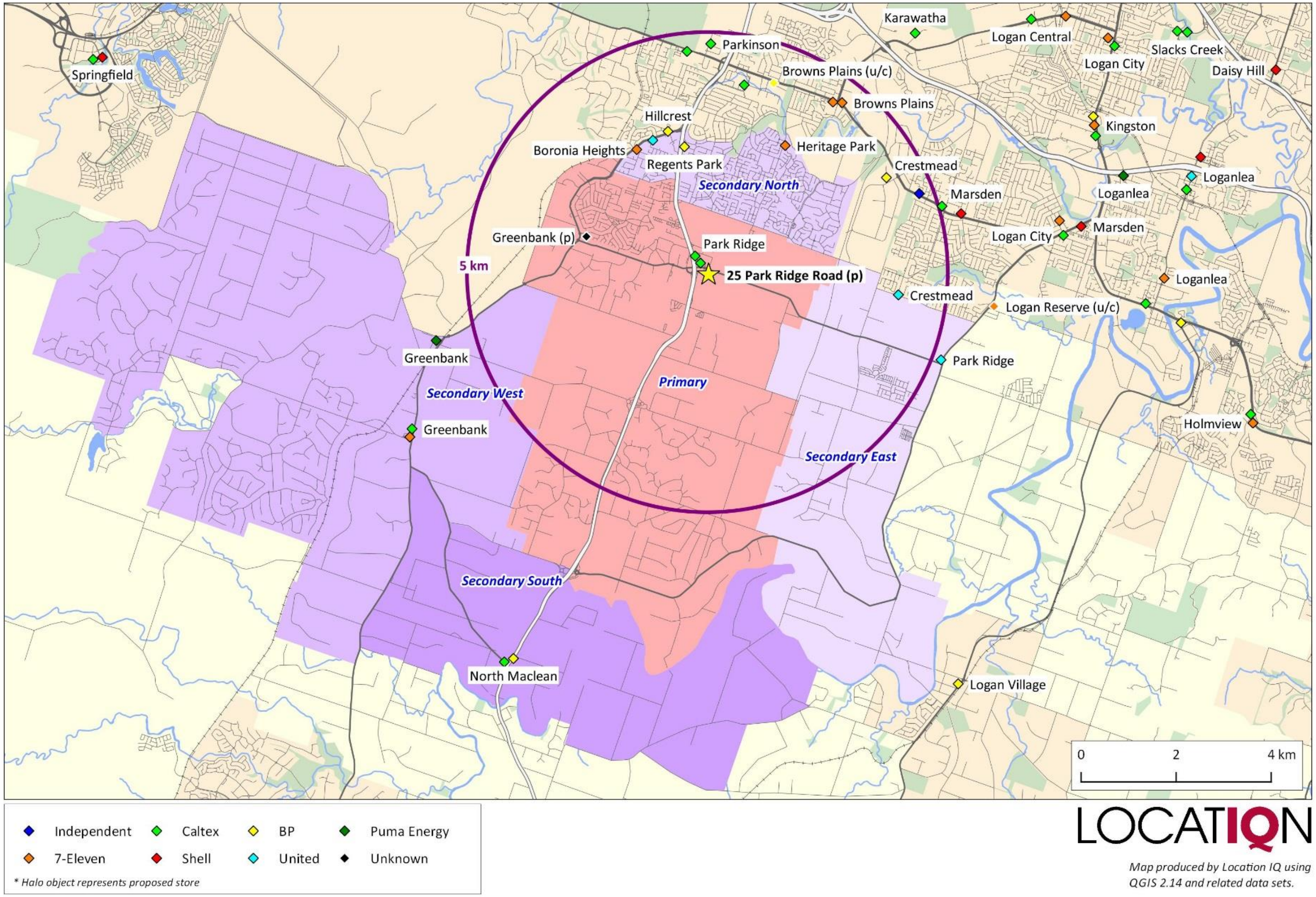
— The **secondary south sector** encompasses parts of the suburbs of Stockleigh and North Maclean.

— The **secondary west sector** comprises the Greenbank residential area, including New Beith.

iii. The trade area generally extends along the north-south spine around the site, reflecting the volume of traffic along Mount Lindesay Highway. Residents in the secondary sectors would travel past the site on their way to and from the Brisbane CBD and other facilities in the inner city as well as on their way to and from major shopping and employment facilities at Browns Plains.

iv. The extent of the catchment defined for the Park Ridge service station is similar to the region which would be served by adjoining retail facilities at Park Ridge Town Centre, which is the largest provision of retail facilities within the Park Ridge development area.

## MAP 3.1 – SERVICE STATION RESIDENT MAIN TRADE AREA AND COMPETITION



## 3.2 Main Trade Area Population

i. Table 3.1 details the current and projected population levels by sector for the Park Ridge service station. This information is sourced from the following:

— The 2011 and 2016 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).

— New dwelling approval statistics sourced from the ABS for the period from 2011/12 to 2016/17 (refer Chart 2.1). An average of 159 new dwellings were approved per annum within the main trade area over this period, with an average of 47 new dwellings within the primary sector.

— Official population projections prepared at the Statistical Area 2 level (SA2) by the Queensland Government Statisticians Office.

— Investigations by this office into new residential developments in the region.

ii. The Park Ridge main trade area population was recorded at 45,220 in 2016, including 14,940 persons within the key primary sector. The main trade area population is projected to increase to 79,270 by 2036, representing an average annual growth rate of 2.6%, or approximately 1,400 persons per year.

iii. Key residential developments currently proposed or under construction within and around the main trade area include:

- The Park Ridge Structure Plan (primary sector and secondary east sectors) adopted by Logan City Council indicates the potential to accommodate up to 12,000 dwellings (approximately 25,000 residents) in the Park Ridge area. In-excess of 2,500 dwellings are currently under construction, approved or proposed within the Park Ridge area to date, with the largest including:

- Intrapac's Harvest Rise estate is currently under construction, located 1.1 km south-west of the site along Mount Lindesay Highway. The estate will comprise 446 dwellings upon completion, estimated for 2021.
- Villawood's Killara estate along Chambers Flat Road approximately 6 km east of the site. The estate has recently commenced siteworks for a total of 726 dwellings, with 80 lots released to date.
- Villaworld has also commenced construction at 13 Koplick Road for an estate of 130 dwellings.
- Approximately half of the 379 dwellings at Frasers' The Rise estate along Lindenthal Road have been completed, with completion estimated by late 2018.
- CFMG Capital has commenced construction on two estates, namely Solander Estate (179 dwellings) at 427 Park Ridge Road and Middleton Park (150 dwellings).
- A range of smaller estates are currently under construction along Green Road some 1.5 km north of the site, including Paddies Farm Estate (78 dwellings) at 167 Green Road, Regency Green (80 dwellings) at 165 Green Road and 69 dwellings at 233 Green Road. A further 50 dwellings are being rezoned as part of Regency Green Stage 2, and an estate of 101 dwellings has approval at 193 Green Road.
- Harmony Park Ridge at 76 Bumstead Road is under construction for 42 dwellings

- A number of major residential estates are planned within the Greenbank Priority Development Area (secondary west sector), with the largest including:
  - Mirvac has development approval for a 3,000 lot estate immediately east of Greenbank Shopping Centre, with stage one expected to commence by late 2018, comprising 508 lots.

- The Villa Green Estate (formerly Teviot Downs Estate) by Villa World and Greenfields has development approval for 1,500 dwellings immediately west of Greenbank Shopping Centre, estimated to begin construction by late 2018.

iv. Table 3.2 presents similar information, however, this time for residents aged 0 – 5 years of age within the main trade area over the period to 2036. This information is used in the analysis of demand for childcare places. There were some 3,584 children are aged 0 – 5 years within the trade area as of the 2016 Census, projected to increase to 6,160 by 2036.

v. Table 3.3 outlines a review of Journey to Work data, of where local residents are currently travelling for their place of work. The most populous region that residents travel for work is the Rocklea-Acacia Ridge area at 7.9%, with no other region exceeding 7%. Approximately 13.8% of main trade area residents work within the main trade area, with some 7.6% working within the primary sector.

vi. The data indicates that there are a range of destinations that residents are travelling to, with many residents travelling throughout the broader Brisbane and Logan LGAs, potentially along Mount Lindesay Highway and Park Ridge Road.

## TABLE 3.1 – MAIN TRADE AREA RESIDENT POPULATION, 2011 - 2036

| Trade Area | Actual | | | | Forecast | | |
|---|---|---|---|---|---|---|---|
| Sector | 2011 | 2016 | 2017 | 2021 | 2026 | 2031 | 2036 |
| Primary Sector | 14,600 | 14,940 | 15,190 | 16,190 | 18,440 | 21,440 | 24,440 |
| Secondary Sectors | | | | | | | |
| • North | 14,690 | 15,200 | 15,250 | 15,450 | 15,700 | 15,950 | 16,000 |
| • East | 2,790 | 2,800 | 3,000 | 3,800 | 5,550 | 8,050 | 10,550 |
| • South | 1,340 | 1,350 | 1,450 | 1,850 | 2,600 | 3,350 | 4,300 |
| • West | 9,850 | 10,930 | 11,230 | 12,430 | 16,180 | 19,930 | 23,980 |
| Total Secondary | 28,670 | 30,280 | 30,930 | 33,530 | 40,030 | 47,280 | 54,830 |
| **Main Trade Area** | **43,270** | **45,220** | **46,120** | **49,720** | **58,470** | **68,720** | **79,270** |

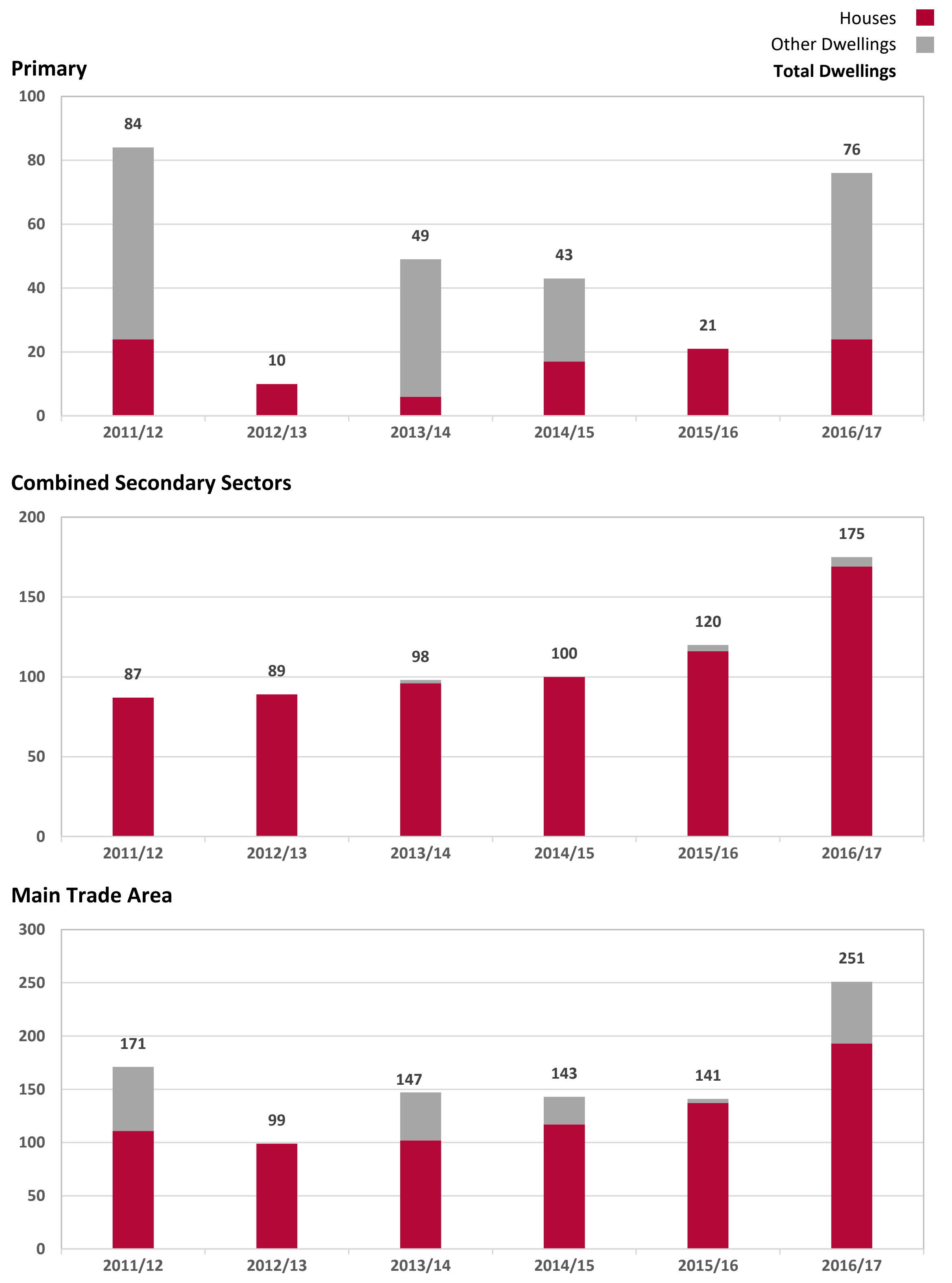
| | Average Annual Change (No.) | | | | |
|---|---|---|---|---|---|
| | Actual | Forecast | | | |
| | 2011-2016 | 2017-2021 | 2021-2026 | 2026-2031 | 2031-2036 |
| Primary Sector | 68 | 250 | 450 | 600 | 600 |
| Secondary Sectors | | | | | |
| • North | 102 | 50 | 50 | 50 | 10 |
| • East | 2 | 200 | 350 | 500 | 500 |
| • South | 2 | 100 | 150 | 150 | 190 |
| • West | 216 | 300 | 750 | 750 | 810 |
| Total Secondary | 322 | 650 | 1,300 | 1,450 | 1,510 |
| **Main Trade Area** | **390** | **900** | **1,750** | **2,050** | **2,110** |

| | Average Annual Change (%) | | | | |
|---|---|---|---|---|---|
| | Actual | Forecast | | | |
| | 2011-2016 | 2017-2021 | 2021-2026 | 2026-2031 | 2031-2036 |
| Primary Sector | 0.5% | 1.6% | 2.6% | 3.1% | 2.7% |
| Secondary Sectors | | | | | |
| • North | 0.7% | 0.3% | 0.3% | 0.3% | 0.1% |
| • East | 0.1% | 6.1% | 7.9% | 7.7% | 5.6% |
| • South | 0.1% | 6.3% | 7.0% | 5.2% | 5.1% |
| • West | 2.1% | 2.6% | 5.4% | 4.3% | 3.8% |
| Total Secondary | 1.1% | 2.0% | 3.6% | 3.4% | 3.0% |
| **Main Trade Area** | **0.9%** | **1.9%** | **3.3%** | **3.3%** | **2.9%** |

*All figures as at June and based on 2016 SA1 boundary definition.*
*Sources : ABS; QGSO*

LOCATIQN

## CHART 3.1 – MAIN TRADE AREA NEW DWELLING APPROVALS, 2011/12 – 2016/17




*Source: ABS*

## TABLE 3.2 – MAIN TRADE AREA 0 – 5 YEAR POPULATION, 2016 – 2036

| Trade Area Sector | Actual 2016 | Forecast 2036 |
|---|---|---|
| Primary Sector | 1,064 | 1,865 |
| Secondary Sectors | | |
| • North | 1,410 | 2,472 |
| • East | 119 | 209 |
| • South | 68 | 119 |
| • West | 853 | 1,495 |
| Total Secondary | 2,450 | 4,295 |
| **Main Trade Area** | **3,514** | **6,160** |
| | | **Average Annual Change (No.) Forecast** 2016-2036 |
| Primary Sector | | 40 |
| Secondary Sectors | | |
| • North | | 53 |
| • East | | 4 |
| • South | | 3 |
| • West | | 32 |
| Total Secondary | | 92 |
| **Main Trade Area** | | **132** |
| | | **Average Annual Change (%) Forecast** 2017-2036 |
| Primary Sector | | 2.8% |
| Secondary Sectors | | |
| • North | | 2.8% |
| • East | | 2.8% |
| • South | | 2.8% |
| • West | | 2.8% |
| Total Secondary | | 2.8% |
| **Main Trade Area** | | **2.8%** |

*All figures as at June and based on 2016 SA1 boundary definition.*
*Sources : ABS; QGSO*

## TABLE 3.3 – MAIN TRADE AREA RESIDENTS JOURNEY TO WORK LOCATIONS (2011)

| Statistical Area 2 | Share of Workers |
|---|---|
| Rocklea - Acacia Ridge | 7.9% |
| Browns Plains | 6.5% |
| No usual address (Qld) | 6.3% |
| Boronia Heights - Park Ridge | 5.7% |
| Brisbane City | 4.3% |
| Regents Park - Heritage Park | 3.5% |
| Crestmead | 2.7% |
| Hillcrest | 2.4% |
| Pallara - Willawong | 2.3% |
| Chambers Flat - Logan Reserve | 1.9% |
| Munruben - Park Ridge South | 1.9% |
| Coopers Plains | 1.7% |
| Loganlea | 1.6% |
| Wacol | 1.5% |
| Carole Park | 1.5% |
| Greenbank | 0.8% |
| Total SA2 Above | 51.8% |
| Main Trade Area | 13.8% |
| Total Primary Sector | 7.6% |

*Source: ABS JTW Data 2011*

## 3.3 Socio-Economic Profile

i. Table 3.4 summarises the socio-economic profile of the Park Ridge main trade area population compared with the metropolitan Brisbane benchmarks. This information is based on the 2016 Census of Population and Housing.

ii. The relevant characteristics are as follows:

- Residents of the trade area earn average per capita and household income levels slightly lower than Brisbane benchmark, with the exception of the secondary west sector which has higher household income levels.
- The average household size is larger at 3.0 persons.
- The average age of trade area residents is younger than the Brisbane average.
- Car ownership levels are higher than the benchmark, with a large proportion of households owning 2 vehicles and only 2.1% of households without car ownership.
- Home ownership levels are significantly higher than the benchmark at 77.2% compared with 64.4%.
- The main trade area population is predominantly Australian born.
- The majority of households within the main trade area consists of traditional families (i.e. couples with dependent children) at 50.2% compared with the benchmark of 46.5%.

iii. The socio-economic profile of the Park Ridge trade area population is typical of a growing outer suburban area, characterised by relatively young couples and singles with home ownership who would work at locations within the Brisbane metropolitan area.

iv. Residents of the trade area would undertake travel for employment, shopping, education and leisure activities and would benefit from a competitive fuel and childcare environment within close proximity to their homes, including competitive pricing and improved choice.

## TABLE 3.4 – MAIN TRADE AREA RESIDENT SOCIO-ECONOMIC PROFILE (2016 CENSUS)

| Characteristics | Primary Sector | Secondary Sectors North | East | South | West | Main TA | Brisb Metro Average | Aust Average |
|---|---|---|---|---|---|---|---|---|
| **Income Levels** | | | | | | | | |
| Average Per Capita Income | $31,006 | $30,629 | $31,713 | $32,589 | $35,713 | $32,141 | $38,905 | $38,497 |
| Per Capita Income Variation | -20.3% | -21.3% | -18.5% | -16.2% | -8.2% | -17.4% | n.a. | n.a. |
| Average Household Income | $88,953 | $95,406 | $79,931 | $92,358 | $121,441 | $97,628 | $102,397 | $98,478 |
| Household Income Variation | -13.1% | -6.8% | -21.9% | -9.8% | 18.6% | -4.7% | n.a. | n.a. |
| Average Household Size | 2.9 | 3.1 | 2.5 | 2.8 | 3.4 | 3.0 | 2.6 | 2.6 |
| **Age Distribution (% of Pop'n)** | | | | | | | | |
| Aged 0-14 | 20.0% | 24.4% | 14.9% | 18.9% | 25.1% | 22.4% | 19.8% | 18.8% |
| Aged 15-19 | 7.1% | 7.9% | 6.7% | 8.0% | 8.1% | 7.6% | 6.5% | 6.1% |
| Aged 20-29 | 12.5% | 14.2% | 8.6% | 10.4% | 9.2% | 12.0% | 15.0% | 13.8% |
| Aged 30-39 | 12.1% | 14.5% | 6.7% | 9.4% | 13.4% | 12.8% | 14.5% | 14.0% |
| Aged 40-49 | 13.5% | 14.2% | 12.4% | 14.2% | 18.1% | 14.8% | 13.9% | 13.5% |
| Aged 50-59 | 14.0% | 13.1% | 13.8% | 16.4% | 13.1% | 13.5% | 12.1% | 12.7% |
| Aged 60+ | 20.8% | 11.6% | 37.0% | 22.7% | 13.1% | 16.9% | 18.2% | 21.1% |
| Average Age | 38.3 | 33.0 | 46.1 | 39.4 | 34.1 | 36.0 | 36.8 | 38.5 |
| **Housing Status (% of H'holds)** | | | | | | | | |
| Owner/Purchaser | 74.7% | 70.9% | 77.7% | 77.3% | 90.3% | 77.2% | 64.4% | 68.0% |
| Renter | 25.3% | 29.1% | 22.3% | 22.7% | 9.7% | 22.8% | 35.6% | 32.0% |
| **Car Ownership (% of H'holds)** | | | | | | | | |
| % 0 Cars | 3.1% | 1.7% | 3.9% | 2.5% | 0.2% | 2.1% | 6.6% | 7.7% |
| % 1 Car | 26.9% | 25.7% | 42.4% | 19.2% | 9.6% | 23.6% | 35.3% | 36.1% |
| % 2 Cars | 34.8% | 45.5% | 26.3% | 32.4% | 41.0% | 39.0% | 38.5% | 37.5% |
| % 3 Cars | 18.6% | 17.6% | 12.4% | 18.5% | 25.4% | 19.3% | 12.8% | 12.2% |
| % 4 Cars | 16.5% | 9.5% | 15.0% | 27.4% | 23.7% | 16.0% | 6.7% | 6.5% |
| **Birthplace (% of Pop'n)** | | | | | | | | |
| Australian Born | 77.1% | 70.2% | 74.1% | 82.7% | 81.8% | 75.9% | 73.4% | 72.9% |
| Overseas Born | 22.9% | 29.8% | 25.9% | 17.3% | 18.2% | 24.1% | 26.6% | 27.1% |
| • Asia | 4.9% | 7.1% | 4.7% | 3.1% | 2.0% | 4.9% | 8.7% | 10.7% |
| • Europe | 7.0% | 6.1% | 11.4% | 7.0% | 7.5% | 7.1% | 6.6% | 8.0% |
| • Other | 11.0% | 16.5% | 9.8% | 7.1% | 8.7% | 12.1% | 11.3% | 8.4% |
| **Family Type (% of Pop'n)** | | | | | | | | |
| Couple with dep't children | 45.0% | 52.3% | 32.5% | 40.8% | 59.5% | 50.2% | 46.5% | 45.2% |
| Couple with non-dep't child. | 11.8% | 9.7% | 10.5% | 15.3% | 10.5% | 10.8% | 7.3% | 7.8% |
| Couple without children | 20.9% | 17.5% | 33.7% | 25.0% | 18.6% | 20.1% | 22.6% | 23.0% |
| Single with dep't child. | 10.8% | 11.5% | 6.9% | 7.9% | 7.0% | 9.8% | 9.6% | 8.9% |
| Single with non-dep't child. | 3.7% | 4.1% | 2.9% | 3.6% | 2.0% | 3.3% | 3.6% | 3.7% |
| Other family | 0.9% | 1.0% | 0.3% | 1.5% | 0.4% | 0.8% | 1.2% | 1.1% |
| Lone person | 6.8% | 3.9% | 13.3% | 5.9% | 2.2% | 5.1% | 9.1% | 10.2% |

*Sources: ABS Census of Population and Housing 2016*

## 3.4 Main Trade Area Retail Expenditure

i. MarketInfo estimates used this analysis are based on the 2016 release, benchmarked against the latest National Accounts data, released by the ABS. All figures presented in this report are in constant dollars and include GST.

ii. Chart 3.2 illustrates retail spending levels of the main trade area population on a per person basis and compares these levels with the Brisbane metropolitan average. As shown, per capita total retail spending is generally below the average, however, food retail spending is slightly higher than the average at $7,552 per person per annum.

iii. The average resident spends more than the Brisbane metropolitan benchmark on Other Food and Groceries at $3,282 (4.5% higher than the benchmark) and Packaged Liquor at $826 (21.2% higher than the benchmark).

iv. Main trade area retail spending is currently estimated at $582.0 million and is projected to increase to $1.3 billion by 2036, reflecting an average annual growth rate of 4.1% (excluding inflation but including GST) (refer Table 3.5).

v. The projected retail spending growth rate of 4.1% per annum takes into account the following:

   - Real growth in retail spending per capita of 0.5% annually for food retail and 1.0% for non-food retail over the period to 2019. After this time, real growth in retail spending per capita is assumed to increase to 1.0% for food retail and 1.4% for non-food retail.

   - Main trade area population growth of 2.8% per annum.

vi. Table 3.6 provides a more detailed overview of retail spending by category. As shown, food and liquor is the largest spending category at $283.2 million, accounting for 48.7% of total retail spending.

## CHART 3.2 – MAIN TRADE AREA RETAIL SPENDING PER PERSON, 2016/17


*Source : Marketinfo*

## TABLE 3.5 – MAIN TRADE AREA RETAIL EXPENDITURE, 2017 – 2036

| Y/E June | Primary Sector | Secondary Sectors North | East | South | West | Main TA |
|---|---|---|---|---|---|---|
| 2017 | 194.0 | 185.7 | 38.2 | 18.2 | 145.9 | 582.0 |
| 2018 | 198.8 | 187.7 | 41.2 | 19.6 | 151.1 | 598.4 |
| 2019 | 203.5 | 189.7 | 44.0 | 21.0 | 156.1 | 614.5 |
| 2020 | 209.3 | 192.7 | 47.3 | 22.6 | 162.1 | 633.9 |
| 2021 | 215.2 | 195.6 | 50.8 | 24.3 | 168.3 | 654.2 |
| 2022 | 222.4 | 198.6 | 55.0 | 26.3 | 177.1 | 679.4 |
| 2023 | 231.0 | 201.6 | 60.0 | 28.5 | 189.0 | 710.1 |
| 2024 | 240.0 | 204.7 | 65.5 | 30.8 | 201.6 | 742.7 |
| 2025 | 249.3 | 207.9 | 71.5 | 33.4 | 215.2 | 777.2 |
| 2026 | 258.9 | 211.0 | 78.1 | 36.2 | 229.6 | 813.8 |
| 2027 | 269.5 | 214.3 | 85.2 | 38.9 | 243.6 | 851.4 |
| 2028 | 281.1 | 217.5 | 92.8 | 41.4 | 257.1 | 889.9 |
| 2029 | 293.2 | 220.9 | 101.2 | 44.0 | 271.3 | 930.6 |
| 2030 | 305.8 | 224.2 | 110.3 | 46.9 | 286.3 | 973.6 |
| 2031 | 319.0 | 227.7 | 120.3 | 49.9 | 302.1 | 1,019.0 |
| 2032 | 332.1 | 230.8 | 129.8 | 53.1 | 318.0 | 1,063.9 |
| 2033 | 345.0 | 233.8 | 138.7 | 56.5 | 334.1 | 1,108.1 |
| 2034 | 358.5 | 236.8 | 148.2 | 60.1 | 350.9 | 1,154.4 |
| 2035 | 372.4 | 239.8 | 158.3 | 64.0 | 368.6 | 1,203.0 |
| 2036 | 386.9 | 242.8 | 169.1 | 68.1 | 387.1 | 1,254.1 |
| **Expenditure Growth** | | | | | | |
| 2017-2019 | 9.5 | 4.0 | 5.9 | 2.9 | 10.2 | 32.5 |
| 2019-2021 | 11.7 | 5.9 | 6.7 | 3.3 | 12.1 | 39.7 |
| 2021-2026 | 43.7 | 15.4 | 27.3 | 11.8 | 61.3 | 159.6 |
| 2026-2031 | 60.1 | 16.6 | 42.2 | 13.7 | 72.5 | 205.2 |
| 2031-2036 | 67.9 | 15.2 | 48.8 | 18.1 | 85.0 | 235.1 |
| 2017-2036 | 192.9 | 57.1 | 131.0 | 49.9 | 241.2 | 672.1 |
| **Average Annual Growth Rate** | | | | | | |
| 2017-2019 | 2.4% | 1.1% | 7.4% | 7.6% | 3.4% | 2.8% |
| 2019-2021 | 2.8% | 1.5% | 7.4% | 7.6% | 3.8% | 3.2% |
| 2021-2026 | 3.8% | 1.5% | 9.0% | 8.3% | 6.4% | 4.5% |
| 2026-2031 | 4.3% | 1.5% | 9.0% | 6.7% | 5.6% | 4.6% |
| 2031-2036 | 3.9% | 1.3% | 7.0% | 6.4% | 5.1% | 4.2% |
| 2017-2036 | 3.7% | 1.4% | 8.1% | 7.2% | 5.3% | 4.1% |

**Constant 2016/17 dollars & Including GST*

*Source : Marketinfo*

## TABLE 3.6 – MAIN TRADE AREA RETAIL EXPENDITURE BY KEY COMMODITY GROUP

| Y/E June | Food & Liquor | Food Catering | Apparel | H'hold Goods | Leisure | General Retail | Retail Services |
|---|---|---|---|---|---|---|---|
| 2017 | 283.2 | 61.4 | 47.4 | 105.7 | 23.5 | 45.6 | 15.2 |
| 2018 | 290.5 | 63.2 | 48.9 | 109.0 | 24.2 | 47.0 | 15.7 |
| 2019 | 297.5 | 65.0 | 50.3 | 112.3 | 24.9 | 48.4 | 16.1 |
| 2020 | 306.2 | 67.2 | 52.0 | 116.1 | 25.7 | 50.0 | 16.7 |
| 2021 | 315.4 | 69.5 | 53.7 | 120.0 | 26.6 | 51.8 | 17.2 |
| 2022 | 326.8 | 72.3 | 55.9 | 125.0 | 27.6 | 53.9 | 17.9 |
| 2023 | 340.8 | 75.6 | 58.5 | 131.0 | 28.9 | 56.5 | 18.8 |
| 2024 | 355.6 | 79.2 | 61.3 | 137.3 | 30.3 | 59.3 | 19.7 |
| 2025 | 371.2 | 83.0 | 64.2 | 144.1 | 31.7 | 62.2 | 20.7 |
| 2026 | 387.8 | 87.0 | 67.4 | 151.3 | 33.3 | 65.3 | 21.7 |
| 2027 | 404.8 | 91.2 | 70.6 | 158.7 | 34.8 | 68.5 | 22.8 |
| 2028 | 422.2 | 95.5 | 73.9 | 166.3 | 36.4 | 71.8 | 23.8 |
| 2029 | 440.5 | 100.0 | 77.4 | 174.3 | 38.2 | 75.3 | 25.0 |
| 2030 | 459.8 | 104.7 | 81.1 | 182.8 | 40.0 | 79.0 | 26.2 |
| 2031 | 480.2 | 109.8 | 85.0 | 191.7 | 41.9 | 82.9 | 27.5 |
| 2032 | 500.3 | 114.8 | 88.9 | 200.7 | 43.8 | 86.8 | 28.8 |
| 2033 | 519.9 | 119.7 | 92.7 | 209.5 | 45.6 | 90.7 | 30.0 |
| 2034 | 540.4 | 124.9 | 96.7 | 218.7 | 47.6 | 94.7 | 31.4 |
| 2035 | 561.9 | 130.4 | 101.0 | 228.5 | 49.7 | 98.9 | 32.7 |
| 2036 | 584.5 | 136.1 | 105.4 | 238.7 | 51.8 | 103.4 | 34.2 |
| **Expenditure Growth** | | | | | | | |
| 2017-2019 | 14.2 | 3.7 | 2.9 | 6.5 | 1.4 | 2.8 | 0.9 |
| 2019-2021 | 17.9 | 4.4 | 3.4 | 7.8 | 1.7 | 3.4 | 1.1 |
| 2021-2026 | 72.4 | 17.6 | 13.7 | 31.3 | 6.7 | 13.6 | 4.5 |
| 2026-2031 | 92.4 | 22.7 | 17.6 | 40.4 | 8.6 | 17.6 | 5.8 |
| 2031-2036 | 104.3 | 26.3 | 20.4 | 46.9 | 10.0 | 20.4 | 6.7 |
| 2017-2036 | 301.2 | 74.7 | 58.0 | 132.9 | 28.4 | 57.8 | 19.0 |
| **Average Annual Growth Rate** | | | | | | | |
| 2017-2019 | 2.5% | 3.0% | 3.0% | 3.0% | 2.9% | 3.1% | 3.0% |
| 2019-2021 | 3.0% | 3.3% | 3.4% | 3.4% | 3.3% | 3.4% | 3.4% |
| 2021-2026 | 4.2% | 4.6% | 4.6% | 4.7% | 4.6% | 4.8% | 4.7% |
| 2026-2031 | 4.4% | 4.7% | 4.8% | 4.9% | 4.7% | 4.9% | 4.8% |
| 2031-2036 | 4.0% | 4.4% | 4.4% | 4.5% | 4.4% | 4.5% | 4.5% |
| 2017-2036 | 3.9% | 4.3% | 4.3% | 4.4% | 4.3% | 4.4% | 4.4% |

**Constant 2016/17 dollars & Including GST*

*Source : Marketinfo*

## 3.5 Fuel Market

i. Table 3.7 details the calculations for estimating the total size of the fuel market within the main trade area. Calculations are based on data sources from:

— The ABS Census of Population and Housing 2016. There are 1.9 cars per household compared with the Brisbane average of 1.5 cars. The high rate of car ownership is typical of an outer suburban area.

— The ABS Survey of Motor Vehicle Use (Cat.No.9208 and 9309).

ii. Overall, the total fuel market within the main trade area is estimated at 38.8 million litres in 2016 and is projected to increase to 67.9 million litres by 2036. This represents an increase of 29.1 million litres in that timeframe.

iii. Table 3.8 presents similar data for the primary sector, indicating a fuel market size of 13 million litres, increasing to 21.3 million litres by 2031, an increase of 8.3 million litres.

iv. In considering the likely increase in the fuel market size over the next 15 year period, a number of key considerations and assumptions are as follows:

— The average fuel consumption for passenger cars per 100 km in Queensland is 10.0 litres per 100 km currently, while the average for Australia is 10.6 litres per 100 km. A review of the Australian Bureau of Statistics Survey of Motor Vehicle Usage shows that the figure of consumption has been above or below 12 litres per 100 km since 1963. The most recent available data of 10.6 litres per 100 km is the lowest, but not significantly lower than figures in 2014 of 10.7 per 100 km (refer Chart 3.3).

— Electric cars are likely to form a greater proportion of cars over time, although the take up of such vehicles in Australia is still limited. Of the close to 1,200,000 cars sold in Australia in the past year, only 219 were electric cars (0.0018%) and 12,000 being hybrid cars.

— More recently, manufacturers such as Volvo and Volkswagen are proposing new models which will be electric cars. Car makers, therefore, will continually be looking to operate to sell electric cars over time.

— A range of countries are designating to have zero emission cars by a certain time. For example, California in the US demand that 15% of vehicle sales by 2025 be zero emission cars. Similarly, India has recently made an announcement along similar lines, indicating only selling electric cars by 2030. The key issue is in America, however, while petrol remains cheap and with electricity increasing to become more expensive, consumers are yet to change their habits to buy electric cars.

— Research also indicates that a typical electric car takes four hours to charge from empty, from a 7 kilowatt home charging point. Rapid charges at a motorway service station can charge the car to full in about 30 minutes. Over time, rapid charging at service stations is likely to form a significant part of the market going forward. Consequently, for the purposes of this report, petrol pumps to a degree would be replaced by electric chargers at service stations.

v. It is important to note that fuel consumption of commercial vehicles, caravans, trailers, plant and equipment and vehicles belonging to the defence services/diplomatic services are excluded from these calculations. These components would add further to demand but are not able to be estimated accurately due to the lack of available data.

vi. It is possible that average consumption rates will fall below 10 litres/ 100 km in the future as more hybrid cars are sold and conventional cars make further gains in efficiency.

## TABLE 3.7 –MAIN TRADE AREA FUEL MARKET SIZE, 2016 – 2036

| | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| Estimated Resident Population (ERP) | 45,220 | 49,720 | 58,470 | 68,720 | 79,270 |
| Total Dwellings | 14,887 | 16,369 | 19,249 | 22,624 | 26,097 |
| Average Household Size | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Average Vehicles per Household | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| **Total Vehicles** | **29,147** | **32,048** | **37,687** | **44,294** | **51,094** |
| **Fuel Consumption Per Annum** | | | | | |
| Average QLD Travel km ('000) | 13,300 | 13,300 | 13,300 | 13,300 | 13,300 |
| Average QLD Fuel Consumption/100 km | 10 | 10 | 10 | 10 | 10 |
| **Average Fuel Usage (L)** | **1,330** | **1,330** | **1,330** | **1,330** | **1,330** |
| **Total Consumption Per Annum (L)** | **38,765,510** | **42,623,201** | **50,124,267** | **58,911,231** | **67,955,373** |

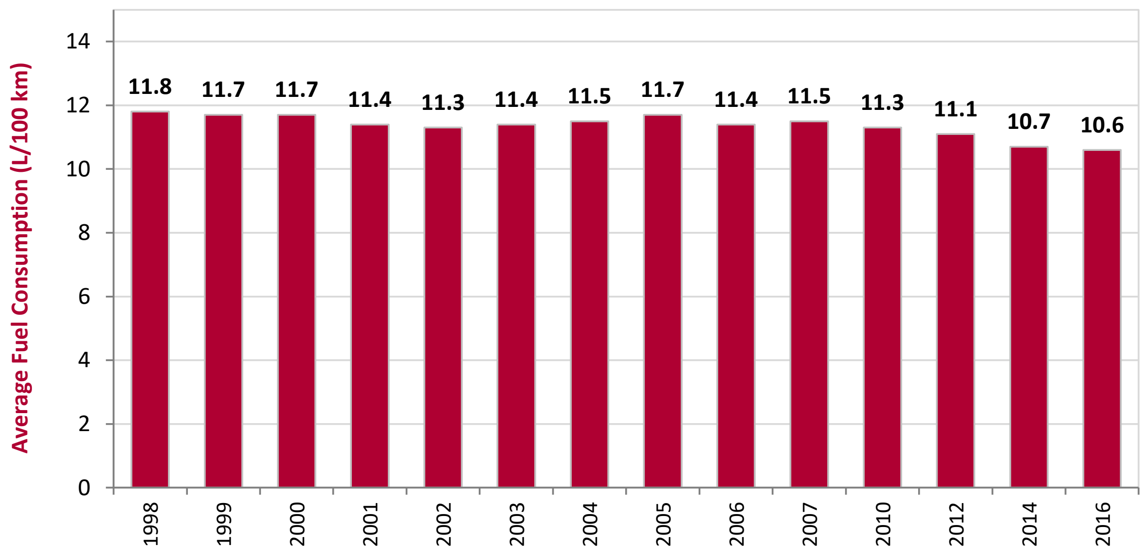
*Source: ABS Survey of Motor Vehicle Use 2016; 2016 Census of Population & Housing*

## TABLE 3.8 PRIMARY SECTOR FUEL MARKET SIZE, 2016 – 2036

| | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| Estimated Resident Population (ERP) | 14,940 | 16,190 | 18,440 | 21,440 | 24,440 |
| Total Dwellings | 5,208 | 5,643 | 6,428 | 7,473 | 8,519 |
| Average Household Size | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 |
| Average Vehicles per Household | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| **Total Vehicles** | **9,774** | **10,592** | **12,064** | **14,026** | **15,989** |
| **Fuel Consumption Per Annum** | | | | | |
| Average QLD Travel km ('000) | 13,300 | 13,300 | 13,300 | 13,300 | 13,300 |
| Average QLD Fuel Consumption/100 km | 10 | 10 | 10 | 10 | 10 |
| **Average Fuel Usage (L)** | **1,330** | **1,330** | **1,330** | **1,330** | **1,330** |
| **Total Consumption Per Annum (L)** | **12,999,420** | **14,087,056** | **16,044,800** | **18,655,125** | **21,265,450** |

*Source: ABS Survey of Motor Vehicle Use 2016; 2016 Census of Population & Housing*

## CHART 3.3 - AVERAGE FUEL CONSUMPTION (PASSENGER CARS), AUSTRALIA (L/100 KM)




*Source: ABS*

## 3.6 Passing Traffic

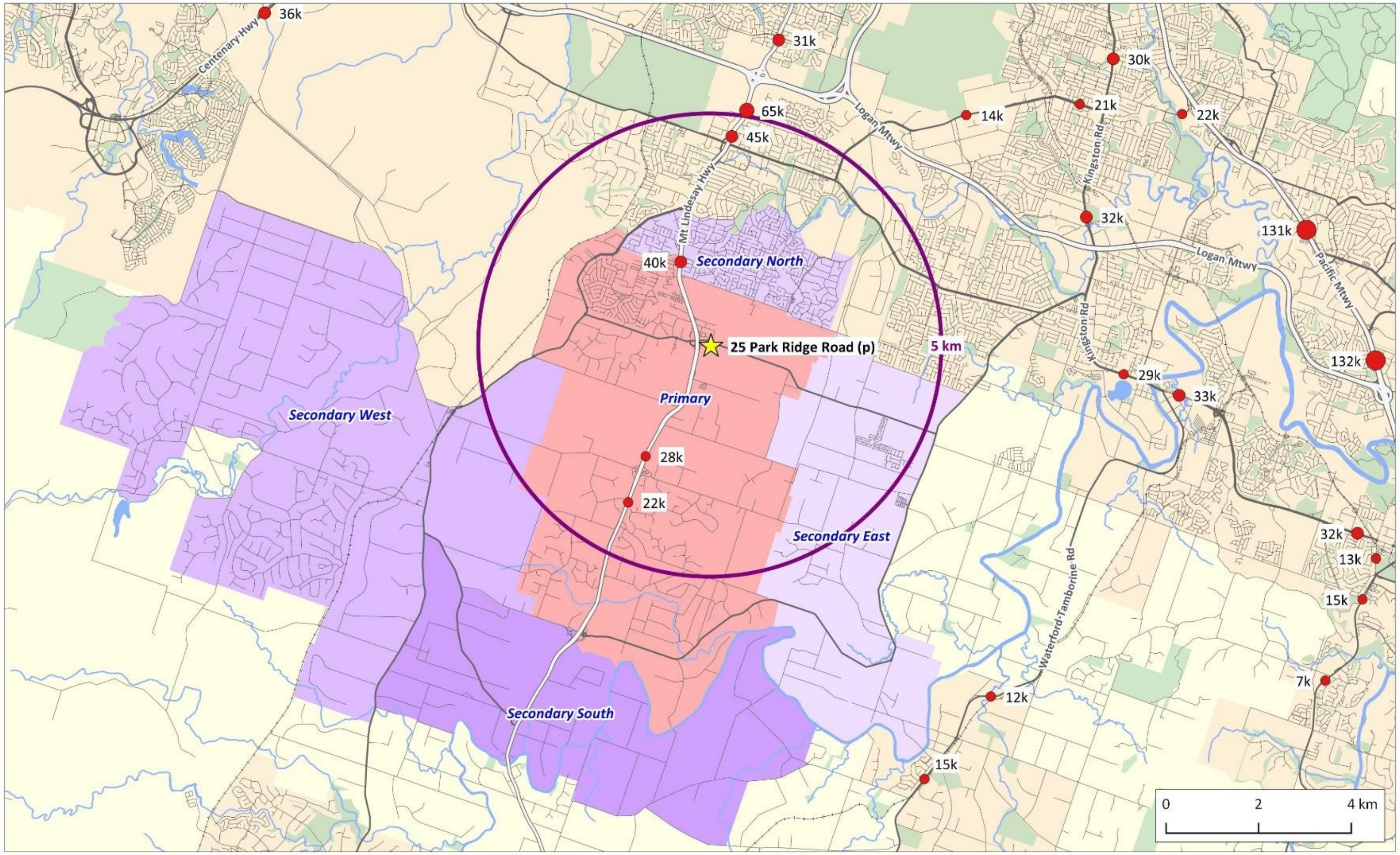
i. Map 3.4 illustrates average annual daily traffic volumes on the major roads surrounding the site as sourced from the Queensland Government Traffic Census 2016. This indicates that in between 28,000 and 40,000 vehicles pass in close proximity to the site along Mount Lindesay Highway on an average day. Exact traffic volumes along Mount Lindesay Highway and Park Ridge Road near the site are not available.

ii. An element of this passing traffic would include residents as well as local workers, however, it is important to note that volumes of traffic along Mount Lindesay Highway at the site make it one of the busiest within the surrounding road network due to its connection to other major roads, but also the location of major destinational attractors such as Park Ridge Town Centre and Grand Plaza Shopping Centre at Browns Plains. Other major facilities with high traffic levels include the nearby Park Ridge Primary School and Park Ridge High School.

iii. The Australian Bureau of Statistics Survey of Motor Vehicle Use to June 2016 indicates for Queensland that passenger vehicles account for some 65.4% of total km travelled throughout the state, with the remainder including light commercial vehicles, rigid trucks, articulated trucks, non-freight carrying trucks and buses. The vast majority of these additional kilometres travelled is light commercial vehicles, accounting for 24.6% of total kilometres travelled.

iv. In the location such as the Park Ridge service station, given the nearby attractors within the surrounding area, at least 15% of sales would come from these markets as compared with the resident market, although it is difficult to be precise.

## MAP 3.4 – TRAFFIC VOLUMES




**Average Annual Daily Traffic 2016**

- Less than 30k
- 30k - 60k
- 60k - 90k
- 90k - 120k
- Greater than 120k

*Source: Queensland Government, 2016.*

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*Map produced by Location IQ using QGIS 2.14 and related data sets.*

# 4 COMPETITIVE ENVIRONMENT

This section of the report reviews the competitive retail environment within which the proposed Park Ridge centre would operate in order to assist in the assessment of likely trading impacts the proposed development would have on other facilities.

## 4.1 Service Station Competition

i. Map 3.1 previously illustrated the location of petrol stations in the surrounding area, noting the distribution of service stations in Australia is typically characterised as one or more of the following:

   — Located on heavily trafficked road and deriving business primarily from passing traffic.

   — Located with a village/urban community and primarily serving local residents and businesses.

   — Associated with a supermarket, although not necessarily co-located.

ii. The subject proposal would be a service station located in close proximity to a retail centre along a busy road serving local residents as well as passing traffic.

iii. Table 4.1 summarises the facilities provided at each existing service station.

iv. Within the main trade area, currently there are 7-Eleven, BP, Woolworths Caltex, Caltex and United service stations.

v. There are only two service stations currently provided within the key primary sector, described as follows:

   — A Woolworths Caltex service station and associated KFC drive through outlet is provided as part of Park Ridge Town Centre, located immediately north-west of the subject site across the roundabout. This facility opened in late 2016, with access internally from the centre car park.

- A Caltex Star Mart service station which primarily serves traffic along the Mount Lindesay Highway exit road. This station is free-standing, however, in close proximity to a range of fast food outlets to the north, including a McDonald's drive through outlet.

vi. There are a range of other service station facilities in the secondary sectors, described as follows:

- A number of facilities within the **secondary north** sector servicing traffic near the intersection of Middle Road and Mount Lindesay Highway, including
    - One major BP service station located to the south of Middle Road, directly accessible to and from the Mount Lindesay Highway but not accessible from the surrounding residential streets. This services southbound traffic along this very busy road.
    - A 7 Eleven service station as part of Middle Road Shopping Village at the corner of Coronation Drive.
    - A United petrol station together with auto servicing facilities serving westbound traffic along Middle Road.
    - There is also an internalised 7 Eleven service station located along Waller Road in Heritage Park.
- The **secondary east** sector contains a United service station at the intersection of Chambers Flat Road and Park Ridge Road.
- In the **secondary south** sector, there are two service stations both servicing north-south traffic along Mount Lindesay Highway, namely Caltex Star Mart at the intersection of Greenbank Road and BP at the intersection of Wearing Road.

— In the **secondary west** sector, there are three service stations including:

  - A Puma service station at the intersection of Teviot Road and Middle Road. This Puma store is located in the car park of the IGA Greenbank Shopping Centre, on the western side of the railway line. This station primarily services the local catchment as there is no direct access from major roads.

  - There are two service stations at Greenbank Shopping Centre, namely a small Woolworths Caltex service station in the carpark of the centre and a more recently developed 7 Eleven service station on the corner of Teviot Road and Pub Lane.

vii. Most stations appear to have been operational for some period of time (except the Woolworths Caltex Park Ridge), although a number have been refurbished recently. All include convenience store facilities typically ranging between 150 – 300 sq.m in size, with a number including ute facilities and car wash. Only a limited number include auto repair facilities, namely United at Hillcrest and BP at North Maclean.

viii. Overall, in the defined trade area, there are 12 existing service stations in operation. For the current trade area population, this represents one store for every 3,850 persons, slightly higher than the typical benchmark of one station for every 4,000 – 5,000 persons across Australia in a metropolitan area.

ix. It is unsurprising that there is a slightly higher than average provision of service stations given a number of facilities service traffic along the Mount Lindesay Highway including BP at Regents Park and BP and Caltex at North Maclean. In addition, it is noted that the service stations in the secondary north sector service a much broader region, including residents, passing traffic and workers in the Browns Plains retail and employment areas.

x. In the key primary sector, the provision of service stations is currently at one store for every 7,600 persons, indicating the potential for 1 – 2 additional service stations now.

xi. Over time, with population growth alone over the period to 2036, the supportable number of petrol stations in the main trade area would be 16 (5,000 persons per station) to 20 (4,000 persons per station). The supportable number of stations for the key primary sector would be 5 to 6 stations by 2036.This indicates ongoing demand for petrol stations in the area, leaving aside worker and commercial vehicle traffic and passing traffic to major arterial roads within the region.

xii. This would indicate the need for a further 4 – 8 service stations over the period to 2036 within the main trade area, with up to 3 – 4 additional stations in the primary sector. Currently, there is approval for a service station located in the primary sector, at 360 Middle Road in Greenbank.

## TABLE 4.1 – COMPETITIVE SERVICE STATION OUTLETS

| | 24h | Fuel Spots | ULP | **Hoses** Diesel | LPG | Conv. Store (sq.m) | Food Outlet | Car Wash | Ute/Trailer Hire | Auto Repair | Ice | Distance From Site (km) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Primary Sector*** | | | | | | | | | | | | |
| Woolworths Caltex - Park Ridge | ✓ | 6 | 18 | 6 | X | 100 | ✓ | X | X | X | ✓ | 0.1 |
| Caltex Park Ridge | ✓ | 8 | 16 | 8 | 2 | 200 | X | X | X | X | ✓ | 0.3 |
| ***Secondary North*** | | | | | | | | | | | | |
| 7-Eleven Boronia Heights | ✓ | 8 | 24 | 8 | X | 120 | X | X | X | X | ✓ | 3.7 |
| BP Express Regents Park | ✓ | 11 | 26 | 4 | 2 | 220 | ✓ | ✓ | ✓ | X | ✓ | 4.0 |
| United Hillcrest | X | 10 | 18 | 2 | X | 180 | X | X | ✓ | ✓ | ✓ | 4.1 |
| 7-Eleven Heritage Park | ✓ | 8 | 16 | 8 | 2 | 300 | X | ✓ | ✓ | X | ✓ | 6.1 |
| ***Secondary East*** | | | | | | | | | | | | |
| United Park Ridge | ✓ | 8 | 16 | 2 | 2 | 180 | X | X | ✓ | X | ✓ | 5.7 |
| ***Secondary West*** | | | | | | | | | | | | |
| Puma Greenbank | X | 8 | 8 | 8 | X | 100 | ✓ | X | ✓ | X | ✓ | 6.7 |
| Woolworths Caltex Greenbank | X | 8 | 16 | 8 | X | 70 | X | X | X | X | ✓ | 8.5 |
| 7-Eleven Greenbank | X | 6 | 18 | 6 | X | 210 | X | X | X | X | ✓ | 8.7 |
| ***Secondary South*** | | | | | | | | | | | | |
| BP North Maclean | ✓ | 8 | 16 | 8 | 2 | 200 | X | X | ✓ | ✓ | ✓ | 9.3 |
| Caltex North Maclean | ✓ | 10 | 24 | 20 | X | 300 | ✓ | X | X | X | ✓ | 9.7 |

*Based on desktop and field survey in October 2017*

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## 4.2 Fast Food Need & Demand

i. Map 4.1 outlines the location of existing fast food facilities including the key operators throughout the surrounding area, with Map 4.2 showing the locations of drive through facilities. Table 4.2 then details these key operators.

ii. The provision of drive through restaurants varies between different chains. For example, McDonald's typically operates one store for every 15,000 – 20,000 people, while other fast food chains operate on one store for every 20,000 – 30,000 people.

iii. A longer term population in the defined trade area of almost 80,000 persons, therefore, would potentially sustain 3 - 4 McDonald's outlets as well as up to 4 outlets of other types of operators. As shown, there are already multiple brands represented within the Park Ridge Town Centre retail precinct.

iv. Importantly, drive through facilities are an important element of fast food outlets and are an increasing trend as part of service stations servicing passing traffic along heavily travelled roads. Relevantly, the approved service station at 360 Middle Road in Greenbank has an associated drive-through facility.

v. In the defined trade area, key existing drive through facilities include:

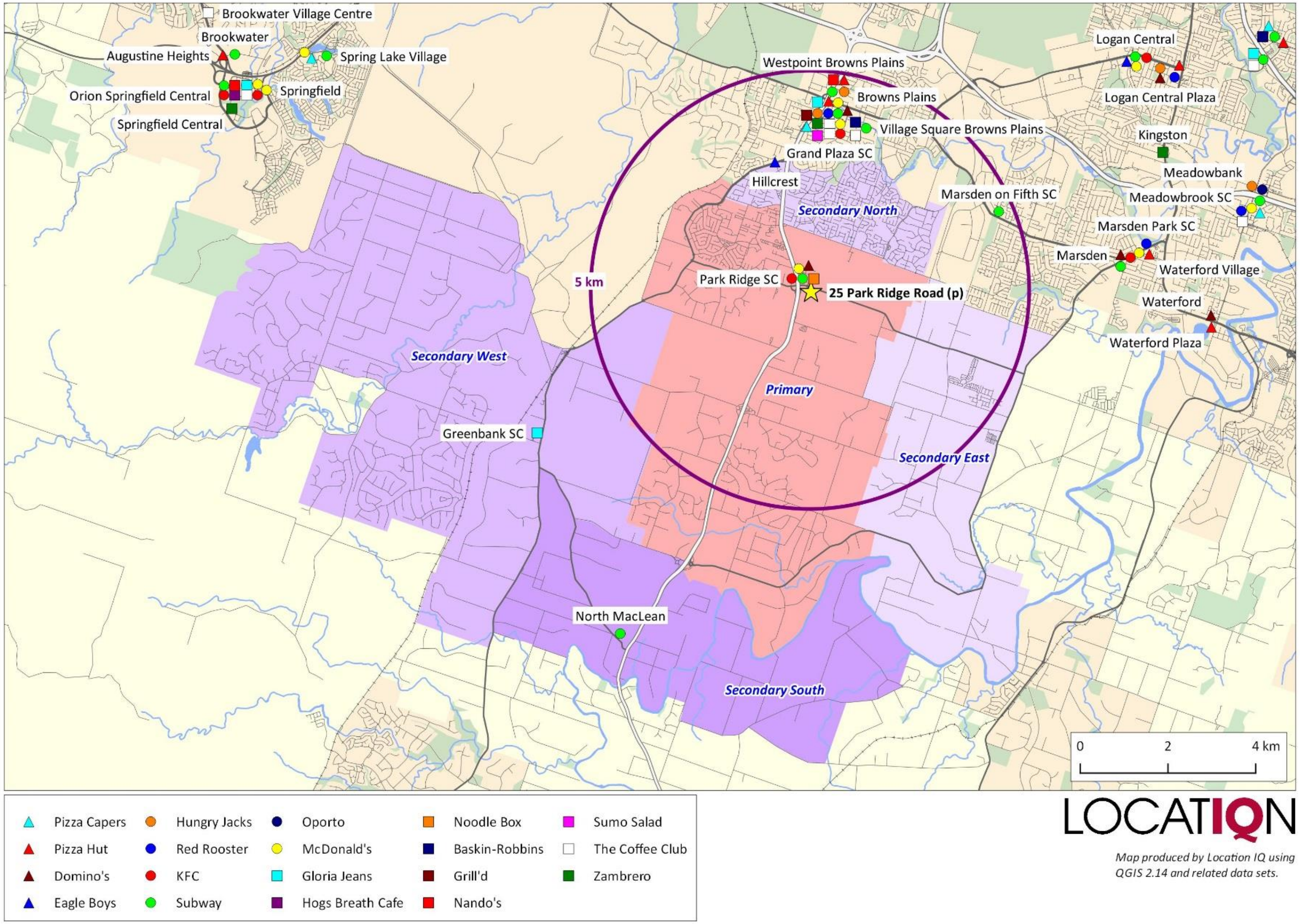
- There are only two drive through facilities within the primary sector which are the McDonalds and KFC as part of the Park Ridge Town Centre retail precinct.
- A Subway drive through outlet is co-located with the Caltex service station at North Maclean.

vi. Beyond the main trade area, a high concentration of fast food outlets are located at the Browns Plains retail precinct, including drive through facilities of Hungry Jacks, McDonald's and Red Rooster. A drive through coffee facility named 'Taste my BEAN' is co-located with the BP service station along Middle Road opposite the intersection of Wineglass Drive.

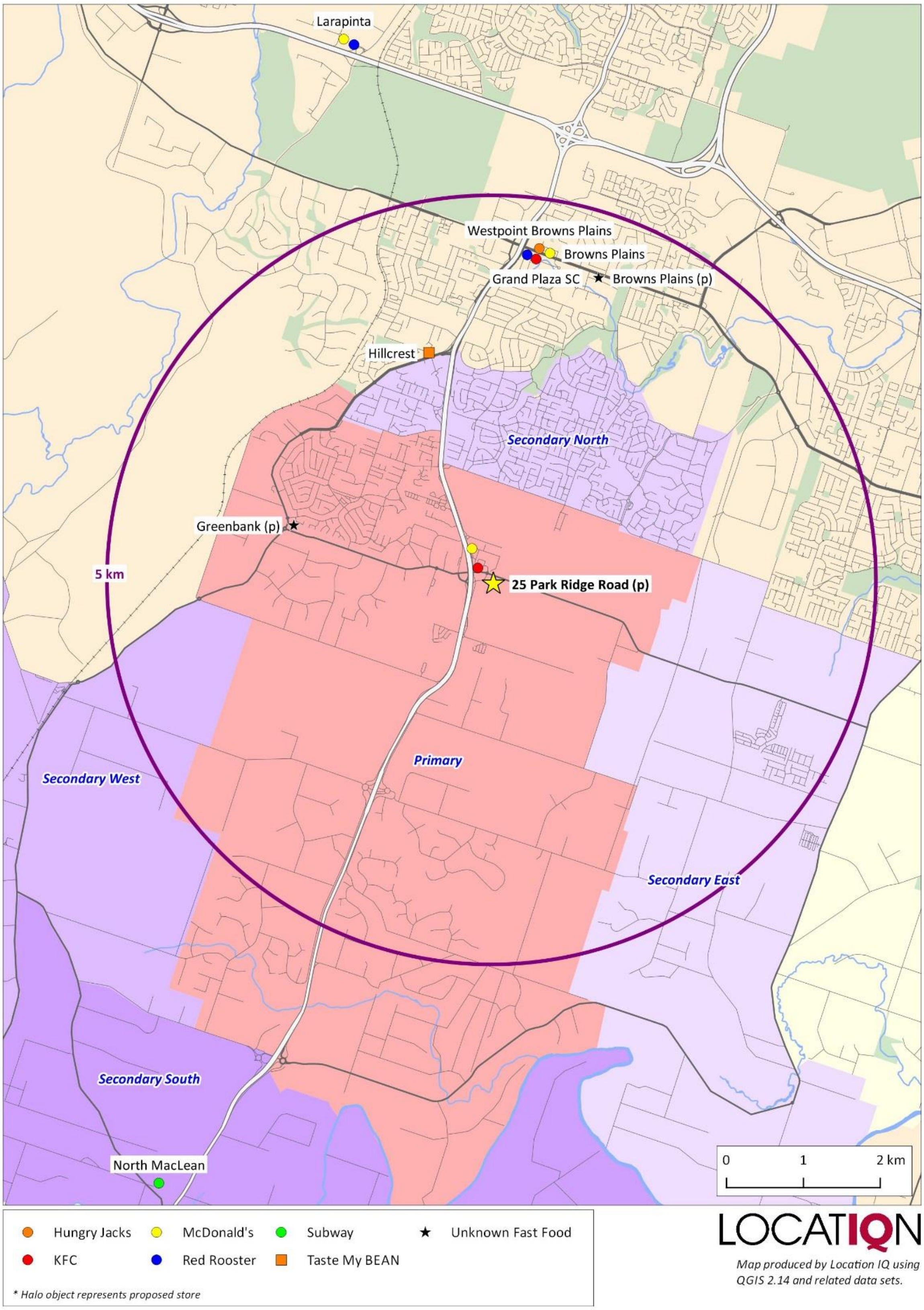
vii. Tenants not represented within the surrounding area who typically operate drive through facilities include Oporto's, Gloria Jeans and Zaraffa's Coffee, while others who only have one store and would potentially looking for a second store could include Red Rooster and Hungry Jacks.

viii. Relevantly, the limited fast food including drive thru facilities within the main trade area indicates additional choice would be provided by the subject facility.

## MAP 4.1 – FAST FOOD/RESTAURANT LOCATIONS



## MAP 4.2 – DRIVE THROUGH FACILITIES



## TABLE 4.2 – LISTING OF TRADE AREA FAST FOOD/RESTAURANT LOCATIONS

| Fast Food stores | Suburb | Drive Thru | Distance* From Site (km) |
|---|---|---|---|
| ***Primary*** | | | |
| • Domino's Pizza | Park Ridge | | 0.5 |
| • KFC | Park Ridge | ✓ | 0.3 |
| • McDonald's | Park Ridge | ✓ | 0.5 |
| • Noodle Box | Park Ridge | | 0.5 |
| • Subway | Park Ridge | | 0.5 |
| ***Secondary North*** | | | |
| • Taste my BEAN | Hillcrest | ✓ | 4.5 |
| ***Secondary South*** | | | |
| • Subway | North Maclean | ✓ | 9.7 |

** Distance measured by road*
*Based on desktop survey in October 2017*

## 4.3 Shopping Centres

i. Map 4.3 highlights key shopping facilities/precincts throughout the surrounding area. Each of these are typically major centres anchored by supermarkets and large specialty stores.

ii. Park Ridge Town Centre is the largest retail facility provided within the main trade area. The centre is some 13,095 sq.m in size anchored by Coles (3,800 sq.m) and Woolworths (3,323 sq.m) supermarkets.

iii. Other retail facilities within the main trade area include:

- Greenbank Shopping Centre, some 8.7 km south-west of the site. The centre contains the only other full-line supermarket (i.e. supermarkets 3,200 sq.m or larger) within the main trade area, namely the Woolworths supermarket of 3,970 sq.m.

- Smaller IGA supermarkets of 500 sq.m at Boronia Heights, 2.8 km to the north-west and at Greenbank, 6.8 km south-west of the site.

iv. Beyond the main trade area, retail facilities include:

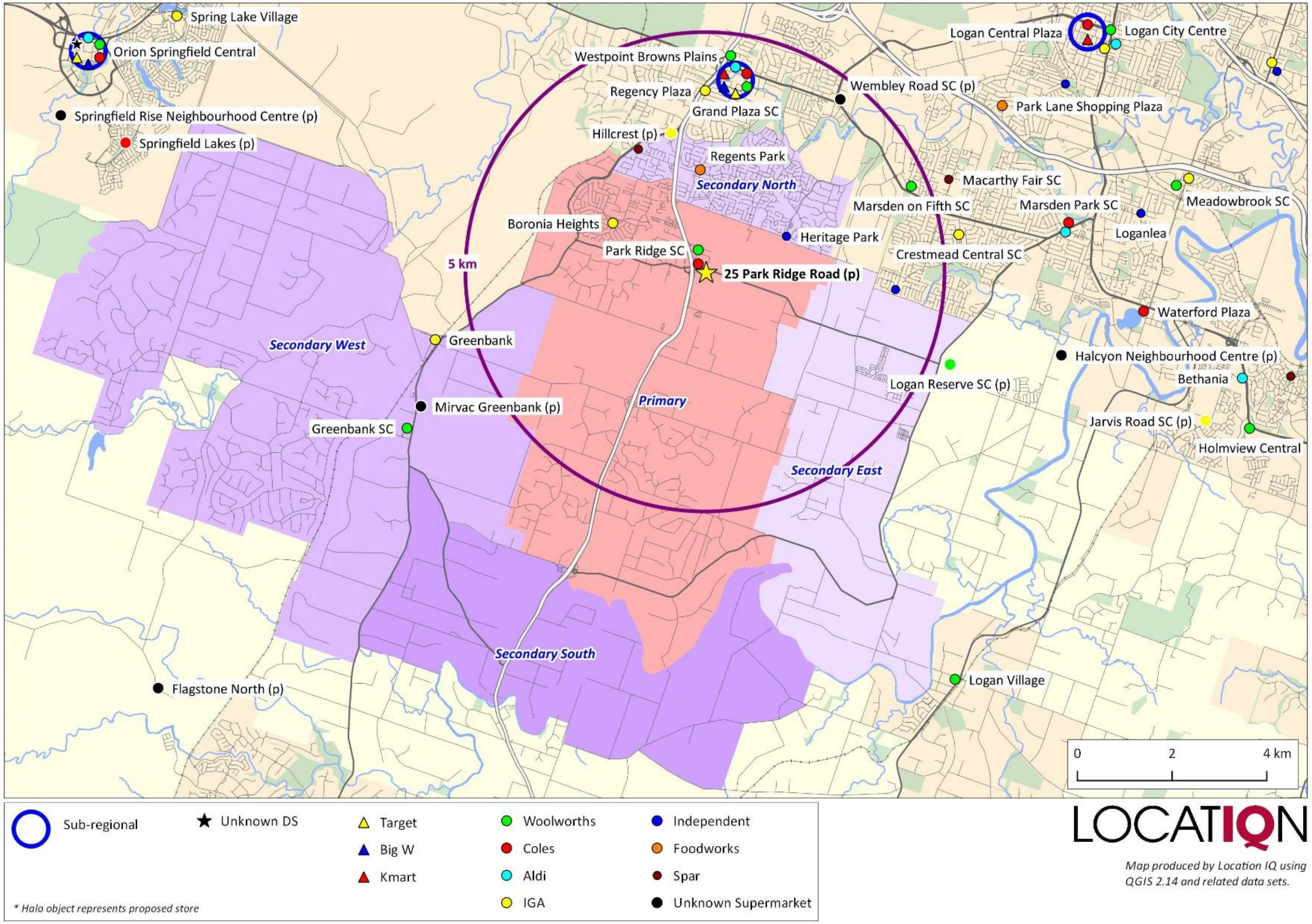
- The largest provision of retail facilities within the region is provided at Grand Plaza Shopping Centre in Browns Plains, approximately 5 km to the north of the site. The centre is some 53,500 sq.m in size, anchored by Target, Big W and Kmart discount department stores as well as Woolworths, Coles and Aldi supermarkets.

- Immediately outside Grand Plaza there are two other supermarkets including Woolworths at Westpoint Browns Plains along Browns Plains Road and IGA at Regency Plaza near the corner of Vansittart Road.

v. There are a range of other facilities located further away which are of less relevance.

vi. In terms of future retail developments, a neighbourhood centre of 6,800 sq.m is proposed fronting Teviot Road as part of Mirvac's 3,000-lot residential development. As such, a major full-line supermarket at 3,200 sq.m could potentially anchor the centre, assumed for post 2021. This is of limited relevance to the proposed development.

## MAP 4.3 – TRADITIONAL RETAIL COMPETITION



vii. Table 4.3 summarises the retail hierarchy of the competitive environment, noting most of the surrounding centres include significant supermarket facilities and the like and are well over 5,000 sq.m in size as compared with the subject development.

**TABLE 4.3 – TRADITIONAL COMPETITIVE CENTRES**

| Centre | Shopfront GLA (sq.m) | **Anchor Tenants** | Dist. From Site (km) |
|---|---|---|---|
| **Sub-regional Shopping Centres** | | | |
| *Browns Plains* | *63,300* | | *5.1* |
| • Grand Plaza SC | 53,500 | Target (7,100), Big W (6,599), Kmart (6,069), Woolworths (4,890), Coles (3,880), Aldi (1,468) | |
| • Westpoint Browns Plains | 5,900 | Woolworths (3,122) | |
| • Regency Plaza | 3,900 | IGA (1,404) | |
| *Logan Central* | *33,400* | | *14.9* |
| • Logan Central Plaza | 17,400 | Kmart (6,263), Coles (2,419) | |
| • Logan City Centre | 14,700 | Woolworths (3,498), IGA (2,540) | |
| • Aldi Slacks Creek | 1,300 | Aldi (1,250) | |
| *Springfield* | *82,800* | | *18.6* |
| • Orion Springfield | 75,000 | Big W (8,044), Coles (5,567), Target (4,500), Woolworths (4,207), Aldi (1,350) | |
| • Brookwater Village Centre | 5,000 | Woolworths (3,836) | |
| • Spring Lake Village | 2,800 | IGA (500) | |
| **MTA Supermarket Based Shopping Centres** | | | |
| Park Ridge SC | 13,100 | Coles (3,800), Woolworths (3,323) | 0.1 |
| Boronia Heights | 500 | IGA (500) | 2.8 |
| Greenbank IGA | 500 | IGA (500) | 6.8 |
| Greenbank SC | 5,700 | Woolworths (3,970) | 8.7 |

*Source: Australian Shopping Centre Council Database* LOCATIQN

## 4.4 24 Hour Trade

i. The subject site is proposed to operate 24 hours a day. As detailed in the previous section, the majority of petrol stations in the surrounding area operate 24 hours besides smaller service stations which are independently owned or ones within car parks of shopping centres.

ii. The convenience stores at these fuel stations typically stock:

— An extensive range of fresh food such as homemade sandwiches.

— Freshly ground coffee.

— Hot pastries and sweet treats.

— ATM.

— Moneygram money transfer.

— E Services.

— Gift cards.

— A range of snacks, drinks, top-up grocery staples such as milk and bread.

iii. In Queensland, the importance of convenience stores operating 24 hours is increased due to the limitations of trading hours on the operation of supermarkets. Supermarkets have restricted hours throughout Queensland as compared with other states of Australia.

iv. Tables 4.4 and 4.5 outline the trading hours of supermarket facilities in the primary and secondary sectors, including the size of the store, the distance from the subject site and opening hours.

v. Smaller convenience stores, therefore, offer an important late night/early morning shopping facility across important elements of the day when other facilities are closed. In addition, petrol stations being open at all times provides the opportunity for local residents to access petrol at any time of the day depending on their movements.

vi. Key trends reflecting the importance of convenience and petrol stores opening 24 hours include:

— Work hours have changed substantially in Australia, with many people leaving home in the early hours of the morning, particularly tradesmen and the like. Petrol stations open at such times provides a high level of convenience.

— Shift work has also become increasing important as part of the Australian environment and means people are travelling on roads at earlier/later times.

— Residents within the immediate area would have direct and easy access to a 24 hour shop in close proximity to their homes.

— Australians have become more time poor, with two parents working, and 24 hour shopping provides people with a range of convenience goods to meet their everyday needs.

vii. In particular, given the high profile location, retail precinct and educational facilities provided in the surrounding area, there will always be a high level of traffic travelling to and from the subject site.

## TABLE 4.4 – SUPERMARKET TRADING HOURS IN SURROUNDING REGION: MAIN TRADE AREA

| | Primary Sector | | | Secondary West Sector | |
|---|---|---|---|---|---|
| Shopping Centre | Park Ridge SC | | Boronia Heights | Greenbank SC | Greenbank |
| Supermarket | Woolworths | Coles | IGA | Woolworths | IGA |
| GLA (sq.m) | 3,323 | 3,800 | 500 | 3,970 | 500 |
| Distance from site (km) | 0.1 | 0.1 | 2.8 | 8.7 | 6.8 |
| **Supermarket Trading Hours** | | | | | |
| Weekdays* | 7:00 am - 9:00 pm | 7:00 am - 9:00 pm | 6:00 am - 8:30 pm | 7:00 am - 9:00 pm | 7:00 am - 7:00 pm |
| Late Night Shopping Thursdays | - | - | - | - | - |
| Saturday | 7:00 am - 9:00 pm | 7:00 am - 9:00 pm | 6:00 am - 8:30 pm | 7:00 am - 9:00 pm | 7:00 am - 7:00 pm |
| Sunday | 9:00 am - 6:00 pm | 9:00 am - 6:00 pm | 6:00 am - 8:30 pm | 9:00 am - 6:00 pm | 7:00 am - 7:00 pm |

**Unless Late Night Shopping Thursdays applies*
*Source: Australian Shopping Centre Council Database; respective supermarket websites*

LOCATIQN

## TABLE 4.5 – SUPERMARKET TRADING HOURS IN SURROUNDING REGION: BEYOND

| | Beyond Main Trade Area | | | | |
|---|---|---|---|---|---|
| Shopping Centre | Grand Plaza SC | | | Westpoint Browns Plains | Regency Plaza |
| Supermarket | Woolworths | Coles | Aldi | Woolworths | Supa IGA |
| GLA (sq.m) | 4,890 | 3,880 | 1,468 | 3,122 | 1,404 |
| Distance from site (km) | 5.1 | 5.1 | 5.1 | 5.1 | 5.1 |
| **Supermarket Trading Hours** | | | | | |
| Weekdays* | 7:00 am - 9:00 pm | 7:00 am - 9:00 pm | 8:30 am - 8:00 pm | 7:00 am - 9:00 pm | 6:00 am - 9:00 pm |
| Late Night Shopping Thursdays | - | - | 8:30 am - 9:00 pm | - | - |
| Saturday | 8:00 am - 9:00 pm | 8:00 am - 9:00 pm | 8:00 am - 8:00 pm | 7:00 am - 9:00 pm | 6:00 am - 9:00 pm |
| Sunday | 9:00 am - 6:00 pm | 9:00 am - 6:00 pm | 9:00 am - 6:00 pm | 9:00 am - 6:00 pm | 6:00 am - 9:00 pm |

**Unless Late Night Shopping Thursdays applies*
*Source: Australian Shopping Centre Council Database; respective supermarket websites*

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## 4.5 Childcare Centre

**Supply**

i. Long day care typically refers to centre-based care provided in a building (or part of a building) that has designed specifically for child care uses. These types of centres cater primarily for children aged 0 – 5 years and tend to operate between the hours of 7.30 am and 6.00 pm on weekdays.

ii. Long day care centres can be run by private companies, councils, community organisations, non-profit organisations or other. If operators are approved, families may be eligible for childcare benefit/rebate schemes.

iii. The proposed childcare centre has a provision of some 8 sq.m of indoor space and 7 sq.m of outdoor space per child, indicating a high quality development. Queensland Legislation *(Education and Care Services Regulation 2013)* generally details that childcare centres must provide the following amount of minimum floorspace per child:

   – 3.25 sq.m of unencumbered indoor play space per child.

   – 7 sq.m of unencumbered outdoor play floorspace per child.

iv. The Productivity Commission released a report on *Childcare and Early Childhood Learning* in 2015 that highlighted a substantial expansion in childcare services over the past decade.

v. The report cites an average of 10 – 15% vacancy rates across long day care childcare centres in FY2013. This is supported by research released by Colliers International in 2016 which states that occupancy rates of 70% - 80% is required by childcare centres in order to be supportable, with metropolitan centres typically operating at 80% occupancy and higher.

vi. Childcare facilities typically do not report the number of vacancies available or their occupancy rates. Contact with respective providers indicate that the number of vacant places varies greatly by age group and by day.

vii. Table 4.6 and Map 4.4 illustrate the provision of long day care facilities within the defined main trade area, with key points to note including:

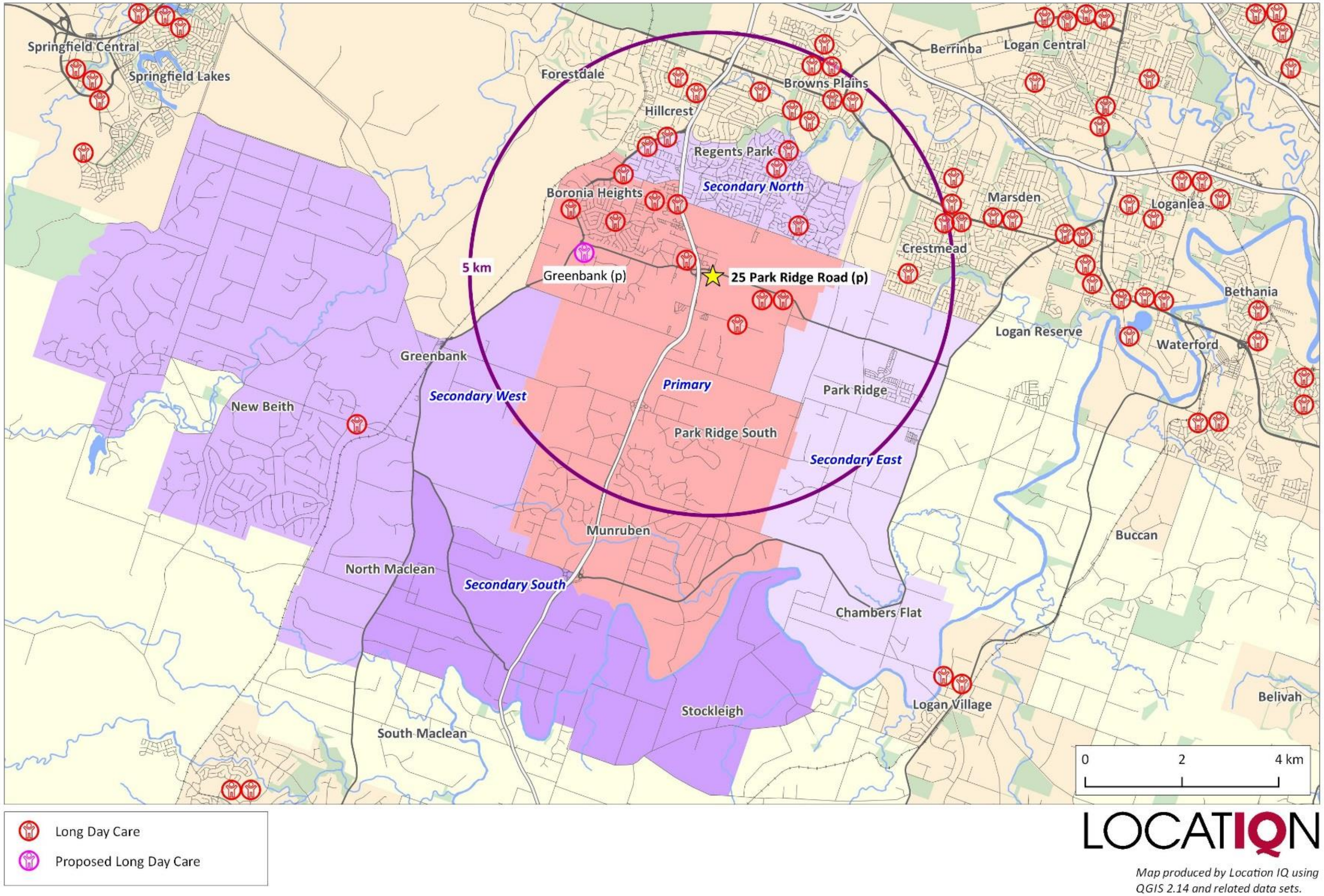
- There are seven long day childcare facilities located within primary sector, accommodating some 647 places.
- Based on investigations made by this office, there is understood to be a low level of vacancy within these facilities, with around 32 places available in the short-term. This represents a vacancy rate of 4.9%.
- Within the main trade area, there are a total of 1,805 places provided across 14 childcare centres with around 63 vacancies reported in the short term, representing a vacancy rate of 5.3%.
- Currently, there is a proposal for a childcare centre at 5 Crest Road in Greenbank (primary sector), however, this has not been approved.

## TABLE 4.6 – EXISTING CHILDCARE FACILITIES

| Child Care Centre Name | Suburb | No. Places | Vacancies |
|---|---|---|---|
| **Primary Sector** | | | |
| Aussie Adventures Educational Centres | Park Ridge | 115 | 5 |
| Goodstart Early Learning Fedrick Street | Boronia Heights | 74 | 2 |
| Goodstart Early Learning Middle Road | Boronia Heights | 119 | 4 |
| Kids Clubhouse Learn And Play Centre | Boronia Heights | 60 | 5 |
| Park Ridge Childcare & Preschool | Park Ridge | 65 | 2 |
| Park Ridge Early Childhood Centre | Park Ridge | 140 | 9 |
| Parklands Drive Early Education And Kindergarten | Boronia Heights | 74 | 5 |
| **Secondary North Sector** | | | |
| Adam & Noah Early Learning College | Heritage Park | 106 | n.a. |
| Goodstart Early Learning Mackellar Drive | Boronia Heights | 64 | 6 |
| Goodstart Early Learning Redgum Drive | Browns Plains | 60 | 4 |
| Kidzco Early Learning Centre Hillcrest | Hillcrest | 75 | 5 |
| Mini Mees Child Care Centre | Heritage Park | 75 | 3 |
| New Life Lutheran Child Care Centre | Hillcrest | 56 | 5 |
| **Secondary West Sector** | | | |
| Little Heroes Child Care Centre | Greenbank | 75 | 8 |
| **Total** | | **1,158** | **63** |
| **Main Trade Area Vacancy Rate** | | | **5.4%** |

*As of October 2017*
*Source: mychildcare.gov.au; echildcare; contact with respective providers*

## MAP 4.4 – EXISTING CHILDCARE FACILITIES




*Map produced by Location IQ using QGIS 2.14 and related data sets.*

# 5 ECONOMIC IMPACT AND NEED ANALYSIS

This section of the report assesses the need and demand for the proposed service station at Park Ridge. It includes an outline of projected sales and impacts together with a specific needs analysis.

## 5.1 Economic Need

Service Station

i. A service station typically requires a catchment of around 4,000 – 5,000 persons in a metropolitan location. This compares to the average throughout Australia of 1 for every 3,500 people, reflective of metropolitan stores serving larger catchments as compared with non-metropolitan stores.

ii. The existing main trade area population is currently around 45,220 persons, indicating potential for 9 stores on the basis of 5,000 persons per store, or 12 stores on the basis of 4,000 persons per store. Currently there are 12 existing and under construction facilities.

iii. It is also relevant to note that facilities within the trade area would also service passerby commuter traffic along both Mount Lindesay Highway and Park Ridge Road, which would add to demand for petrol outlets in the local area. This would include visitors to Park Ridge Town Centre and nearby educational facilities. As such, a provision close to one station per 4,000 people is more appropriate.

iv. In any case, over time, with population growth over the period to 2036, the supportable number of petrol stations through population growth alone leaving aside commercial and commuter traffic would be 16 (5,000 persons per station) to 20 (4,000 persons per station). This indicates ongoing demand for petrol stations in the area for a further 4 – 8 stores depending on the benchmark used. This indicates substantial need for further facilities.

v. The proposed operator of the service station is 7 Eleven. 7-Eleven is a national petrol and convenience company which has a fuel supply agreement with Mobil Fuel.

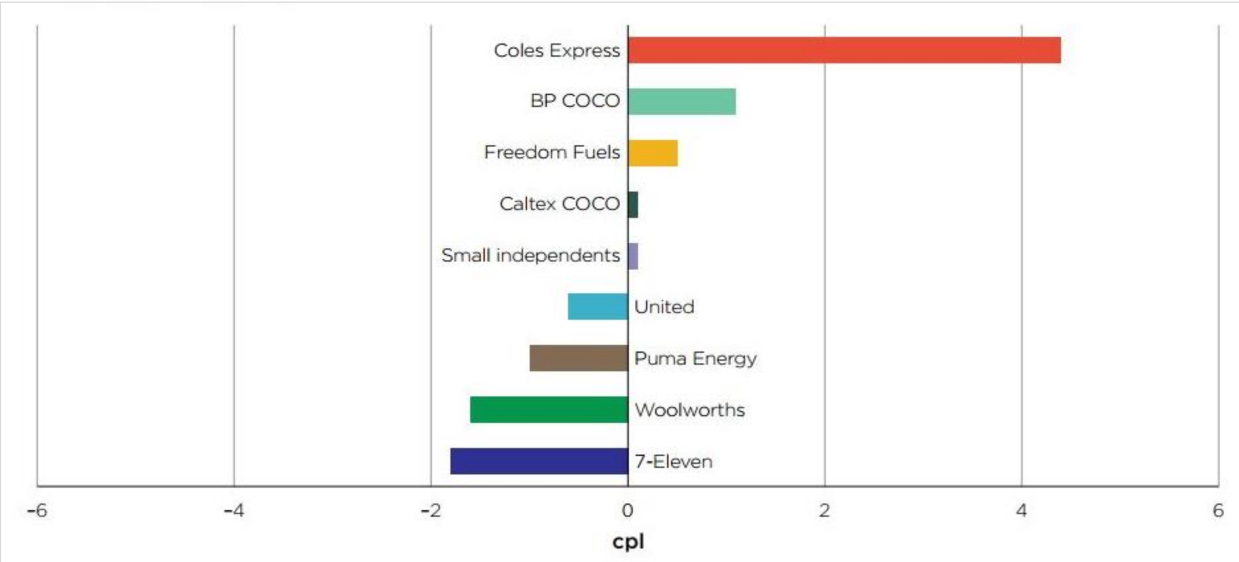
vi. The proposed 7 Eleven station would result in additional choice, convenience and pricing for service station spending.

vii. Reflecting the trend in fuel service stations locating along major roads, the subject site provides a high profile location for the continued successful operation of such a facility to serve local residents and workers together with passing trade.

viii. Relevantly, the Australian Competition and Consumer Commission released a recent report on the Brisbane petrol market in October 2017. This indicated that petrol prices in Brisbane have been significantly higher than those in the other four larger cities (i.e. Sydney, Melbourne, Adelaide and Perth) and Australia for the last eight years. This is indicated to have resulted from the number of retail sites in Brisbane being broadly stable over an extended period of time with few independent chain groups operating.

ix. 7 Eleven is considered as one of the independent chain groups and Chart 5.1 shows 7 Eleven consistently having lower price of regular unleaded petrol within the Brisbane market over the period from 1st January to 30th April 2017 as compared with competitors such as Caltex, BP and Shell.

**CHART 5.1 – AVERAGE RETAIL PETROL PRICES BY RETAILER (SOURCE: ACCC, OCT 2017)**



Convenience Shop

i. The proposed facility would also provide a 24 hour convenience shop which would provide additional choice for the local resident and worker population in terms of late night access to convenience goods. Of relevance, there is a rapidly growing population in the Park Ridge Development Area who would benefit from a local convenience store.

ii. In relation to the convenience shop of 210 sq.m, the following is relevant:

- The proposed store of 210 sq.m would constitute a convenience store typical of many modern service stations. As shown previously in the competition table, there are many convenience stores that are larger sized within the trade area.

- The proposed shop would offer a very limited range of goods as compared with facilities provided at the major shopping centres such as Park Ridge Town Centre and other locations in the trade area.

- The vast majority of visits to the service station would be for petrol refuelling as the primary purpose, with ancillary shop undertaken at the service station. A low proportion of sales would primarily be for visits for the convenience store only.

- The importance of convenience stores to service stations ongoing viability was reviewed in Section 2 where these items contribute significantly to the profitability of stores.

- The proposed convenience store would have little or no impact on the hierarchy of centres given it is much smaller in scale than any other facilities in the surrounding area as indicated previously.

Fast Food Outlet

i. The subject proposal includes a fast food outlet of 250 sq.m including drive through facilities. This would appeal to a range of potential operators.

ii. There has been an increasing trend for the co-location of drive through restaurants ant take-away facilities with petrol stations given they can be co-located in a convenient facility which operates extended hours on highly trafficked roads.

iii. This is particularly relevant in areas where there is a high provision of workers operating extended hours throughout the surrounding area. As noted previously, fast food facilities tend to cluster together in precincts to form a destination for surrounding residents and workers.

iv. The subject proposal will add to this cluster and would provide additional choice and convenience via a different offer provided for traffic in and around Park Ridge Road and the Mount Lindesay Highway.

v. The growing population as well as the opportunity for new retailers and existing retailers to operate second stores in the area indicates ongoing demand and need for the subject proposal.

<u>Childcare Centre</u>

i. Data sourced from the ABS (*Cat 4402.0*) indicate that on average, some 31.0% of children aged 0 – 4 years of age attended long day care facilities in 2014, up from 24.0% in 2005. This proportion would be higher in metropolitan and city centre locations, indicatively up to 35% and 45% respectively.

ii. The Productivity Commission's 2015 report on *Childcare and Early Childhood Learning* found that the average number of long day care hours attended per child in Queensland was 29.9 hours.

iii. Table 3.16 provides an indicative analysis of demand for childcare places across the main trade area, with key points to note including:

   – As at the 2016 Census, there were 3,514 children aged 0 - 5 years within the main trade area, representing some 7.8% of the total population. This proportion is assumed to remain constant across the forecast period, with around 6,160 children aged 0 – 5 years projected by 2036.

- Assuming 35.0% of children aged 0 – 5 years require long day care services (i.e. in-line with a metropolitan area) within the main trade area, this would represent childcare demand for 1,230 children in 2016.

- Based on the Queensland long day care average of 29.9 hours per child per week, the total full-time equivalent demand for childcare places in the catchment would be 920 places in 2016.

- As outlined in Table 4.3, the existing supply of childcare places across the catchment is 1,158 places. This is then adjusted assuming a typical metropolitan occupancy rate of at least 80%, equating to a supply of some 926 places.

- Currently, there is an estimated oversupply of some 6 full-time equivalent childcare places across the main trade area, however, as indicated previously, the rate of vacancy throughout the trade area is only 63 places, indicating a 95% occupancy, well above the typical benchmark of 80% - 85% occupancy. Obviously there is some inflows to childcare centres from the surrounding area from areas beyond the trade area, where there are a high proportion of children in childcare facilities throughout this region.

- In any case, however, there is projected to be an undersupply of 85 childcare places by 2021, increasing to 687 places by 2036. This indicates demand for at least one extra facility by 2021 based on an average of 75 spaces per childcare centre. Currently, there is a proposal for a childcare centre at 5 Crest Road in Greenbank (primary sector), however, this has not been approved.

## TABLE 4.4 – CHILDCARE PROVISION, MAIN TRADE AREA

| Component | Estimated 2016 | 2021 | Projected 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| **Population** | | | | | |
| Children Aged 0 - 5 Years | 3,514 | 3,864 | 4,544 | 5,340 | 6,160 |
| Proportion of Main Trade Area Population | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% |
| **Supply of Child Care Places** | | | | | |
| Total Main Trade Area | 1,158 | 1,158 | 1,158 | 1,158 | 1,158 |
| Occupancy Ratio | 80% | 80% | 80% | 80% | 80% |
| Adjusted Supply | 926 | 926 | 926 | 926 | 926 |
| **Demand for Child Care Places** | | | | | |
| Children Aged 0 - 5 Years in Long Day Care^ | 35.0% | 35.0% | 35.0% | 35.0% | 35.0% |
| Average Hours Attended per 40 Hour Week* | 29.9 | 29.9 | 29.9 | 29.9 | 29.9 |
| FTE Demand (Children Aged 0 - 5 Years) | 920 | 1,012 | 1,190 | 1,398 | 1,613 |
| **Indicative** Oversupply or Undersupply | | | | | |
| Main Trade Area | **6** | **-85** | **-263** | **-472** | **-687** |

*^ ABS Cat 4402.0*
**Productivity Commission Report on Government Services 2015*

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### Recommendation

i. There is potential for childcare facilities at the Park Ridge Road site, given the low level of vacancy across local facilities and the projected undersupply of child care spaces over the period to 2021 and beyond.

ii. In addition, the proportion of households comprising couples with dependent children within the main trade area at 50.2% is above the Brisbane benchmark (46.5%), which could indicate a higher demand for childcare facilities than outlined at 31.0%.

iii. It is further noted that Australian families are gradually becoming more time poor, which would contribute to higher childcare demand. As of the 2016 Census, approximately 59.4% of families with children under the age of 5 had two working parents, up from 53.5% in 2011. Within the Brisbane metropolitan area, this proportion was recorded at 61.0% in 2016, up from 55.4% in 2011.

iv. The Park Ridge site has a number of desirable attributes that are associated with quality childcare facilities, including:

- Proximity to Park Ridge Town Centre and rapidly developing residential areas to the east, west and south.
- Large corner block allowing for increased capacity, based on floorspace.
- Nearby education facilities such Park Ridge Primary School and Park Ridge High School.
- Easily accessible via wide, two way streets which are set back from a major highway.

## 5.2 Economic Impacts

Service Station

i. As indicated previously in Section 2.2, an average service station typically achieves sales of 4.3 million litres in fuel, diesel and LPG sales.

ii. The size of the fuel market within the trade area is currently estimated at 38.8 million litres. A modern facility such as the proposal is projected to achieve sales of 4.5 million litres in the first instance and growing over time, or less than 10% of the market.

iii. In addition, an allowance is made for business from beyond the trade area such as passing traffic and commercial vehicles.

iv. This would indicate there would be an impact of less than 10% on surrounding service station facilities in the broader area. However, any impacts will be ameliorated quickly given the strong growth in the size of the fuel market, with growth in fuel consumption from trade area residents increasing by 29.1 million litres over the period from 2016 to 2036.

v. The growth in the fuel market alone will demand a further 4 – 8 service stations within the main trade area, with up to 3 – 4 additional stations in the primary sector, leaving aside any existing under provision and business from passing traffic and commercial vehicles.

Convenience Store

vi. The convenience store as part of the development would likely achieve sales in the order of $1 - $1.5 million. In terms of the retail spending of trade area residents, this represents less than 0.2% of the total retail market. The proposed development will have no implications for surrounding centres or the hierarchy of centres.

Fast Food Outlet

vii. The fast food outlet would likely achieve sales in the order of $1.5 million, representing less than 0.3% of the market. This again has no implications for surrounding retail facilities.

viii. Total convenience and fast food sales would be in the order of $2.5 - $3.0 million, as compared with annual growth in the retail spending market of $35.4 million. The subject proposal would represent less than 10% of market growth in the trade area in any one year, meaning no material impacts on any competing facilities.

Childcare Centre

ix. The growth in childcare demand throughout the trade area means that the proposed facility will have no impact on the viability of other facilities given the already low vacancy rate and significant increase in demand for such facilities.

## 5.3 Employment

i. In addition to the benefits outlined previously, the subject proposal will also add to employment within the area, indicated to employ some 28 - 30 persons on a full-time equivalent basis, including:

- 7 – 8 persons as part of the petrol station/convenience store.
- 12 persons in the fast food outlet.
- 16 persons in the childcare centre. (assuming a 112 place centre and an educator to child ratio of 1:7)

ii. Further jobs would be created during the construction phase of the project, indicated at $6 million resulting in a further 32 jobs.

## 5.4 Petrol Station Trends

i. There has been increasing pressures on service stations to operate viable stores along major roads together with convenience stores. Convenience stores contribute significantly to petrol station viability.

ii. The subject proposal is for a service station along a major road to service a number of different customer segments including local residents, workers and passing traffic.

iii. In addition, there has been a trend for drive through takeaway facilities to co-locate as part of these service stations reflecting the access to these markets over an extended period of time.

iv. The site would be operated by a major operator (7-Eleven) who commands a significant volume of the petrol market in Australia.

## 5.5 Site Location

i. The subject proposal comprising a service station and drive through fast food outlet would meet the needs of operators being located on a major road, highly accessible to and from a larger arterial road within the region (Mt Lindesay Highway).

ii. The site also sits opposite other similar activities, providing a choice of range of convenience and competition.

iii. The Logan City Planning Scheme designates Centre zoned land and Mixed Use zoned land to the north and north-east of the site on the northern side of Park Ridge Road. These are areas where service stations are code assessable. The key reasons why the subject proposal is required as compared with locating in these zones include:

- There are already a range of existing facilities within the Centre zone, and consequently the subject proposal will provide choice of location as well as serve traffic travelling in a different direction within the surrounding area (i.e.

westbound onto the Mt Lindesay Highway). This is particularly relevant for the service station for westbound traffic as compared with eastbound traffic.

- The subject site provides a high level of visibility, with other service stations in the Centre zone being located below street level along Park Ridge Road.
- Development timeframe of the Centre zone and Mixed Use zone are some years away and there will be other opportunities for facilities at these locations.
- The proposal does not impact on the continuing operation or future development of these centres as further population growth occurs in the region.

iv. Overall, the proposed development provides a different location enabling choice of location for westbound traffic along Park Ridge Road and increased convenience for a range of residents rather than concentrating everything on the northern side of Park Ridge Road where designated Centre zoned and Mixed Use zoned land is currently positioned.

## 5.6 Net Community Benefits

i. It is the conclusion of this report that a substantial net community benefit will result from the proposed development of the Park Ridge centre. Offsetting the trading impacts on some existing retailers there are some very substantial positive impacts including the following:

— Improvement in the range of retail facilities available to residents, particularly in terms of a service station offer being 7 Eleven, one of the largest operators in Australia. This will lead to greater price competition particularly in the primary sector where there is a relatively low provision of service stations currently with no independent operator such as 7 Eleven within this precinct.

— The provision of a greater number of childcare facilities including in close proximity to primary school.

— The creation of additional choice within the surrounding area.

— The creation of additional employment which will result from the project, both during the construction period and on an ongoing basis once the development is complete and operational.

ii. It is concluded that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing retail stores in the region. Further, the impacts would not threaten the viability of any centres or the retail hierarchy.

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