

ATTACHMENT 5

Revised Engineering Infrastructure Report

Prepared by:

Kehoe Myers Consulting Engineers

ENGINEERING INFRASTRUCTURE REPORT

FOUNDATION ST WELLCAMP QLD

KEHOE MYERS CONSULTING ENGINEERS PTY LTD

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Approver:	Peter Sparksman	RPEQ: 20985	Signature:		Date:	18/06/2026

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1. INTRODUCTION AND EXECUTIVE SUMMARY

Kehoe Myers Consulting Engineers has been engaged to prepare an Engineering Infrastructure Report as part of the planning documentation in support of the Development Application with the Toowoomba Regional Council (TRC) at the corner of Foundation Street and O'Mara Road, described as Lots 14 and 19 on SP329688 in Wellcamp, Queensland.

The proposed development consists of multiple stages as outlined below.

- Reconfiguring a Lot (RAL) 2-into-3 subdivision, including reciprocal access easements. Works in this stage will include earthworks to create level site pads. Stormwater, sewer, water reticulation, power and telecommunication services will also be provided to each new lot. A layout of the proposed subdivision is provided below.

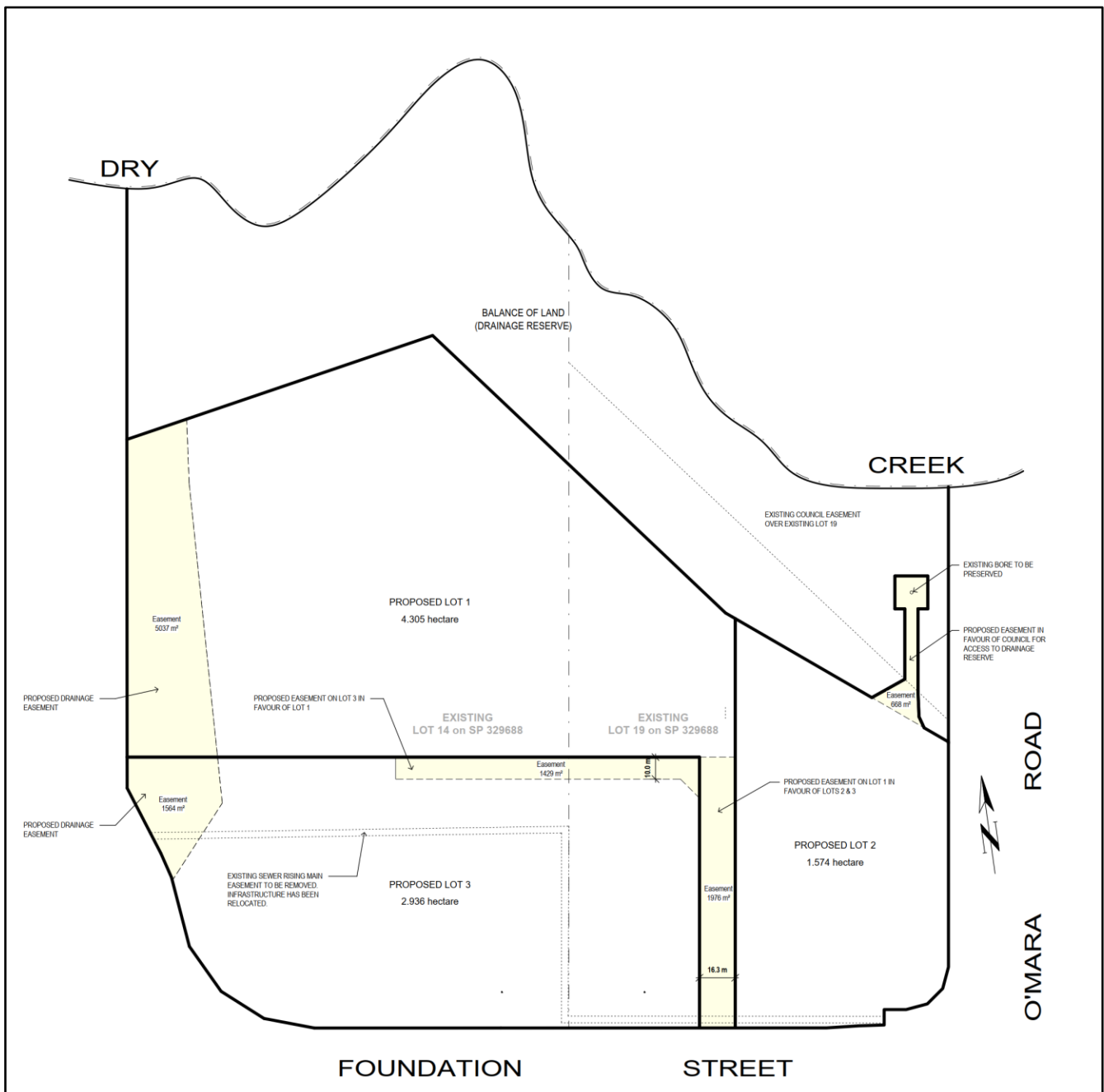


FIGURE 1 RAL CONFIGURATION (FKG DRAWING: 2570.002)

- Material Change of Use (MCU) over proposed Lot 1 – Medium Impact Industrial development over the to-be-created greenfield site. Works will include the construction of a large industrial workshop with an attached office building and separate storage shed. External paved areas for carparking and extensive hardstand will also be constructed.
- Material Change of Use (MCU) over proposed Lot 2 – Medium Impact Industrial and Outdoor Sales development over the to-be-created greenfield site. Works will include the construction of a large heavy machinery mechanics workshop with an attached office building and separate wash bay. External paved areas for carparking, outdoor sales display and extensive hardstand will also be constructed.
- Material Change of Use (MCU) over proposed Lot 3 – Warehouse development over the to-be-created greenfield site. Works will include the construction of three large warehouses, each with an attached office building. External paved areas for carparking and extensive hardstand will also be constructed.

This report addresses the onsite engineering issues associated with the proposed development works, including:

- Existing services within the subject area;
- Siteworks and proposed earthworks;
- Site access and transport impacts;
- Stormwater quantity and quality management;
- Sewerage reticulation and requirements;
- Water reticulation and requirements;
- Electrical and telecommunication supply.

The report concludes that the development will be able to be connected to the local transport, stormwater, sewer, water reticulation and power/telecommunication networks with minimal impact on all existing services.

From the preliminary analysis of the site, the development will only require minor allotment earthworks to form both the proposed driveway and carparks, and allotment pads. These earthworks are to be generally in accordance with expected development works and can be detailed as part of a future Operational Works or Building Application.

Traffic generated by the development will be in accordance with the expected generation rates of the industrial subdivision, and therefore, the development will not have any unanticipated impact on the existing road network. The development does not trigger the need for a detailed Traffic Impact Assessment.

Stormwater Quantity Management for the proposed development has been addressed within the accompanying Stormwater Management Plan prepared by Kehoe Myers.

Stormwater Quality Management for the proposed development has been addressed within the accompanying Stormwater Management Plan prepared by Kehoe Myers.

Finally, from the overall assessment of the Sewer, Water, Electrical and Telecommunication supply, the development can be readily serviced by the existing adjacent infrastructure. Further details of these proposed connections are provided below and will be detailed in a future Operational Works application.

1.1. SITE LOCATION AND DESCRIPTION

The proposed development is located on a 124,240 m² site located over two titles at the corner of Foundation Street and O'Mara Road, Wellcamp. The real property descriptions are Lots 14 and 19 on SP329688. A Locality Plan highlighting the proposed development site is shown below.

Refer to **FIGURE 2** below for site location with respect to adjoining roads and lots.



FIGURE 2 AERIAL PHOTOGRAPH OF THE PROPOSED DEVELOPMENT SITE (QUEENSLAND GLOBE 2026)

The subject allotments are currently designated as “Medium Impact Industry” within the Toowoomba Regional Council Planning Scheme, and the proposed development works will match this designation.

This development is a continuation of the existing Witmack Industry Park subdivision that has been carried out over multiple stages from the original submission in 2009. As part of the overall Industry Park planning, provisions have been made for services, stormwater and traffic for the overall development.

1.2. EXISTING SITE CONDITIONS

From the available elevation data of the subject allotment, the site is currently an open and gently graded allotment. The current allotment is vacant and features an existing creek to the North which is situated outside the development area. The development site has frontage to O'Mara Road to the East but has no current or proposed access from these from this road.

The site falls from the South-East to the North-West. The average gradient of the subject site is approximately 3%.

A current aerial image of the proposed development site is shown below in **FIGURE 3**.



FIGURE 3 EXISTING SITE CONTOURS (TRC INFRASTRUCTURE MAPS 2026)

1.3. PROPOSED DEVELOPMENT LAYOUT

The proposed development layout has been developed by the client. The RAL aspect of the development will see the creation of 3 new lots. A reciprocal access easement will enable access to each allotment. Preliminary layouts for the MCU stages of the development show access to the central driveway within the access easement, with Lot 3 also having light vehicle access directly to Foundation Street.

The proposed layout for the development is shown in **FIGURE 4** below and attached in **APPENDIX A**.

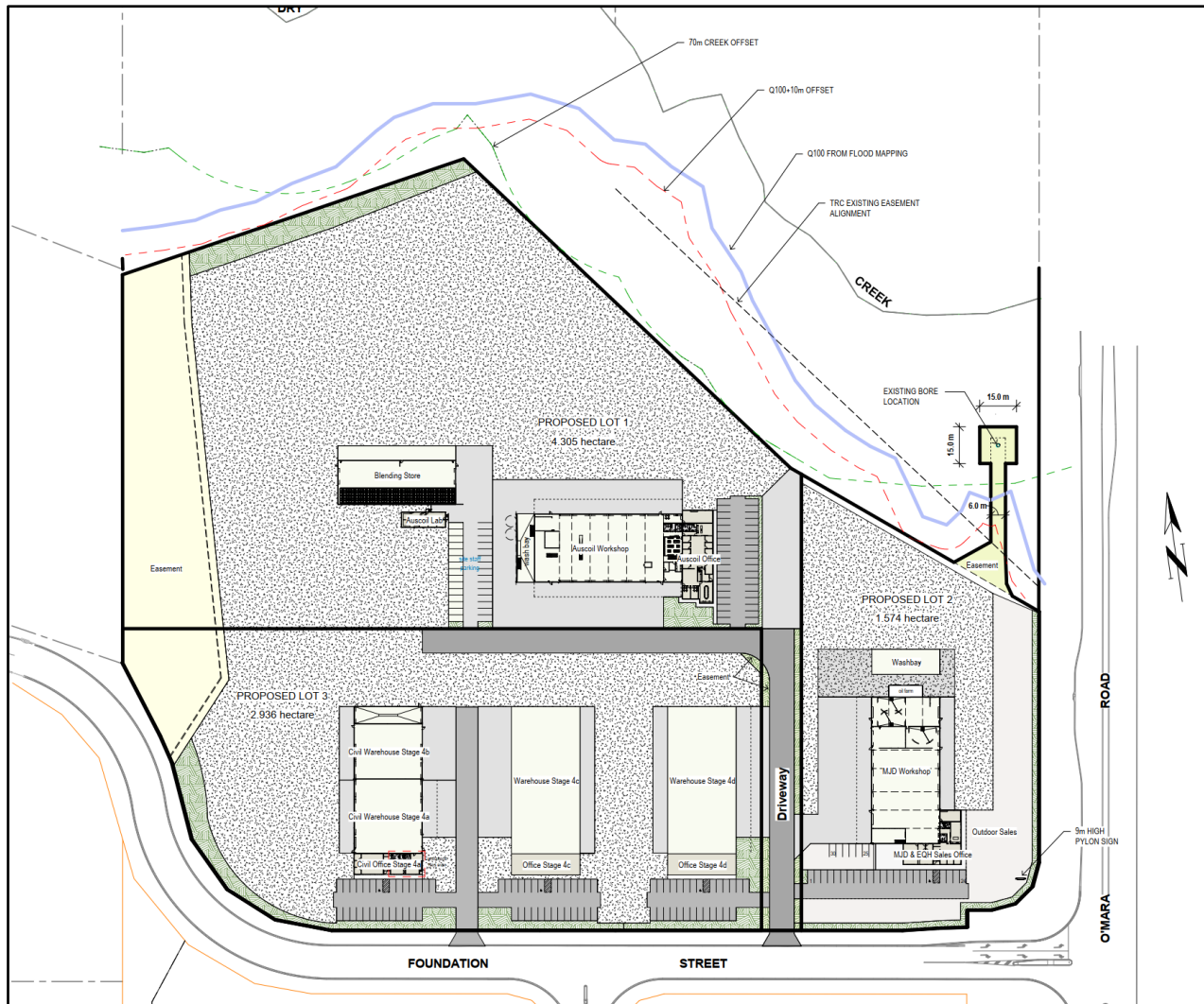


FIGURE 4 SITE PLAN (FKG DRAWING: 2570.001)

2. SITEWORKS AND TRANSPORT

2.1. EARTHWORKS

Earthworks for the development will be required only to form the shared central driveway and form future building pads. Since each site is large, and the natural surface currently falls in the desired direction toward Dry Creek, any proposed earthworks will generally follow the existing site contours.

Future building pads can be provided and will aim to achieve a cut-to-fill balance across each site. All future earthworks will be subject to future operational works and/or building applications.

2.1.1. SITE ACCESS

To enable access to the created allotments, a new internal private driveway will be created within a reciprocal access easement and connected to Foundation Street. The proposed crossover to the internal driveway will be in accordance with IPWEA standard drawings for heavy-duty vehicle crossings, RSD-102. It is not expected that any further operational works will be required beyond the provision of this driveway crossover, and internal driveway and carparking for each lot can be detailed as part of a future Building Approval (BA). All driveway widths, circulation aisles and parking bays will be provided in accordance with AS2890.

The shared central driveway is proposed as a 10m wide sealed pavement. All circulating driveways and carparks within the proposed lots shall connect to this internal private driveway. To allow efficient access and circulation within the site, all horizontal and vertical grading of the shared driveway will be in accordance with the Toowoomba Regional Council Planning Scheme Policies and Austroads Guide to Road Design, Part 3: Geometric Design.

The design vehicle for the site is a standard semi-trailer articulated vehicle (AV), and the check vehicle is a B-double multi-combination (MC) vehicle. Various other vehicles will also service the site, including medium and heavy rigid (MRV/HRV) service vehicles and light vehicle traffic for staff, visitors and contractors. Access to the site by all proposed vehicles is enabled by the proposed network. It is noted that a secondary vehicle crossover is proposed from Lot 3 to Foundation Street. This associated carparking from this second crossover will have dimensions and aisle widths as per AS2890.1. A crossover will be provided with adequate flares as per IPWEA standard drawings for Heavy Duty vehicle crossings, subject to a future operational works approval.

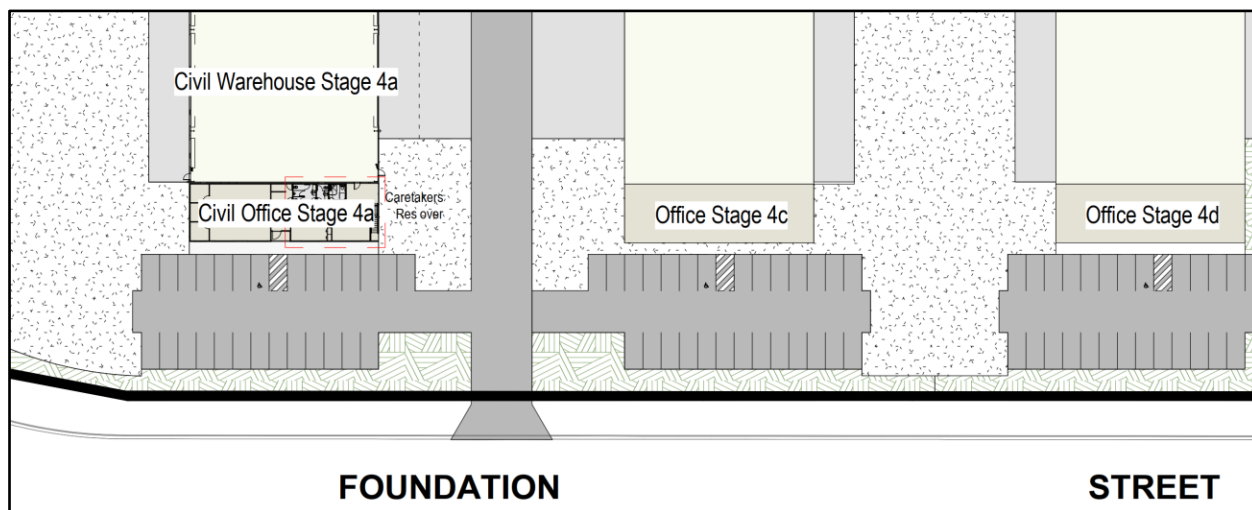


FIGURE 5 SECONDARY FOUNDATION STREET CROSSOVER – LOT 3 (DKG DRAWING: 2570.001)

The shared driveway demonstrates ample space for both light and heavy vehicles. Adequate signage and line marking can be provided where each tenancy/allotment adjoins the central driveway to mitigate conflicts with circulating vehicles. This may include elements such as turning arrow line marking, Stop/Give Way signs, as well as “No Entry”, “No Left/Right Turn” or “One Way” signage.

Further to the above, each site has been designed in anticipation of heavy vehicles crossing to and from property accesses. A B-Double articulated Vehicle has been checked and found that the driveway can accommodate all anticipated heavy vehicles, as shown in **FIGURE 6**. Further vehicle turn checks are attached in **APPENDIX D**.

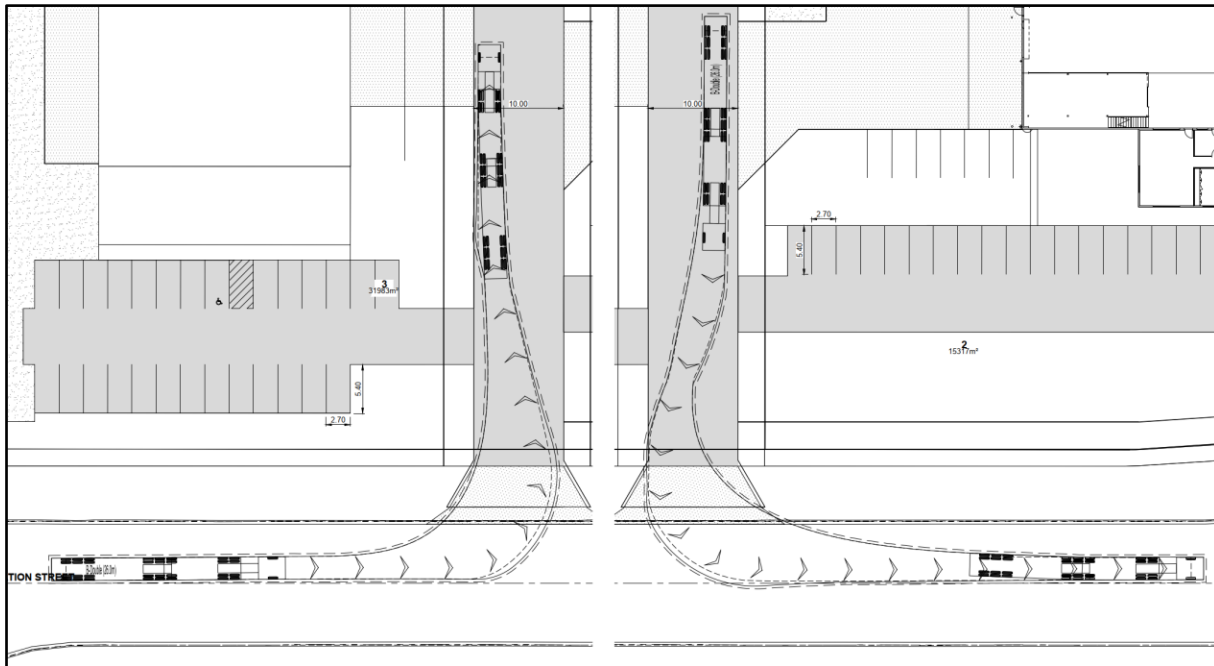


FIGURE 6 B-DOUBLE VEHICLE TURNING PATH (KMCE DRAWING: C2526235-VM05)

2.2. TRAFFIC IMPACT

The development is located on Foundation Street, which is a 14m wide sealed industrial road, connecting O'Mara Road through to Vision Street within the Witmack Industry Park. The existing roads and intersections within the Witmack Industry Park, and the intersection with O'Mara Road, have been designed for industrial use of the subject allotment and its expected traffic generation.

The proposed development is therefore in accordance with the roads' proposed use. It is not expected then that traffic generated by the development will have any appreciable impact on the existing road network.

It is concluded then that the traffic from the development is within the design movements for the surrounding roads and intersections for both current and future cases. The development does not trigger the need for a detailed Traffic Impact Assessment.

3. STORMWATER MANAGEMENT PLAN

3.1. STORMWATER QUANTITY MANAGEMENT

Stormwater Quantity Management for the proposed development has been addressed within the accompanying Stormwater Management Plan prepared by Kehoe Myers.

3.2. STORMWATER QUALITY MANAGEMENT

Stormwater Quality Management for the proposed development has been addressed within the accompanying Stormwater Management Plan prepared by Kehoe Myers.

4. WASTEWATER

4.1. EXISTING COUNCIL SEWER INFRASTRUCTURE

The sewerage from the proposed development shall be connected and discharged to the existing gravity main within Foundation Street. The existing sewer network adjoining the development site is shown in **FIGURE 7** below.

Connections are to be made to the manholes identified below. An extension to the sewer main network will be required to service the proposed allotments. Based on the as-constructed survey pickup provided by FKG, each manhole and existing sewer main has sufficient grade and depth to allow the proposed buildings on each created allotment to gravity drain to their respective connection points. Any future development may require a low-pressure system or modification to the proposed system, however based on the current MCU development layouts, the proposed connection points are sufficient. The finished height of the connection manholes is less than 4.0m in depth, so any connection is possible and remains in accordance with the Toowoomba Regional Council's development standards.

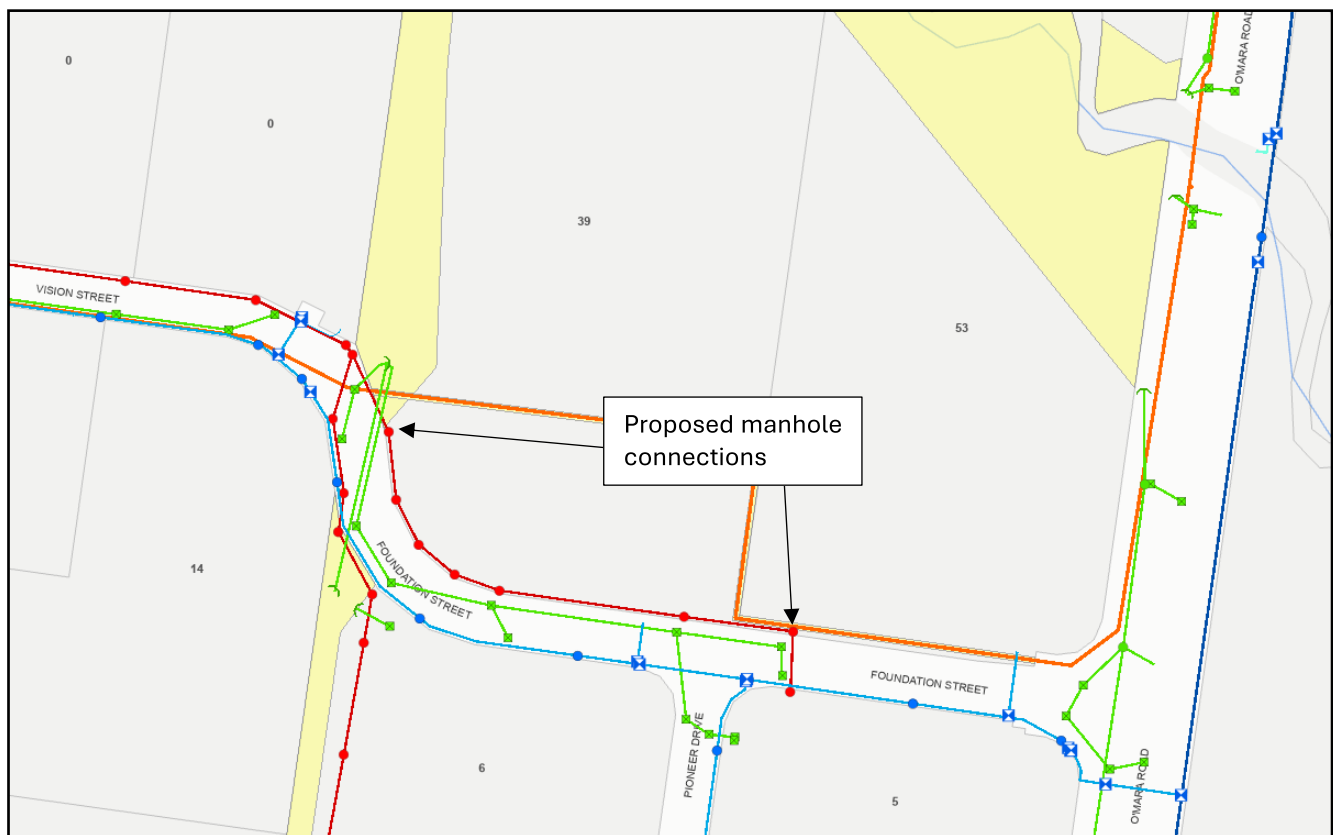


FIGURE 7 EXISTING SEWER NETWORK (TR MAPS 2026)

4.2. INTERNAL WASTEWATER DEMAND

From discussions with the Client, expected staff numbers for the MCU stages of the development were provided.

- MCU Lot 1 – 40 Staff
- MCU Lot 2 – 30 Staff
- MCU Lot 3 - 48 Staff

By adopting the Toowoomba Regional Council's wastewater loadings as per SC6.3.3.7 TRC Addendum for Sewerage Code of Australia, WSA 02 – 2014 V3.1 an estimate of development sewer loading can be made. These adopted parameters include:

- 180 litres per person, per day;

Adopting these parameters, the average dry weather flow from this development will be approximately 21,240 litres per day or approximately 0.246 litres per second average flow rate of wastewater.

As all development flows converge at the Western manhole adjacent to the drainage easement, a single discharge location can be analysed. By then adopting the historical Queensland approach, the full sewer loadings can be calculated for the proposed development. These calculated Development Sewer Loadings are presented in **TABLE 1** below.

TABLE 1 DEVELOPMENT SEWER LOADINGS

DISCHARGE LOCATION	Foundation St – West MH adjacent Easement	
EQUIVALENT PERSONS (EP)	118	
LOADING RATE (L/EP/DAY)	180	
SEWER DEMAND	(L/DAY)	(L/SEC)
AVERAGE DRY WEATHER FLOW (ADWF)	21,240	0.246
C1	7.035	
C2	2.848	
PEAK DRY WEATHER FLOW (PDWF)	60,493	0.700
PEAK WET WEATHER FLOW (PWWF)	149,430	1.730

As a connection to this area was provisioned as part of the overall Witmack Park subdivision development, it has been assumed that no further analysis of the downstream network is required.

4.3. PROPOSED INTERNAL SEWER INFRASTRUCTURE

The proposed development will be serviced by main extensions draining to the connection point in Foundation Street. Internally to the site, gravity sewer connections or low-pressure sewer connections will be provided. This will be dependent on the surface elevation for serviceable parts of the development relative to the invert level at the proposed manholes for Lots 1 and 2. These proposed sewer works will be designed in accordance with the requirements of Toowoomba Regional Council's planning scheme and the Sewerage Code of Australia, WSA 02.

Details of the proposed sewer reticulation layout for the site are shown on the Proposed Services Layout Plan attached in **APPENDIX C** of this report. All further details of the proposed internal sewer network will be provided as part of a future Operational Works application.

5. WATER SUPPLY

5.1. EXISTING COUNCIL WATER INFRASTRUCTURE

There is an existing 150mm water main for the full development frontage within Foundation Street, on the opposite side of the road to the development site. It is proposed that 2x connections are made to the existing 150mm main, indicated on the preliminary services layout in **APPENDIX C**. From TR Maps, the existing water mains were installed post-2009, and therefore, it is assumed they are on the current standard alignment with the required cover. **FIGURE 8** below indicates the existing water network adjacent to the site.

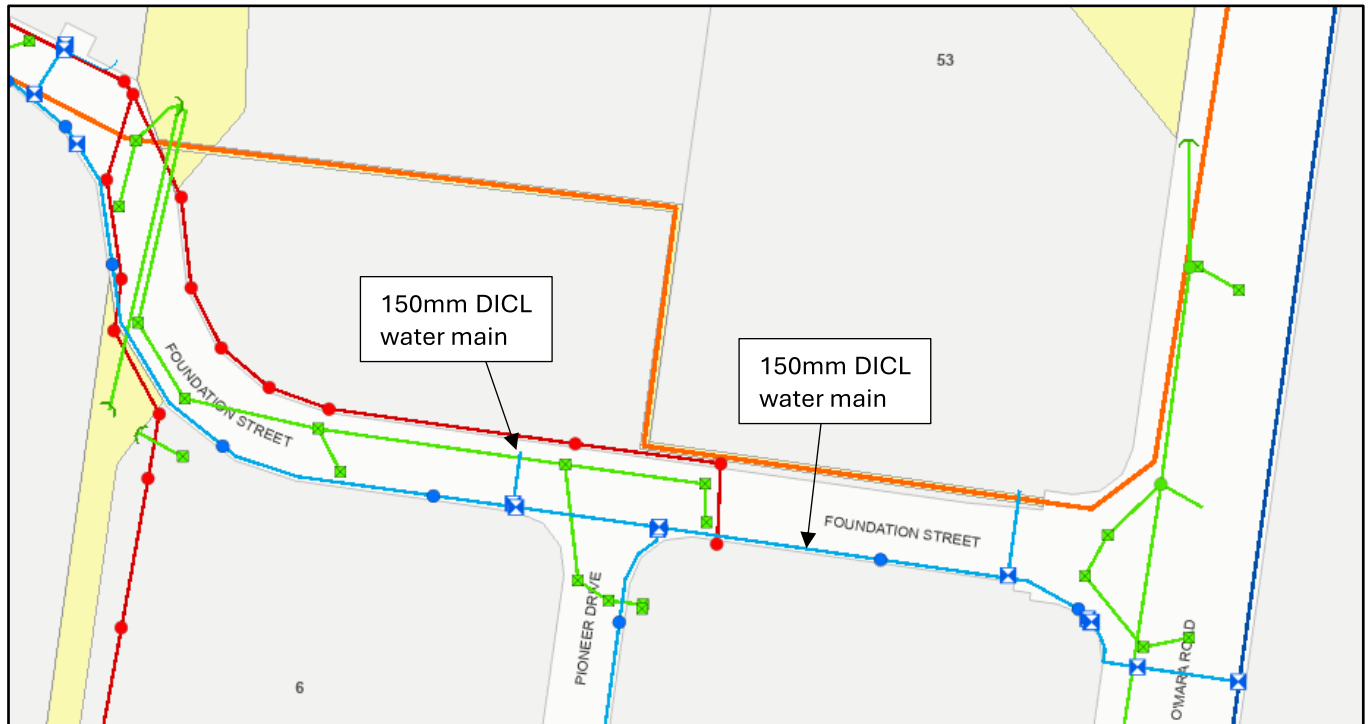


FIGURE 8 EXISTING WATER MAIN INFRASTRUCTURE (TR MAPS 2026)

5.2. INTERNAL WATER DEMAND

Utilising the staff numbers provided in **Section 4.2** above and adopting the Toowoomba Regional Council's water loadings as per SC6.3.2.7 TRC Addendum for Water Code of Australia, WSA 03 – 2011 V3.1 an estimate of development water loading can be made. These adopted parameters include:

- 200 litres per person, per day;
- MDM = 1.5 AD;
- PD = 2.25 AD;
- PH = 4.5 AD;
- NRW = 34.5 L/EP/d;

Adopting these parameters, the full water loading can be calculated for the proposed development. These calculated development loadings are presented in **TABLE 2** below.

TABLE 2 DEVELOPMENT WATER LOADINGS

TOTAL EQUIVALENT PERSONS (EP)	118	
LOADING RATE (L/EP/DAY)	200	
NON-REVENUE WATER (L/DAY)	4,071	
DEMAND	(L/DAY)	(L/SEC)
AVERAGE DAY DEMAND (AD)	23,600	0.273
MEAN DAY MAXIMUM MONTH (MDMM)	35,400	0.410
PEAK DAY DEMAND (PD)	53,100	0.615
PEAK HOUR DEMAND (PH)	(L/HR)	(L/SEC)
	4,425	1.229

As the above development loadings are typical of an industrial subdivision and connection to this area was provisioned in the overall Witmack Industry Park, it has been assumed that no further analysis of the adjacent network is required.

5.3. PROPOSED INTERNAL WATER INFRASTRUCTURE

The proposed lots will be serviced by new service points off the existing main, as detailed in **Section 5.2** above. These connections will be completed in accordance with the requirements of Toowoomba Regional Council's planning scheme and the Water Code of Australia, WSA 03.

Details of the proposed water service connections for the site are shown on the Proposed Services Layout Plan attached in **APPENDIX C** of this report. All further details of the proposed internal water network will be provided as part of a future Operational Works application.

6. ELECTRICAL, STREET LIGHTING AND COMMUNICATIONS

6.1. EXISTING INFRASTRUCTURE

From a 'Dial Before You Dig' search of the proposed development site, multiple existing services run in the streets adjacent to the subject allotment, including underground electrical in the adjacent streets.

Telstra and NBN Co have also identified existing pit and pipe networks within the adjacent streets with existing lines running along the boundaries to the development site.

6.2. PROPOSED DEVELOPMENT WORKS

Reticulated underground electricity service connections will be provided to each allotment in accordance with the requirements of Ergon Energy. Connections will be made to the existing cables located within the surrounding streets.

Reticulated telecommunication services will be provided to each allotment in accordance with the requirements of NBN Co/Telstra. Connections will be made to the existing telecommunication services that exist within the adjoining streets.

All further details regarding electrical, street lighting & telecommunications will be subject to a further detailed design by an electrical engineer.

7. CONCLUSION

As detailed in the sections above and accompanying Stormwater Management Plan, it has been determined that the proposed development works will provide adequate Transport, Stormwater, Sewer, Water Reticulation, and Power/Telecommunications services to the subdivisional land development and subsequent MCU approvals.

An overview of current site conditions shows that only general site works will be required to construct the proposed driveway and building pads.

To service the new allotments, it is proposed that a new shared driveway be created, forming an intersection with Foundation Street. From an assessment of the existing network and the proposed traffic demands in **Section 2.2** above, it was also concluded that the development will have no adverse effect on the local traffic network and no further Traffic Impact Statement or Assessment is required.

Stormwater Quantity and Quality Management have been addressed for the proposed development within the accompanying Stormwater Management Plan prepared by Kehoe Myers.

From **Section 4 & 5** above, it was concluded that the proposed development can be connected to the existing sewer and water networks in the adjacent streets. From an analysis of expected demands, the proposed development will have a negligible impact on these existing systems, and no further analysis of these systems would be required. All further details of these proposed internal networks will be provided as part of a future Operational Works application.

Finally, from the overall assessment of the electrical and telecommunication supply, the development can be serviced by existing adjacent electrical and telecommunications networks. All further details regarding electrical, street lighting & telecommunications will be subject to a further detailed design by an electrical engineer.

Hence, as summarised above, the proposed development can be serviced by all applicable infrastructure services by utilising existing services and the creation of new connecting and complementary assets.

8. REFERENCES

Text References

Toowoomba Regional Council, Toowoomba Regional Planning Scheme

<https://www.tr.qld.gov.au/planning-building/planning-scheme-strategies-tools/planning-scheme-new/13289-access-the-toowoomba-regional-planning-scheme-9>

Queensland Government 2017, State Planning Policy, July 2017, Department of Infrastructure, Local Government Planning, Brisbane, Australia

Department of Energy and Water Supply (DEWS), "Planning Guidelines for Water Supply and Sewerage – April 2010

Austroads Ltd 2020, Guide to Traffic Management Part 12: Traffic Impacts of Developments

Institute of Public Works Engineering Australasia, Queensland, 2017, Queensland Urban Drainage Manual –Fourth Edition, 2016, Institute of Public Works Engineering Australasia, Queensland

9. APPENDICES

APPENDIX A. SITE PLAN (FKG DRAWING: 2570.001)

TOTAL DEVELOPMENT SUMMARY

PROPOSED TOTAL DEVELOPMENT AREA = 8.815ha

PROPOSED LOT 1 - 4.73ha

STAGE 2a GFA = 1619m²
STAGE 2b GFA = 3059m²
TOTAL GFA LOT 1 = 4678m²
TOTAL LANDSCAPING LOT 1 - 1726m²
TOTAL IMPERVIOUS AREA LOT 1 - 36866m²
BUILDING SITE COVERAGE - 10.9% SITE AREA
CARPARKS PROVIDED - 68 TOTAL PROVIDED

PROPOSED LOT 2 - 1.574ha

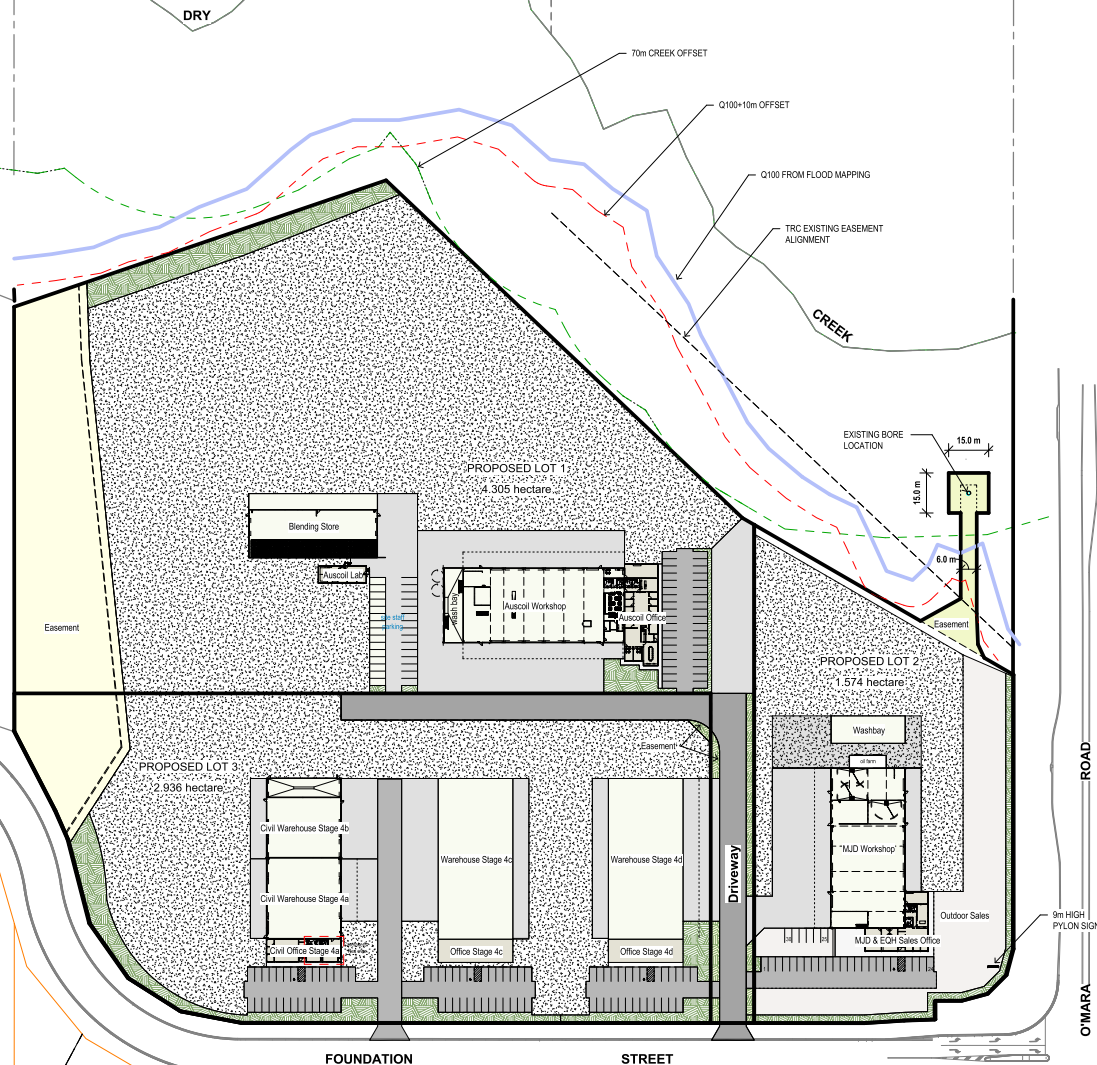
STAGE 3 GFA = 2440m²
OUTDOOR SALES (INCLUDED IN HARDSTAND) - 3266m²
GRAVEL HARDSTAND - 5055m²
LANDSCAPING - 966m²
TOTAL IMPERVIOUS AREA LOT 2 - 14248m²
BUILDING SITE COVERAGE - 15.5% SITE AREA
CARPARKS PROVIDED - 30 TOTAL PROVIDED

PROPOSED LOT 3 - 2.936ha

STAGE 4a GFA = 1189m²
STAGE 4b GFA = 834m²
STAGE 4c GFA = 1948m²
STAGE 4d GFA = 1948m²
TOTAL LOT 3 ASPHALT - 4446m²
TOTAL LOT 3 CONCRETE - 3278m²
TOTAL LOT 3 LANDSCAPING - 1995m²
TOTAL LOT 3 GRAVEL HARDSTAND - 12686m²
LOT 3 CARPARKS PROVIDED - 81

TOTAL COMBINED IMPERVIOUS AREA PROPOSED LOT 3 - 25806m²

TOTAL GFA ALL STAGES = 13037m²
TOTAL SITE COVERAGE - 14.7% SITE AREA
TOTAL SITE LANDSCAPING = 4687m² = 5.3% SITE COVERAGE



Combined Site Plan

1 : 1000



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PERFORMANCE BEYOND EXPECTATION

No.	Description	Date
A	CONSULTANT COORDINATION	28/04/2026
B	ISSUE FOR DA APPROVAL	28/04/2026
C	ISSUE FOR COORDINATION	12/06/2026

PROPOSED
MEDIUM INDUSTRY
DEVELOPMENT

SITE PLAN

Status	
Date	12/06/2026
Checked	Drawn
Project No.	2570.001
Scale	1 : 1000 @ A1

12/06/2026 11:23:46

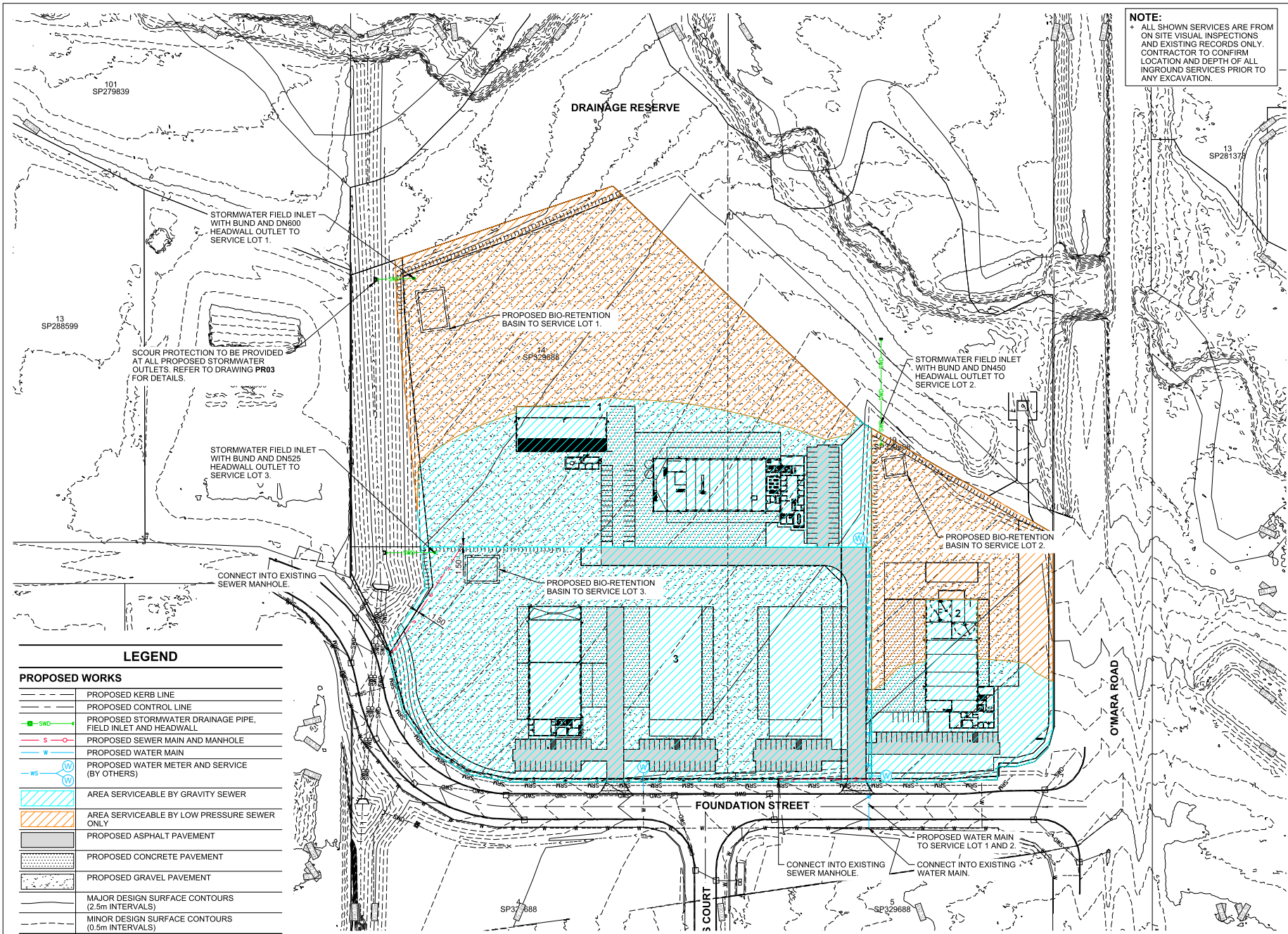
APPENDIX B. RAL CONFIGURATION (FKG DRAWING: 2570.002)



		
275 McDOWALL STREET PO BOX 6441 TOOWOOMBA QLD 4340		
07 4620 0500 www.fkg.com.au design@fkg.com.au		
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PERFORMANCE BEYOND EXPECTATION		
No.	Description	Date
A	CONSULT TEND COORDINATION	30/04/2008
B	ISSUE FOR DA APPROVAL	29/04/2008
C	ISSUE FOR COORDINATION	12/06/2008
PROPOSED MEDIUM INDUSTRY DEVELOPMENT		
RAL CONFIGURATION		
Status Date Checked Drawn		
2570.002 C		
Project No. Issue		
Scale 1:1000@ A1		

APPENDIX C.

PROPOSED SERVICES PLAN (KEHOE MYERS DRAWING: C2526235-PR02)



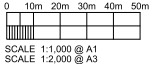
NOTE:
+ ALL SHOWN SERVICES ARE FROM ON SITE VISUAL INSPECTIONS AND EXISTING RECORDS ONLY. CONTRACTOR TO CONFIRM LOCATION AND DEPTH OF ALL INGROUND SERVICES PRIOR TO ANY EXCAVATION.

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DATUM

DRAWING ISSUE

ISSUE	DATE	DETAILS	INITIAL
P1	23.04.26	FOR APPROVAL	NJK
P2	30.04.26	FOR APPROVAL	
P3	18.06.26	FOR APPROVAL	



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MIXED USE DEVELOPMENT

DRAWING TITLE
SERVICES CONNECTION PLAN

DESIGN	AMR	ORIGINAL SIZE	A1
DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK	DRAWING NUMBER	PR02
APPROVED		ISSUE	P3
DATE	23.04.26		

LEGEND

PROPOSED WORKS

- PROPOSED KERB LINE
- PROPOSED CONTROL LINE
- SWD --- PROPOSED STORMWATER DRAINAGE PIPE, FIELD INLET AND HEADWALL
- S --- PROPOSED SEWER MAIN AND MANHOLE
- W --- PROPOSED WATER MAIN
- WS --- PROPOSED WATER METER AND SERVICE (BY OTHERS)
- AREA SERVICEABLE BY GRAVITY SEWER
- AREA SERVICEABLE BY LOW PRESSURE SEWER ONLY
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED GRAVEL PAVEMENT
- MAJOR DESIGN SURFACE CONTOURS (2.5m INTERVALS)
- MINOR DESIGN SURFACE CONTOURS (0.5m INTERVALS)

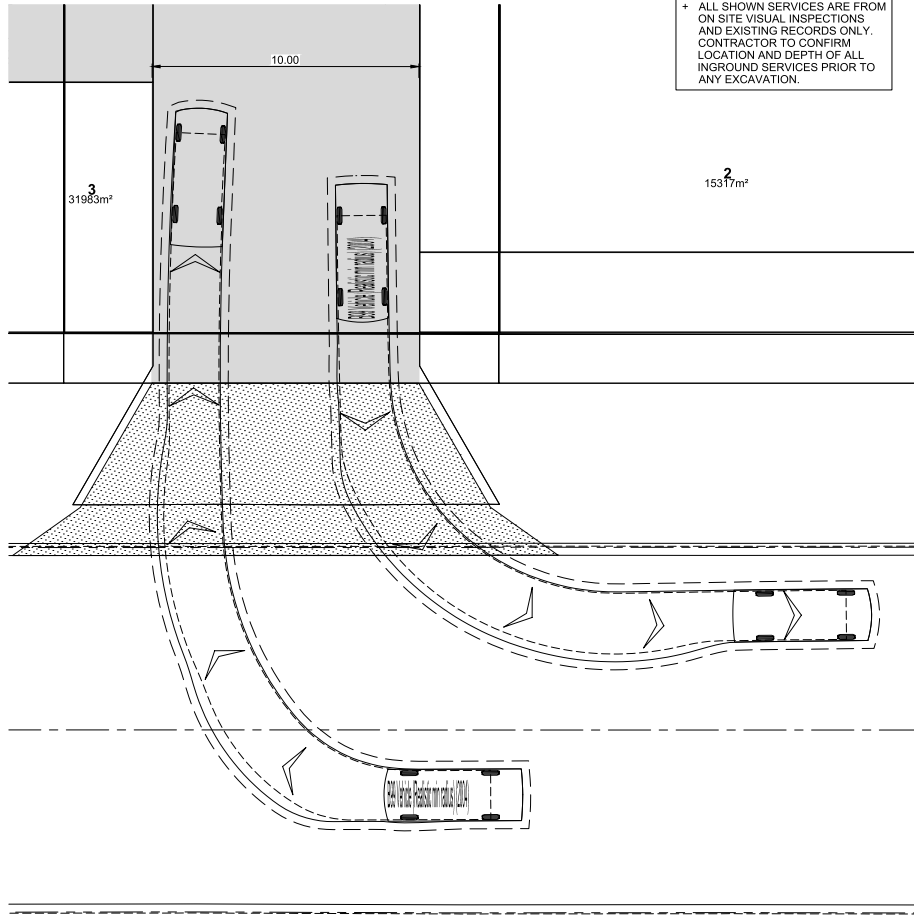
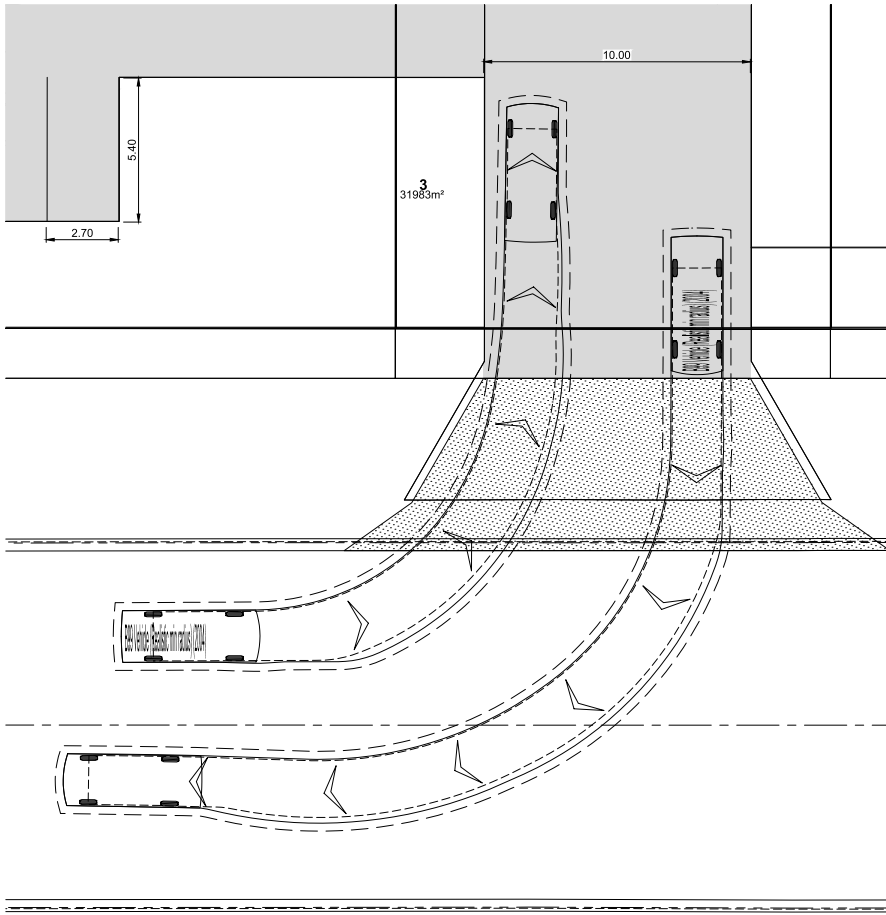
EXISTING WORKS

- EXISTING KERB INVERT
- EXISTING CONTROL LINE
- SWD --- EXISTING STORMWATER DRAINAGE PIPE, MANHOLE, GULLY AND HEADWALL
- S --- EXISTING SEWER MAIN AND MANHOLE
- SRM --- EXISTING SEWER RISING MAIN
- W --- EXISTING WATER MAIN
- > --- EXISTING TABLE DRAIN

SERVICES CONNECTION PLAN
SCALE:- 1:1,000 @ A1, 1:2,000 @ A3

APPENDIX D.

VEHICLE MANOEUVRING LAYOUTS (KEHOE MYERS DRAWINGS: C2526235-VM01-VM08)



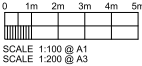
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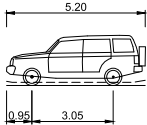


PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

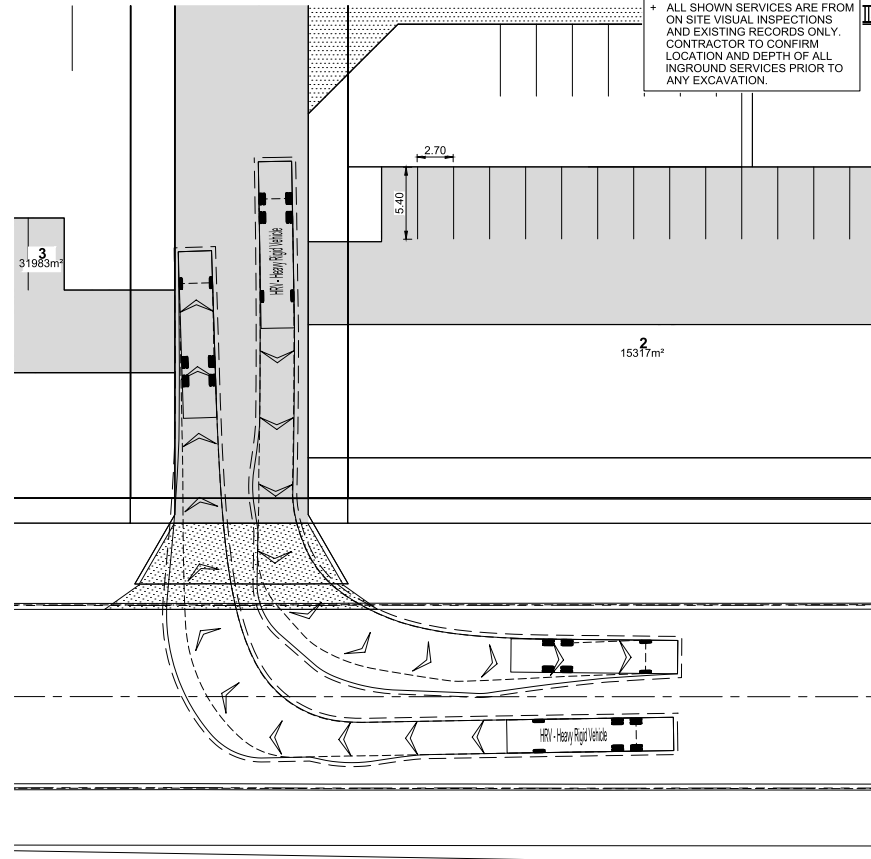
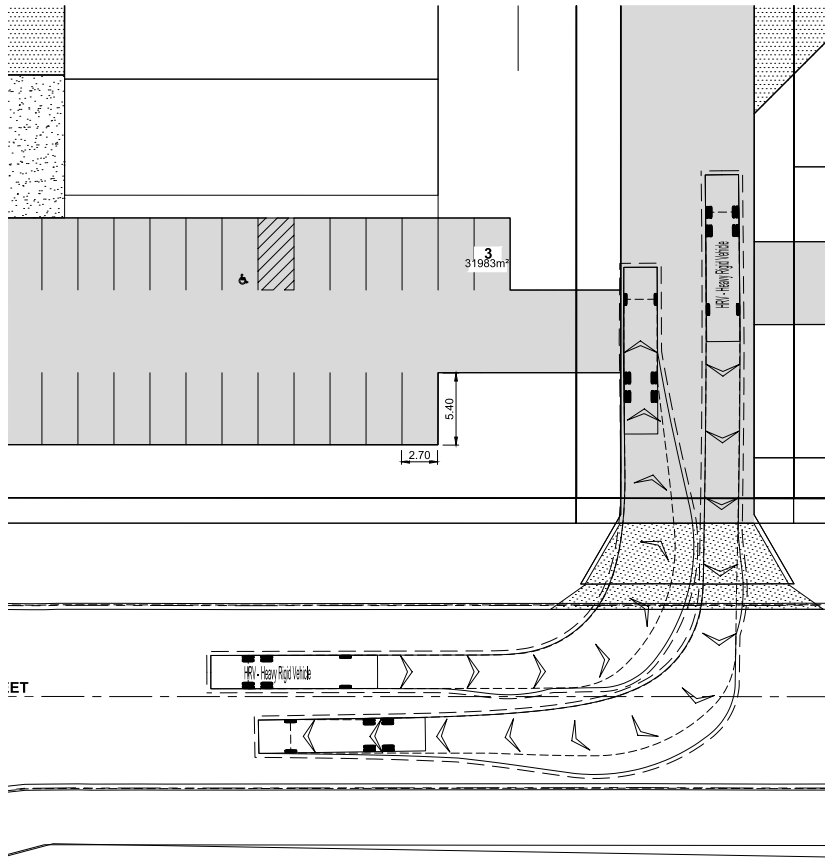
DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 1

DESIGN	JMB	ORIGINAL SIZE	A1
DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK		
APPROVED		DRAWING NUMBER	VM01
DATE	23.04.26	ISSUE	P2

**VEHICLE MANOEUVRING LAYOUT -
SHEET 1**
SCALE:- 1:100 @ A1, 1:200 @ A3



AUTODESK VEHICLE TRACKING 2024
DATA SOURCE - STANDARDS AUSTRALIA
AS/NZS 2890.1:2004
B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.120m
Track Width 1.840m
Lock-to-lock time 4.0s
Curb to Curb Turning Radius 6.250m



NOTE:
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0 2m 4m 6m 8m 10m

SCALE 1:200 @ A1
SCALE 1:400 @ A3

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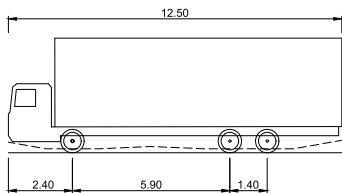
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CLIENT **FKG**

PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 2

DESIGN	AMR	ORIGINAL SIZE	A1
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CHECKED	ADK	DRAWING NUMBER	VM02
APPROVED		ISSUE	P2
DATE	23.04.26		

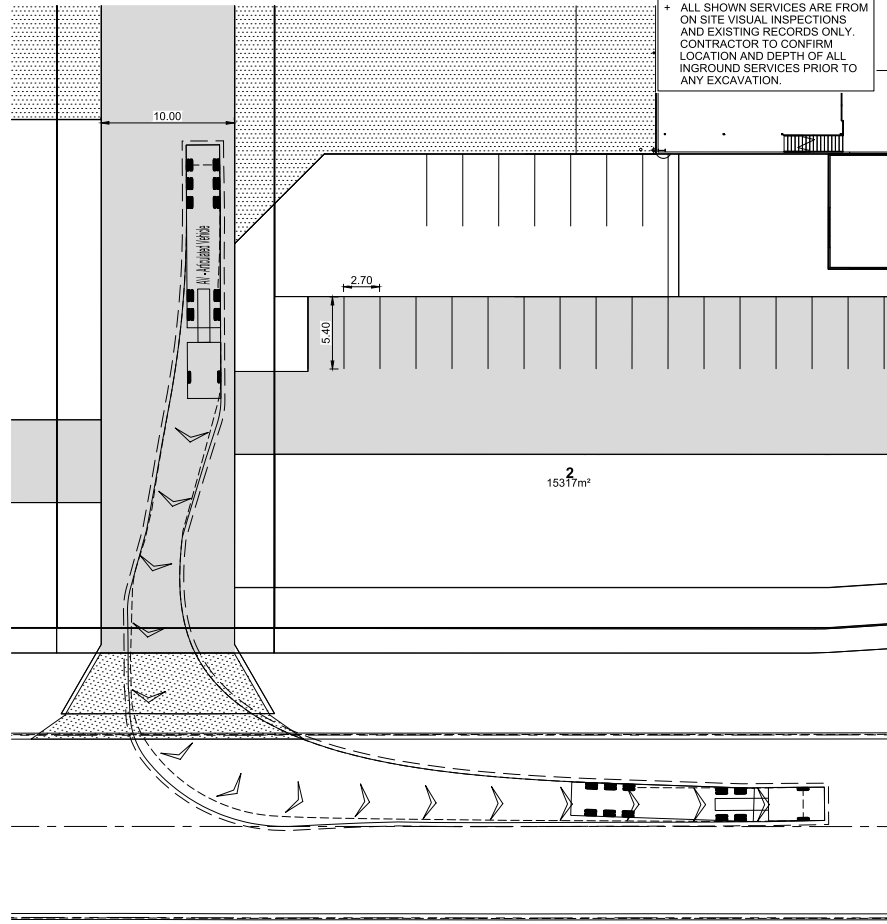
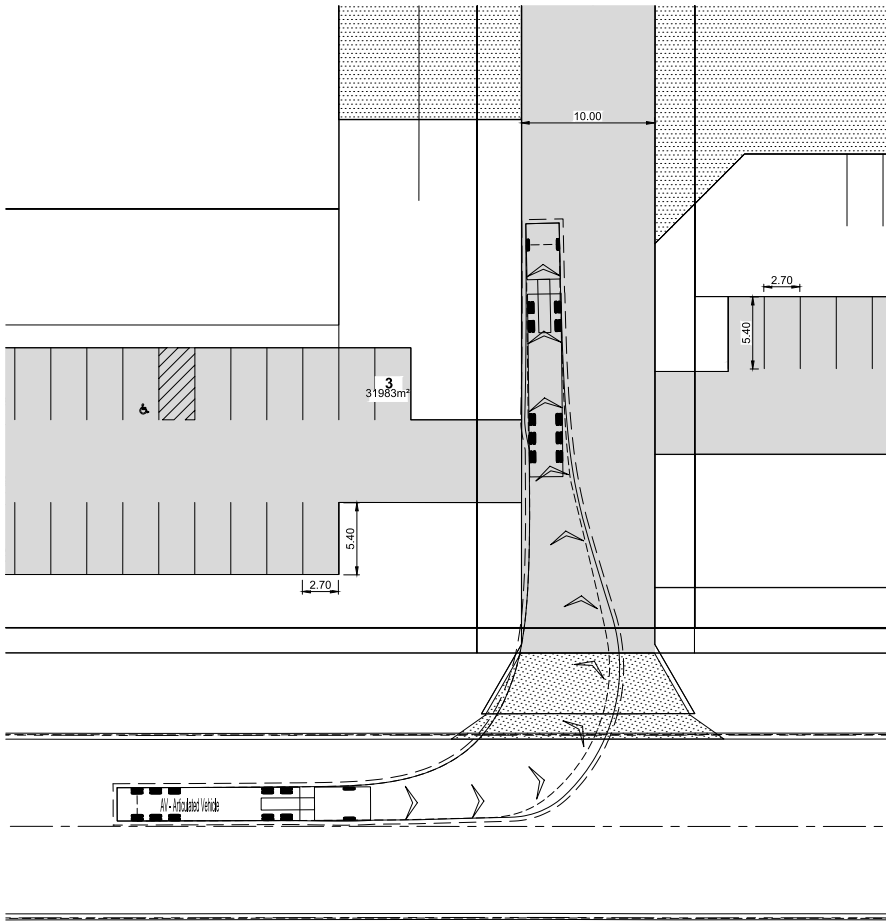


VEHICLE MANOEUVRING LAYOUT - SHEET 2

SCALE:- 1:200 @ A1, 1:400 @ A3

AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - STANDARDS AUSTRALIA
AS/NZS 2890.2:2002

HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.500m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.50m



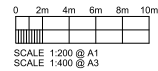
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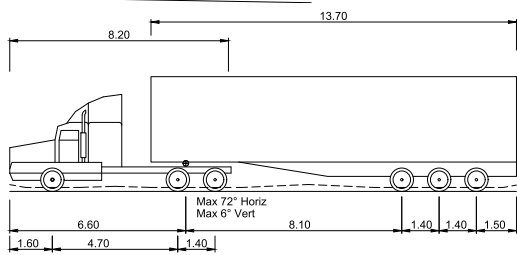
CIVIL | STRUCTURAL | HYDRAULIC

CLIENT **FKG**

PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 3

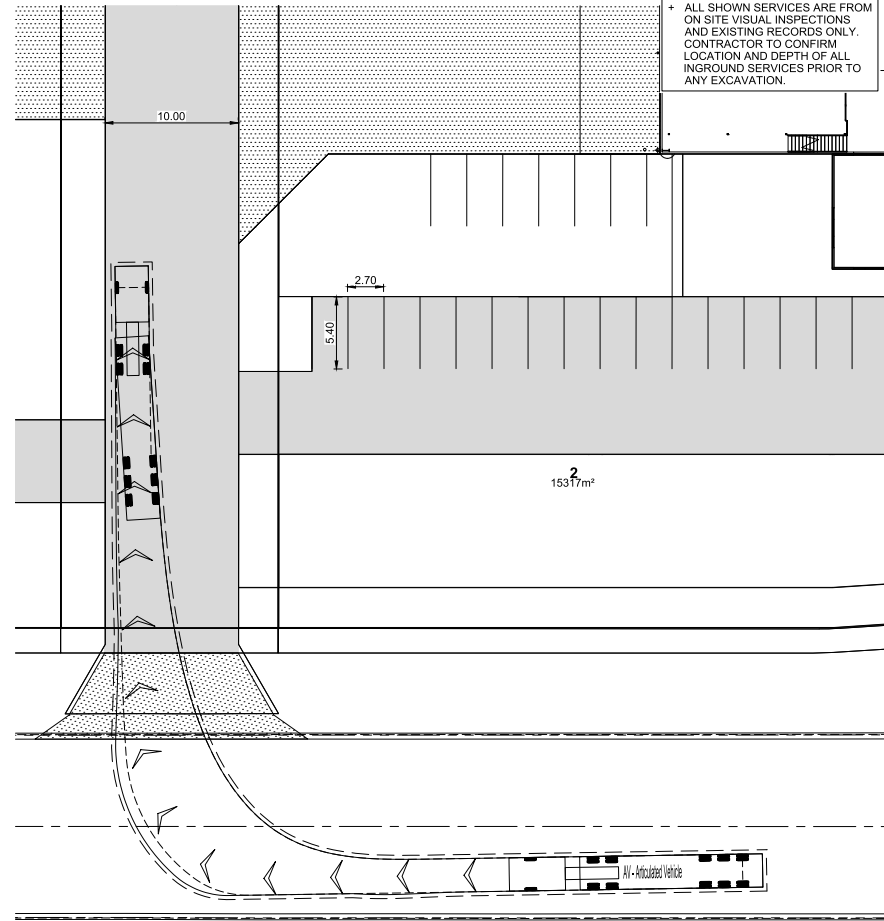
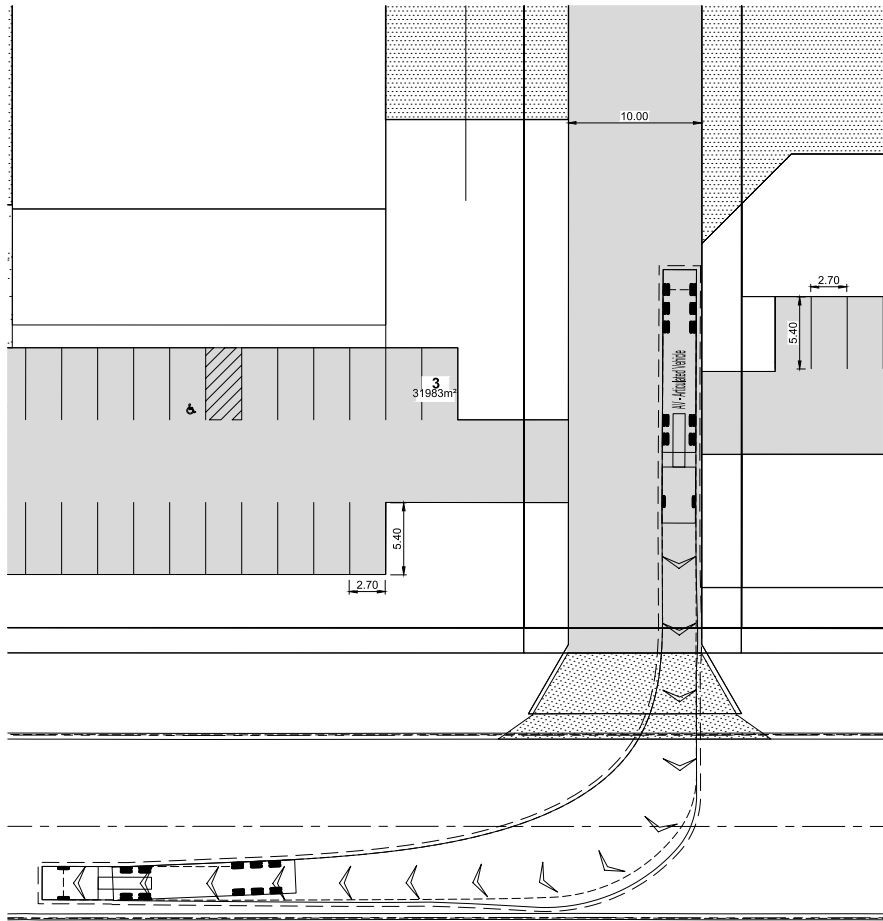
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DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK	DRAWING NUMBER	VM03
APPROVED		ISSUE	P2
DATE	23.04.26		



**VEHICLE MANOEUVRING LAYOUT -
SHEET 3**
SCALE:- 1:200 @ A1, 1:400 @ A3

AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - STANDARDS AUSTRALIA
AS/NZS 2890.2:2002

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.500m
Min Body Ground Clearance 0.150m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m



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P2	18.06.26	FOR APPROVAL	

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SCALE 1:200 @ A1
SCALE 1:400 @ A3

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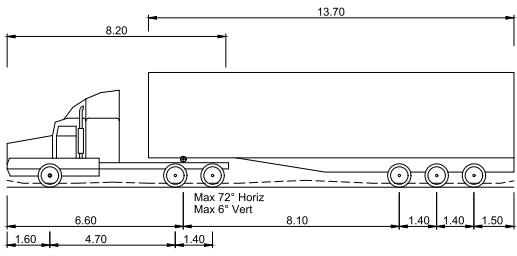
PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 4

DESIGN	AMR	ORIGINAL SIZE	A1
DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK	DRAWING NUMBER	VM04
APPROVED		ISSUE	P2
DATE	23.04.26		

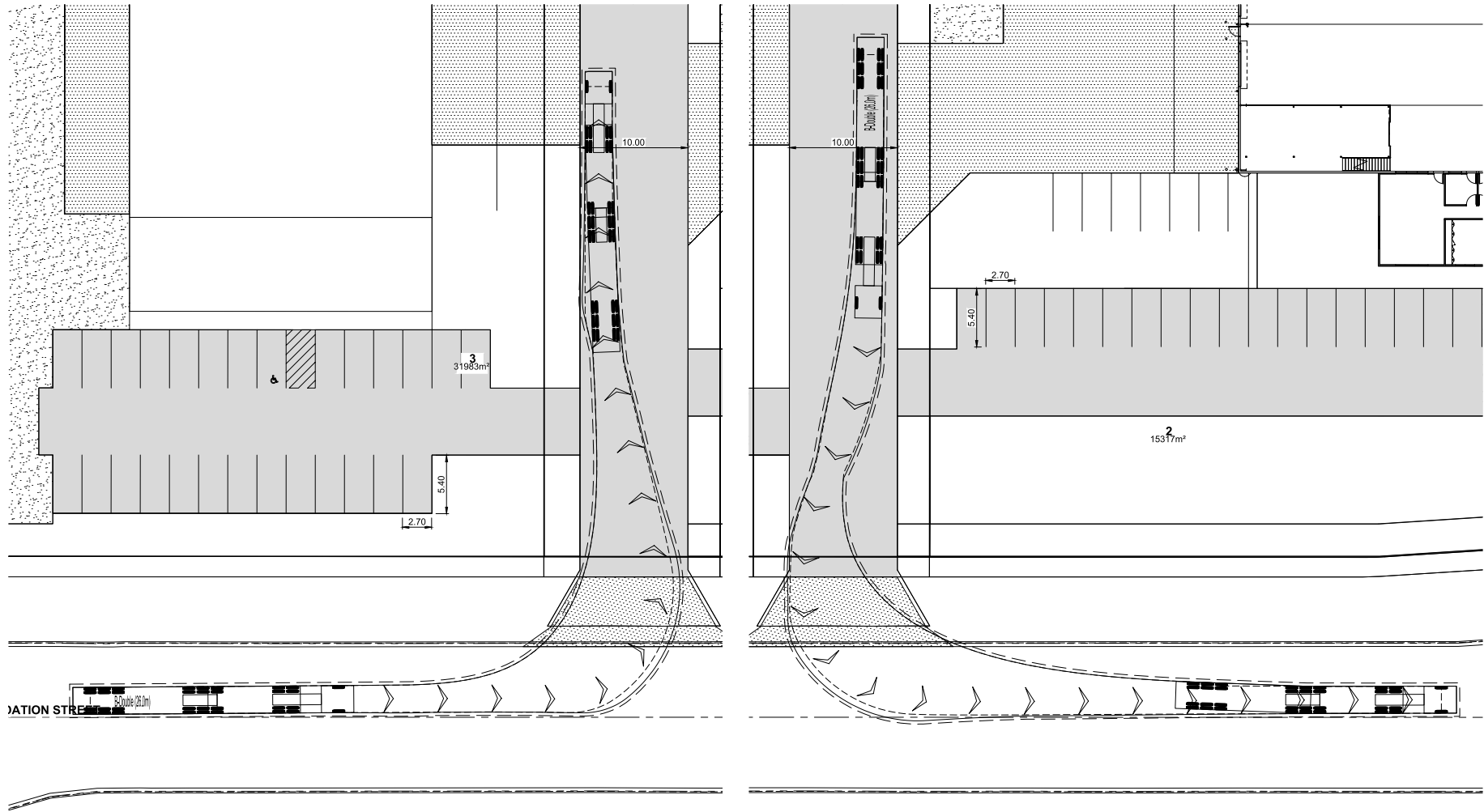
VEHICLE MANOEUVRING LAYOUT - SHEET 4

SCALE:- 1:200 @ A1, 1:400 @ A3



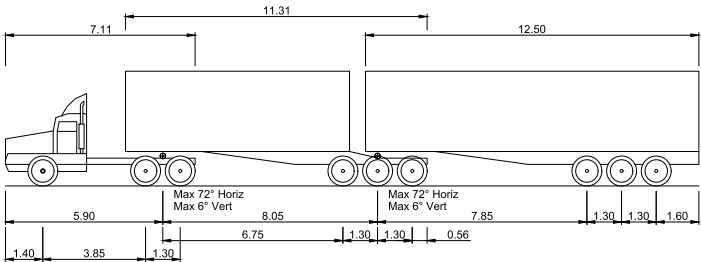
AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - STANDARDS AUSTRALIA
AS/NZS 2890.2:2002

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.500m
Min Body Ground Clearance 0.150m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m



**VEHICLE MANOEUVRING LAYOUT -
SHEET 5**

SCALE:- 1:200 @ A1, 1:400 @ A3



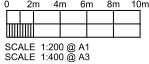
AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - AUSTRAD 2013

B-Double (26.0m)
Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance N/A
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

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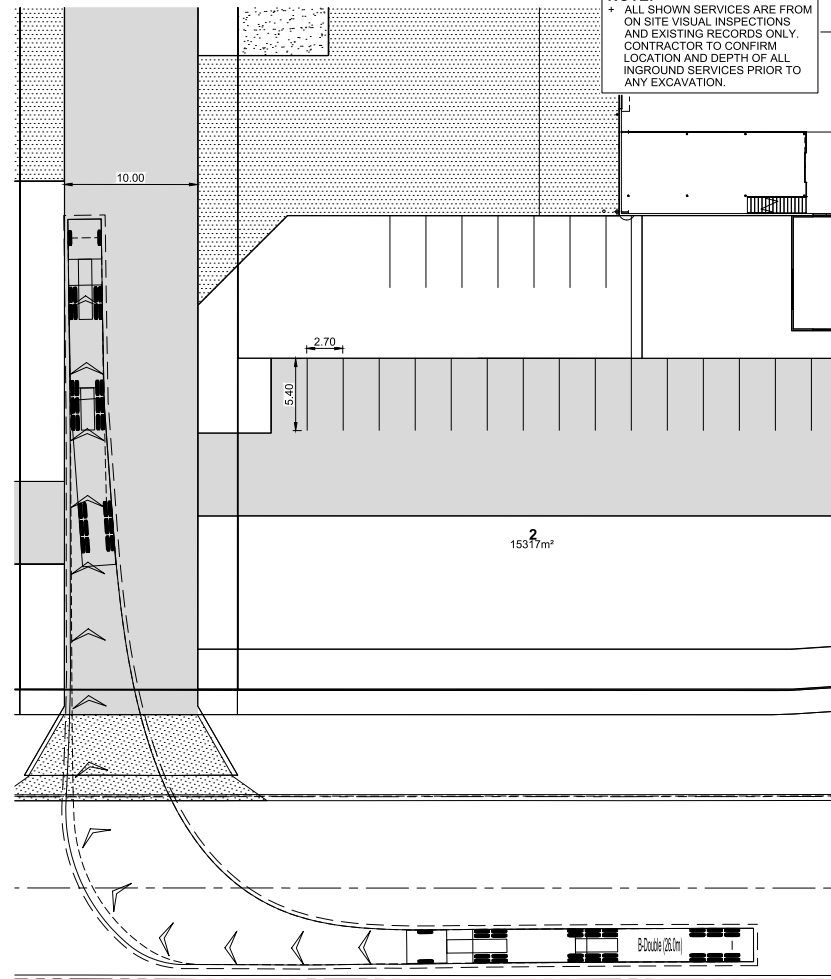
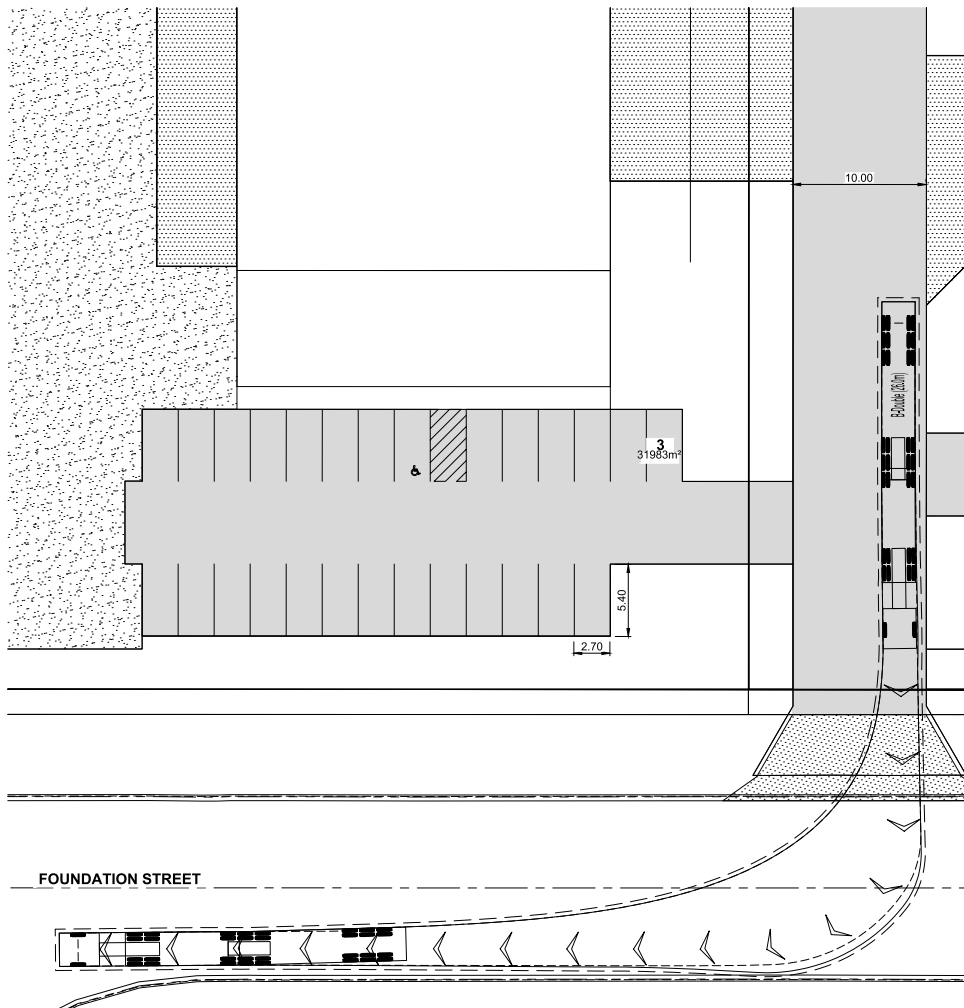
CIVIL | STRUCTURAL | HYDRAULIC



PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 5

DESIGN	AMR	ORIGINAL SIZE	A1
DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK		
APPROVED		DRAWING NUMBER	VM05
DATE	23.04.26	ISSUE	P2



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SCALE 1:200 @ A1
SCALE 1:400 @ A3

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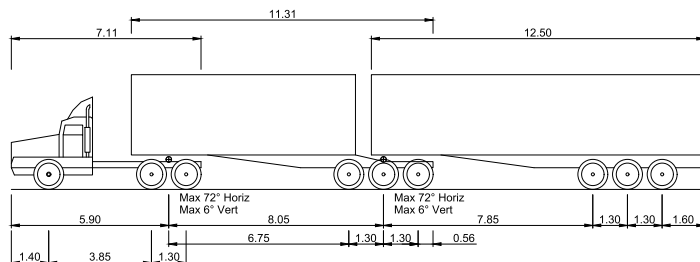
PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 6

DESIGN	AMR	ORIGINAL SIZE	A1
DRAWN	NJ	PROJECT NUMBER	C2526235
CHECKED	ADK		
APPROVED		DRAWING NUMBER	VM06
DATE	23.04.26	ISSUE	P2

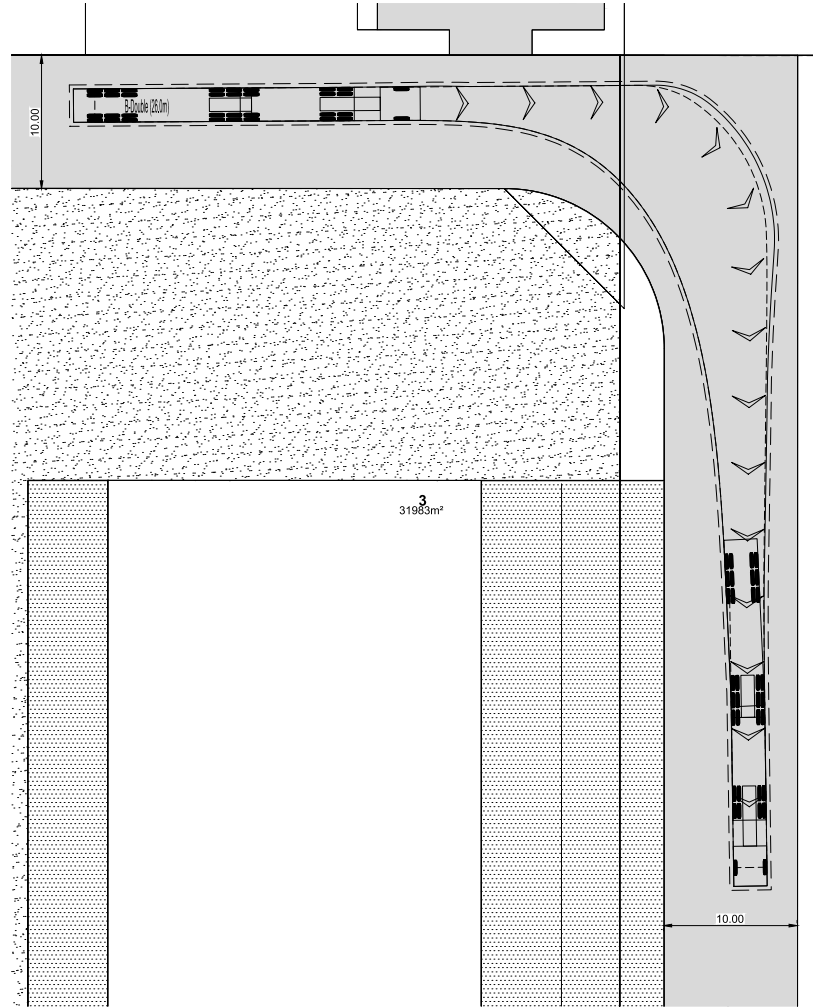
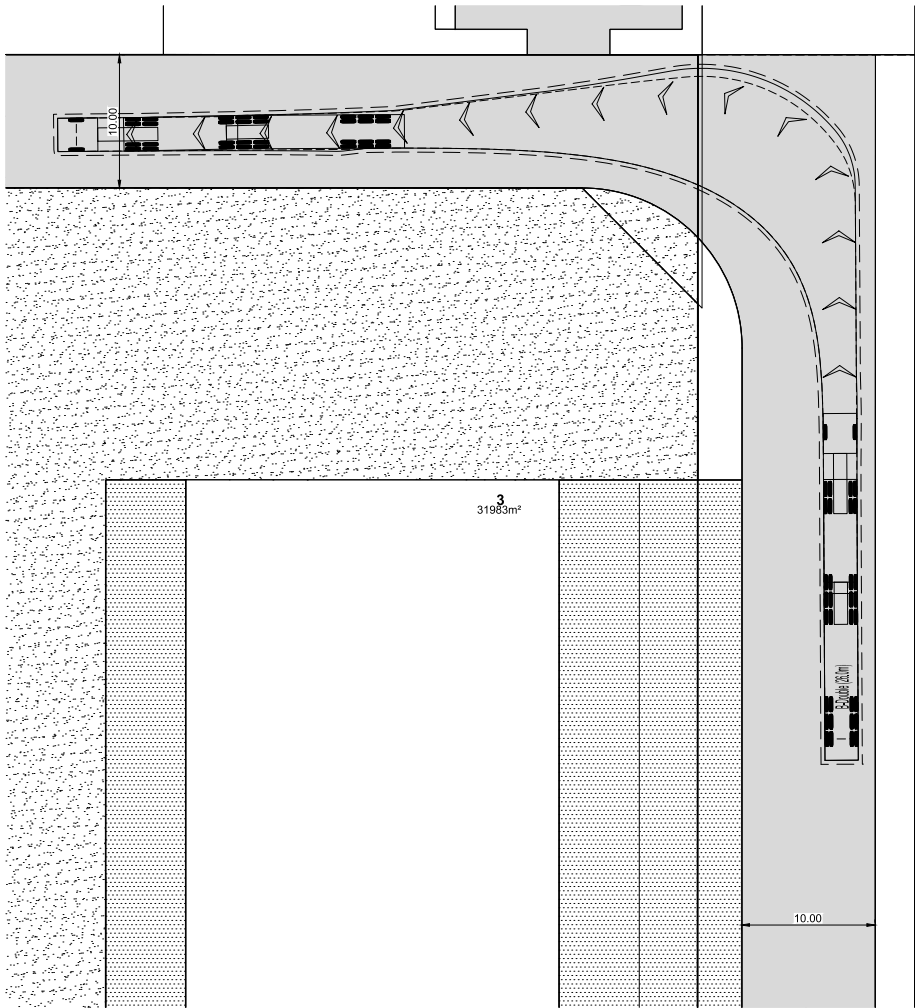
VEHICLE MANOEUVRING LAYOUT - SHEET 6

SCALE:- 1:200 @ A1, 1:400 @ A3



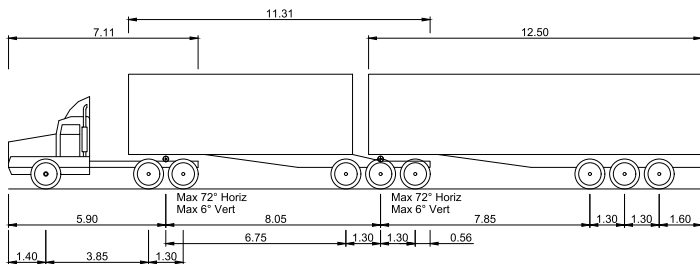
AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - AUSTRROAD 2013

B-Double (26.0m)
Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance N/A
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m



VEHICLE MANOEUVRING LAYOUT - SHEET 7

SCALE:- 1:200 @ A1, 1:400 @ A3

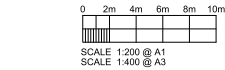


AUTODESK VEHICLE TRACKING 2021
DATA SOURCE - AUSTRAD 2013

B-Double (26.0m)
Overall Length 26.00m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance N/A
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

NOTE:
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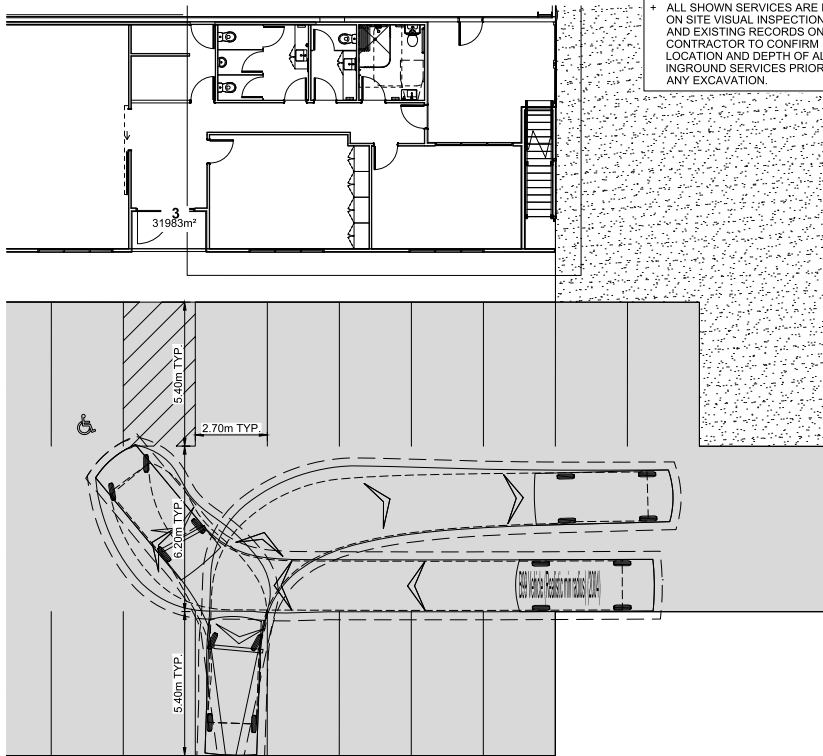
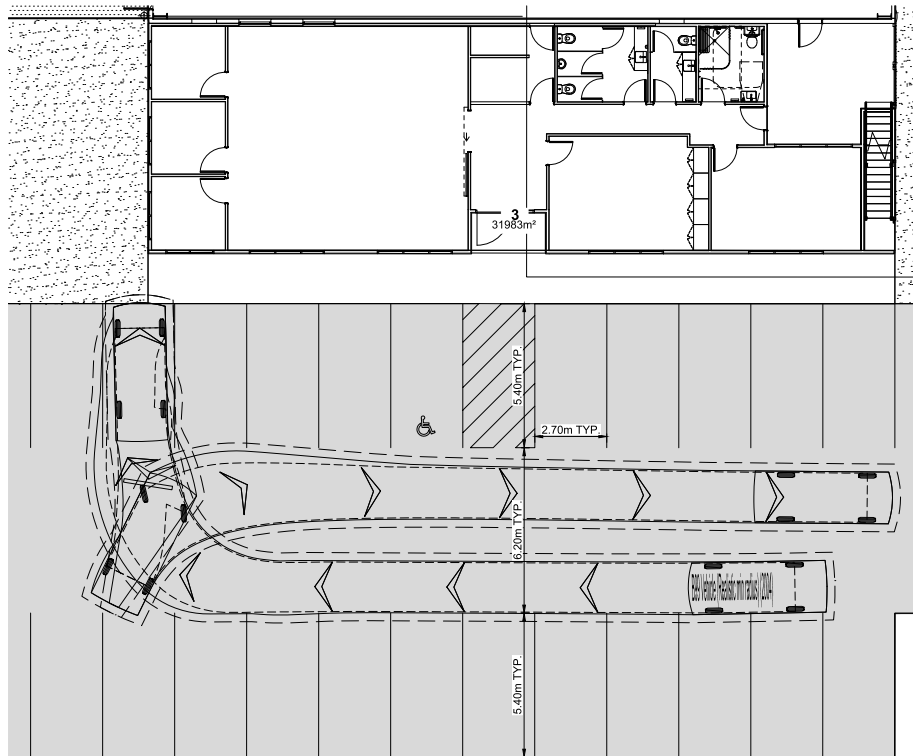
CIVIL | STRUCTURAL | HYDRAULIC



PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - SHEET 7

DESIGN	AMR	ORIGINAL SIZE	A1
DRAWN	AD	PROJECT NUMBER	C2526235
CHECKED	ADK	DRAWING NUMBER	VM07
APPROVED		ISSUE	P2
DATE	23.04.26		



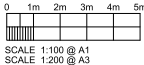
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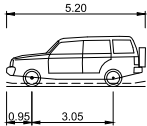
CLIENT **FKG**

PROJECT
FOUNDATION STREET
MIXED USE DEVELOPMENT

DRAWING TITLE
VEHICLE MANOEUVRING
LAYOUT - CARPARK

DESIGN	AMB	ORIGINAL SIZE	A1
DRAWN	NJ	PROJECT NUMBER	C2526235
CHECKED	NJK		
APPROVED		DRAWING NUMBER	VM08
DATE	23.04.26	ISSUE	P2

VEHICLE MANOEUVRING LAYOUT - CARPARK
SCALE:- 1:100 @ A1, 1:200 @ A3



AUTODESK VEHICLE TRACKING 2024
DATA SOURCE - STANDARDS AUSTRALIA
AS/NZS 2890.1:2004

B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.120m
Track Width 1.840m
Lock-to-lock time 4.0s
Curb to Curb Turning Radius 6.250m