

APPENDIX C

Traffic Impact Assessment

Prepared by:

Ratio Consultants

Client
Timon Pty Ltd

Date
29 June 2026

Transport Impact Assessment Report

Proposed Mixed-Use Development

Lot 3, 535 South Street, Glenvale

ratio:

Project
Lot 3, 535 South Street, Glenvale

Prepared for
Timon Pty Ltd

Our reference
22949T

Directory path <https://ratioconsultants1.sharepoint.com/sites/22949T/Shared Documents/Work/Reports/22949T-REP01-F01.docx>

Version	Date	Issue	Prepared By	Checked by	Approved By
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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Overview

Ratio Consultants has been engaged by the Applicant to complete a transport impact assessment for the proposed Glenvale Health Hub, a mixed-use development located on land at Lot 3, 535 South Street in Glenvale.

The proposed development is to comprise the following key transport related elements:

- An indoor sport and recreation facility (gymnasium) with a GFA of 800sqm;
- A health care service tenancy, with a GFA of 220sqm;
- A total of 51 on-site at grade car parking spaces (1 PWD space).
- Vehicular access to the site is proposed via 6.7m wide crossover connecting to the access road along the eastern site boundary.

1.2. Contents of this Report

This report has been prepared to address the following key issues pertaining to traffic and transport:

- Vehicle access and circulation throughout the site;
- The adequacy of the proposed on-site car parking provision;
- Internal parking layout and access design;
- Loading and waste collection arrangements;
- Pedestrian connectivity throughout the site; and
- Anticipated traffic generation and impacts.

1.3. References

In preparing this document, reference has been made to the following:

- Plans for the proposed development prepared by Aspect provided within Appendix A of this report;
- Previous Approval and TIA Report prepared by RMA Consultants;
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS2890.1:2004);
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street parking for People with Disabilities (AS/NZS2890.6:2009);
- Australian/New Zealand Standard, Off-Street Commercial Vehicle Facilities (AS/NZS2890.2:2018);
- Toowoomba Regional Council Planning Scheme;
- A desktop inspection of the site and surrounds; and
- Other documents as nominated.

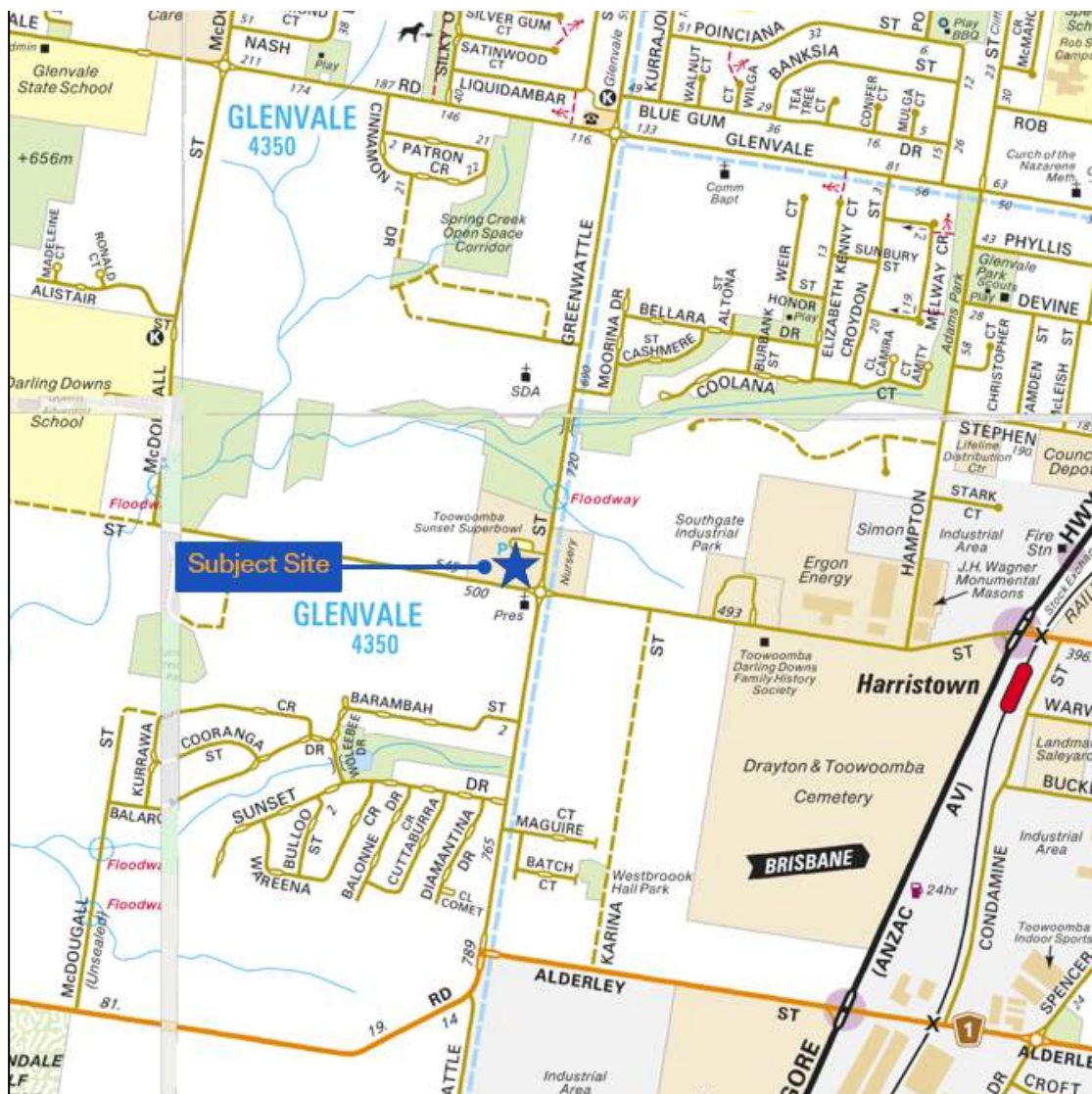
2. Existing Conditions

2.1. Site Location

The proposed development is located to the north-west of the intersection between Greenwattle Street and South Street, in Glenvale.

The site and surrounding road network are shown in Figure 2-1 below.

Figure 2-1: Subject Site and Surrounds



Source: Brisway

The subject site is generally rectangular in shape, with a frontage to South Street of 54 metres and a site depth of 69 metres, to provide an overall site area of 3,697 square metres.

The subject site is located within a low density residential zone and land uses in the immediate vicinity of the site comprise a mixture of residential, public open space and commercial.

Figure 2-2 illustrates an aerial view of the subject site.

Figure 2-2: Aerial View of Subject Site



Source: Landchecker

2.2. Road Network

A summary of the nature and order of the roads in the vicinity of the site has been provided in Table 2-1.

Table 2-1: Road Network in the Vicinity of the Subject Site

Road	Lanes	Classification	Road Authority	Speed Limit
South Street	2 (undivided)	Sealed	Council	60 km/hr
Greenwattle Street	2 (undivided)	Sealed	Council	60 km/hr
Access Road	2 (undivided)	N/A	N/A	50 km/hr

2.3. Future Road Network Planning

The Toowoomba Regional Council Local Government Infrastructure Plan (LGIP) outlines planned upgrades to the intersection between Alderly Street and Greenwattle Street (approx. 700m to the south of the site) to a signalised intersection, estimated to commence in 2026.

3. Proposed Development

3.1. Development Summary

The proposed mixed-use development is to comprise the following key elements, as summarised in Table 3-1.

Table 3-1: Development Summary

Proposed Use		Size/Number
Indoor Sport and Recreational (Gymnasium)		800sqm
Health Care Service		220sqm, 2 staff and 6 practitioners
Transport Infrastructure		
Pedestrian Access	Grade separated footpath along the building frontage to the car park and along the eastern side of the building to connect to the Access Road, and a system of line-marked and grade separated footpaths within the car parking area connecting to the building and out to South Street.	
Vehicle Access	Access point directly adjoining Access Road to the east of the site.	
Parking	Car Parking Spaces	51 spaces [1]
Loading & Waste Collection	The site is accessible by vehicles up to the nominated waste collection vehicle, a 10.2m front loader.	

[1] Comprising 50 standard car parking spaces and 1 car parking space for people with disabilities.

3.2. Operational Characteristics

The proposed gymnasium is intended to operate in the following manner:

- Opening hours will be 24 hours a day, 7 days a week (24/7);
- Secure card access for members only; and
- One (1) staff member will be on-site at any one point in time.

The proposed health care service is intended to operate in the following manner:

- Up to two (2) staff and six (6) practitioners at any one point in time;
- Appointment lengths are conservatively expected to occur every 15 minutes on average, with patients required to book in advance; and
- Monday to Sunday between 7:00am to 10:00pm.

4. Car Parking Supply

The minimum car parking requirements have been reviewed in the following sections against the relevant requirements of Part 9.4 of the Toowoomba Regional Council Planning Scheme (TRCPS).

4.1. Car Parking Requirements

Table 6.4.6:3 of the TRCPS outlines the required minimum car parking provision rates. Application of the minimum car parking provision rates to the proposed development has been summarised in Table 4-1 below.

Table 4-1: Statutory Car Parking Requirements

Land Use	Land User	Size / No.	Statutory Car Parking Rate	Statutory Car Parking Requirement
Health Care Service	Staff	2 staff, 6 practitioners	1 space per FTE staff	2 spaces
	Patient		3 visitor spaces per FTE practitioner	18 spaces
Indoor Sport and Recreation (Gymnasium)	Staff/Patron	800sqm	To the satisfaction of Council	
Total Statutory Car Parking Requirement				Min. 20 spaces

Accordingly, the proposed development has a requirement to provide 20 spaces for the health care service use, and car parking sufficient to accommodate the demands of the gymnasium to the satisfaction of Council.

A car parking assessment has been undertaken below to demonstrate the adequacy of car parking for the proposed development, based on a review of empirical data and temporal demand profiles for similarly operating uses.

4.2. Car Parking Demand Assessment

Gymnasium Car Parking Demand

Reference is made to case study data held by Ratio for peak car parking demand rates collected from similar scale 24/7 gymnasiums operating across Australia. The data pool includes 9 different locations, with buildings consisting of gross floor areas greater than 600sqm. The survey data referenced in this assessment was undertaken across weekdays, coinciding with the typical peak days for a gymnasium.

The average peak car parking demand rate derived from the empirical data is 4.5 spaces per 100sqm of GFA. For reference, Transport for NSW's Guide to Transport Impact Assessment recommends a historic provision rate of 3 spaces per 100sqm of GFA for urban areas. Noting

the more regional location of the subject site, the car parking demand rate derived from the empirical data is considered appropriate.

Application of this rate to the proposed development equates to a peak car parking demand of 36 spaces.

A review of the activity trends of similar gymnasiums in the area surrounding the subject site using Google Analytics indicates that the proposed gymnasium is likely to experience the following peak demand levels and periods on a typical weekday:

- Up to 100% of the baseline demand between 5:00am to 7:00am;
- Up to 95% of the baseline demand between 6:00pm to 8:00pm.

The Google Analytics activity profiles for the gymnasiums included in the review have been shown in Figure 4-1 and Figure 4-2 below. The sites in the case study data referenced above outline peak demand periods in the early morning and evening periods, in alignment with the below sites.

Figure 4-1: Google Analytics – Anytime Fitness Toowoomba

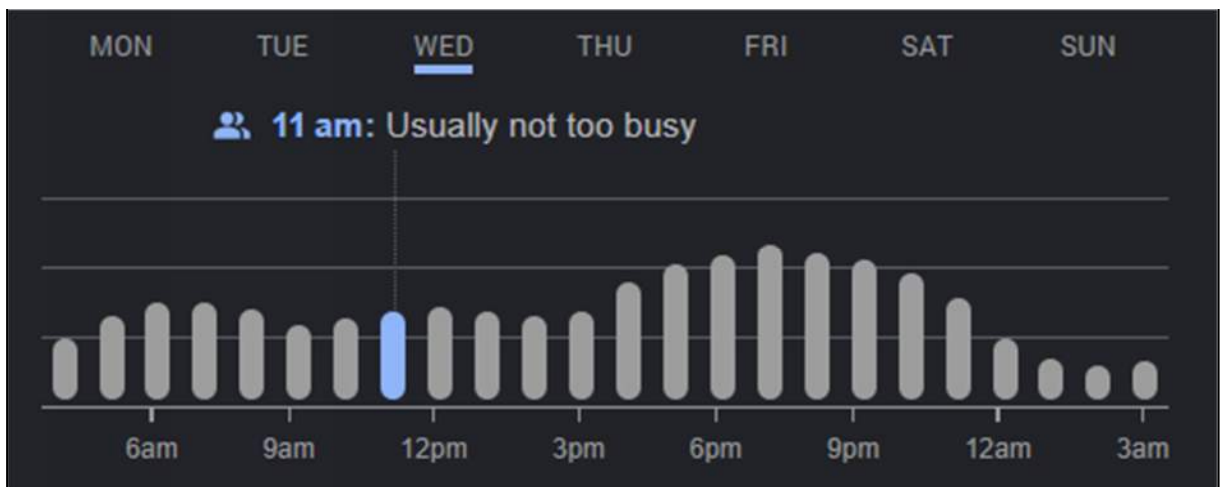
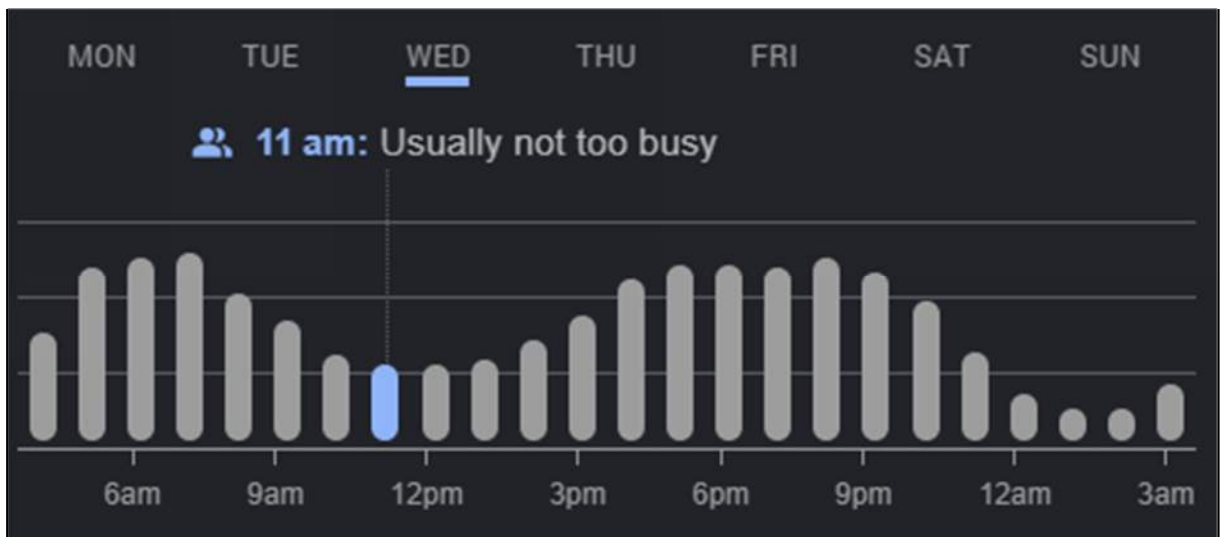


Figure 4-2: Google Analytics – Zap Fitness Toowoomba



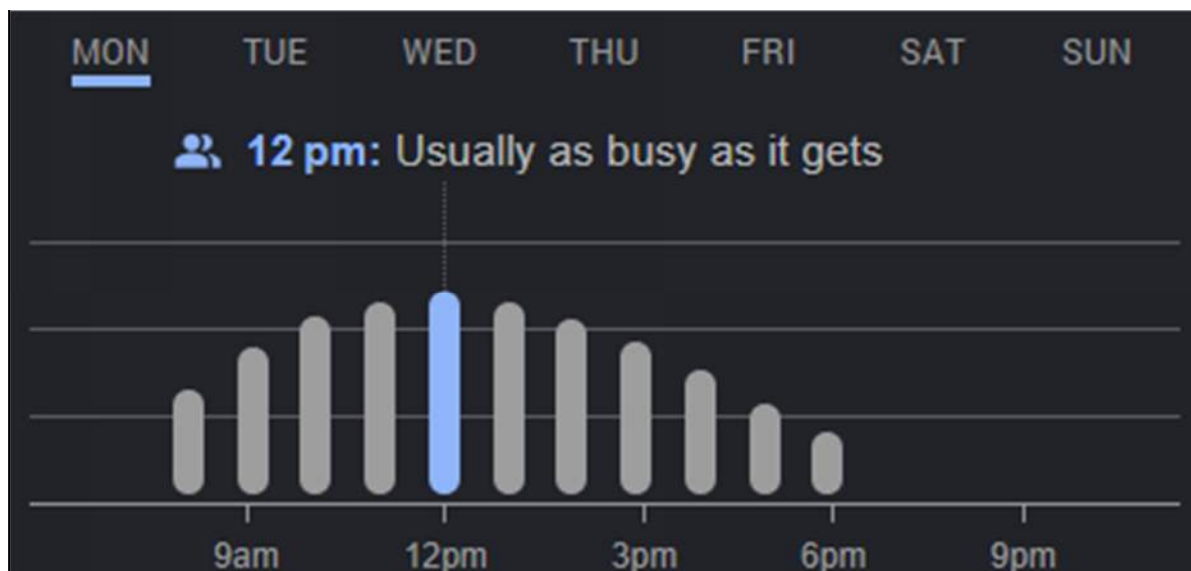
Health Care Service Car Parking Demand

A review of the activity trends of medical centres operating in a similar manner in the area surrounding the subject site using Google Analytics indicates that the proposed medical centre is likely to experience the following peak demand levels and periods on a typical weekday:

- Up to 100% of the baseline demand at around 12:00pm;
- Up to 50% of the baseline demand at opening time; and
- Up to 30% of the baseline demand at closing time.

The Google Analytics activity profiles for the key medical centre included in the review has been shown in Figure 4-3 below.

Figure 4-3: Google Analytics – St Andrews Medical Centre



Temporal Car Parking Demand

In consideration of the anticipated peak demand levels and periods observed from the above, a temporal profile has been constructed to provide a guideline of the peak car parking demand estimates for the proposed development.

The temporal demand profile has been summarised in Table 4-2 below.

Table 4-2: Development Peak Period Car Parking Demand Estimate

Land Use		Weekday Peak Periods			
		6:00am	9:00am	12:00pm	6:00pm
Gymnasium	% Demand	100%	60%	40%	95%
	Spaces	36 spaces ^[1]	23 spaces	14 spaces	34 spaces
Health Care Service	% Demand	0%	75%	100%	30%
	Spaces	0 spaces	14 spaces	20 spaces ^[2]	6 spaces
Total Car Parking Demand Estimate		35 spaces	37 spaces	34 spaces	40 spaces

^[1] Application of the empirical car parking demand rate of 4.5 spaces per 100sqm of GFA to the proposed 800sqm of GFA for the gymnasium.

^[2] Minimum car parking requirement in accordance with Table 6.4.6:3 of the TRCPS.

Accordingly, the car parking demand during the peak operating periods has been estimated to up to 40 spaces. In comparison with the proposed on-site car parking supply of 51 spaces, this results in a surplus of at least 11 spaces.

4.3. Adequacy of Car Parking Demands

The foregoing assessment provides a peak car parking demand estimate of 40 spaces, which is accommodated by the proposed on-site car parking provision of 51 spaces and sufficient to cater for the demand generated by the proposed development.

4.4. Persons with Disability Spaces

Part D4 of the National Construction Code outlines the following requirement to provide accessible car parking spaces applicable to the proposed development:

- *Class 9a buildings (Health care service) – 1 accessible space for every 50 car parking spaces or part thereof;*
- *Class 9b buildings (Gymnasium) – 1 accessible space for every 50 car parking spaces or part thereof.*

It is recommended that an additional disabled car parking space is provided within the on-site car park to meet the above requirement.

5. Access & Car Parking Layout

5.1. Car Parking Layout

As noted in Table 9.4.6:2 from Part 9 of the TRCPS, the design of car parking, access arrangements and loading facilities refers to AS/NZS2890.1:2004, Parking Facilities – Off Street Car Parking and AS/NZS2890.2:2018 - Off-Street Commercial Vehicle Facilities.

The key requirements have been assessed against the proposal in Table 5-1.

Table 5-1: Car Parking Layout Assessment

Design Aspect		Proposed Provision	Compliance
Parking Space Length	Standard Spaces	5.4 metres	Compliant
	Disabled Bay & Shared Zone	5.4 metres	Compliant
Parking Space Width	Standard Spaces	2.6 metres	Compliant
	Disabled Bay & Shared Zone	2.4 metres	Compliant
Aisle Width	All Parking Areas	6.5 metres	Compliant
Height Clearance	General Minimum	Open air	Compliant
	Over Disabled Bay	Open air	Compliant
Wheel stops		Recommended to provide Min. 620mm from the closed end of the space	Compliant
Parking Envelope Clearance		Appropriate clearance provided for all spaces	Compliant
Gradients		Max. 1:20 in the paved parking areas throughout the site, subject to detailed civil design	Compliant

5.2. Access Arrangements

The proposed site access point is located centrally along the eastern site boundary leading out to the Access Road that connects to Greenwattle Street to the north and South Street to the south.

This access point has a minimum width of 6.7m and accommodates entry and exit movements undertaken by heavy vehicles up to the size of a 10.2m front loader. For reference, the swept path assessment outputs demonstrating these vehicle movements are attached to Appendix B of this report.

5.3. Service & Waste Collection Arrangements

Service Vehicle Requirements

Table 9.4.6:3 from Part 9 of the TRCPS outlines the requirements for access for service vehicles. The service vehicle requirements applicable to the proposed land uses have been summarised in Table 5-2 below.

Table 5-2: Minimum Service Vehicle Requirements

Land Use	Occasional Service Vehicle	Regular Service Vehicle
Health Care Services	Ambulance Vehicle	N/A
Indoor Sport and Recreation	N/A	N/A

Accordingly, the proposed development has a requirement at a minimum to provide a pick up and drop off area for an ambulance.

Service & Waste Collection Provision

Based on the operating nature of the proposed land uses such as the occasional delivery of equipment, goods and services and to support tenants moving in and out, it is considered that the majority of deliveries would be undertaken by smaller trucks and vans. Notwithstanding, the on-site loading area has been designed to accommodate vehicles up to the size of a 10.2m long front loader waste collection vehicle, which would be more than sufficient to accommodate any potential loading or delivery demands for the proposal, including use by ambulances as required.

Waste will be collected by a private contractor utilising the abovementioned vehicle.

The service bay measures 7m in length and 3.5m in width and has been provided to the south-west of the building. Vehicles would be able to enter the site via the Access Road, then circulate the car parking area towards the service bay, entering via either a reversing or forward movement. The vehicle will then exit the service bay and exit the site onto the Access Road and then either South Street or Greenwattle Street in a forward direction.

A swept path assessment has been undertaken demonstrating the most critical (i.e. the largest vehicle which will be more constrained when accessing the site and service bay) vehicle accessing the site. The outputs of the assessment have been attached to Appendix B of this report.

Whilst the swept path assessment demonstrates that the waste collection vehicle overhangs the car parking aisle, the substantial aisle width in this area of the site prevents the overhang from impeding on circulation movements of the car park.

On the basis of the above, the servicing and waste collection arrangements are appropriate for the nature and operating conditions of the proposed development.

6. Active Transport Considerations

Performance Outcome 11 from Table 9.4.6:2 TRC Planning Scheme, relates to pedestrian amenity design and safety.

In this regard, the development proposes the following key pedestrian amenities:

- Grade separated pedestrian pathways along the southern building frontage abutting the car parking area, centrally through the car parking area and along the eastern site boundary to connect to the external pedestrian network along the Access Road and South Street. The grade separated pathways have a minimum width of 1.9m at the building entrance and 2.5m elsewhere;
- Line-marked crossings at the pedestrian and vehicle interaction points, with a minimum width of 2m;
- Landscaping strips buffering the grade separated walkways central to the car parking area, and the adjacent car parking spaces; and
- Bollards along the southern extent of the pedestrian walkway at the building frontage as a protective measure between parking vehicles and pedestrians.

Accordingly, the pedestrian amenities within the proposed development have been designed appropriately.

7. Traffic Assessment

7.1. Traffic Generation

The following assumptions have been made to form a very conservative and robust traffic assessment in this instance:

- As discussed in Section 4.2, the proposed uses experience their peak demand during 6:00am and 6:00pm for the gymnasium, and the health care clinic is conservatively assumed to experience peak demand throughout its operating hours.
- The AM peak period for the gymnasium is expected to conclude prior to the opening of the health care service. Notwithstanding, the below assessment assumes that both uses would peak at the same time, also coinciding with the road network AM peak.
- The peak for both uses in the PM period overlap at 6:00pm, and this has been adopted as the overall site PM peak period, which is outside of the road network peak period.

Gymnasium

Based on the traffic generated by similar large format 24/7 gymnasiums operating elsewhere in Queensland, staff typically generate up to 1 vehicle movement per space allocated in each of the AM and PM peak periods for the use.

Application of this rate to one (1) staff on-site equates to up to one (1) vehicle movement in each of the peak operating periods.

Observations from case study data for similarly operating sites held by Ratio indicates that patrons generally stay for a duration of approximately 45 to 60 minutes on average, generating one (1) vehicle movement on arrival and departure. Application of this rate to a maximum of 35 on-site spaces to be used by patrons of the gymnasium equates to a traffic generation estimate of up to 70 vehicle movements in the peak operating period.

Health Care Service

Traffic generated by the health care service component has been derived based on the likely turnover of staff and patients.

Based on a 15-minute appointment time period, it has been conservatively assumed that the following vehicle movements could be generated during each peak hour:

- Staff Movements – up to 2 entry movements during the AM peak hour and up to 2 exit movements during the PM peak hour (assumes 1 movement per staff member).
- Patient Movements – up to 24 patients could have appointments during each hour, equating to 24 entry movements and 24 exit movements.

Based on the above, the health care component is anticipated to generate up to 50 vehicle movements during peak hours, with 26 entry movements and 24 exit movements during the AM peak hour, and vice versa during the PM peak hour.

Overall

On this basis, the estimated traffic generated by the site in the weekday AM and PM peak periods is summarised in Table 7-1.

Table 7-1: Proposal Traffic Generation Estimates

	Weekday AM Peak Period (around 7:00am)	Weekday PM Peak Period (around 6:00pm)
Inbound	62 vph	59 vph
Outbound	59 vph	62 vph
Total	121 vph	121 vph

A comparison between the traffic generated by the approved development on the site (Approval No. MCUI/2021/4232) has been summarised in Table 7-2 below.

Table 7-2: Traffic Generation Volumes Comparison – Approval and Proposal

	Weekday AM Peak Period		Weekday PM Peak Period	
	Approval	Proposal	Approval	Proposal
Inbound	85 vph	62 vph (-23 vph)	85 vph	59 vph (-26 vph)
Outbound	85 vph	59 vph (-26 vph)	85 vph	62 vph (-23 vph)
Total	170 vph	121 vph (-49 vph)	170 vph	121 vph (-49 vph)

Evidently, the proposal has a net overall decrease in traffic volumes compared to the existing approval.

7.2. Traffic Distribution

Based on the residential catchments, the Toowoomba City Centre and the Warrego Highway, it is expected that traffic will flow to/from the site in the following manner:

- 30% to the north, towards Glenvale Road;
- 30% to the south, towards Anzac Avenue;
- 25% to the east, towards Anzac Avenue; and
- 15% to the west, towards the residential catchment.

7.3. Traffic Impact

In consideration of the surrounding road network, it is expected that the peak hour traffic estimated to be generated by the proposal represents an improvement in traffic generation estimates by the existing approved development, and as such, will not have a material impact on the operation of the surrounding road network and key intersections.

8. Conclusion

It is proposed to construct a mixed use development comprised of a health care service and indoor sport and recreation land use on land Lot 3, 535 South Street in Glenvale. Based on the assessment contained within this traffic report, the following conclusions have been reached:

- It is proposed to provide 51 on-site spaces for the development. A car parking demand assessment was undertaken to determine the peak levels and periods of car parking estimated for the proposed uses, with the following key conclusions:
 - The proposed gymnasium is estimated to generate up to 36 spaces in demand during peak periods, at a rate of 4.5 spaces per 100sqm based on empirical data held by the firm.
 - The peak car parking demand adopted for the health care service is equal to the minimum car parking requirement of 20 spaces.
 - The proposed uses have trends in car parking demands that are generally complimentary and generate a peak demand of up to 40 spaces during the site PM peak period. This can be readily accommodated by the on-site supply of 51 spaces, resulting in a surplus of at least 11 spaces.
- The car parking layout, circulation and loading arrangements generally accord with the design principles and dimensions pursuant to Table 9.4.6:2 from Part 9 of the TRCPS.
- The proposed development has a requirement to provide an on-site ambulance bay for the health care service. The proposal includes a service bay that caters for loading vehicles up to a 10.2m long front loader waste collection vehicle and an ambulance on an emergency basis, satisfying the requirements pursuant to Table 9.4.6:3 from Part 9 of the TRCPS.
- A swept path assessment has been undertaken and demonstrates the 10.2m front loader waste collection vehicle entering and circulating the site, propping into the service bay in a forwards-in direction to undertake waste collection, and then reversing and exiting the site in a forwards direction. This is the largest vehicle anticipated on the site and accordingly, has been tested in this assessment.
- Suitable pedestrian connections have been provided throughout the site as a combination of grade separated walkways and line markings to connect between the site frontage to the Access Road, South Street and the building entrance.
- The traffic generated by the development is expected to be 121 vehicle movements in both of the site AM and PM peak periods (i.e. approximately two vehicle movements every minute on average during the site peak periods). With consideration of the nature of the surrounding road network and reduction in traffic volumes compared to the existing approval, the traffic generated by the proposed development can be absorbed by the surrounding road network, without causing adverse impacts to its performance or safety.

In summary, the proposed development is not expected to cause any adverse effects to the operation of the surrounding road network and is considered satisfactory from a traffic and transport perspective.

Appendix A - Development Plans



PROPERTY DESCRIPTION

3/535 South Street, Glenvale QLD 4350
Lot 3
SP346114
Locality: Glenvale
LGA: Toowoomba Regional Council
2A Area - 3696.8m²

PROJECT SUMMARY - STAGE 4 (GYM)

PLANNING DETAILS

BUILDING NUMBERS 1 SUBJECT BUILDING
TYPE CONSTRUCTION TYPE C (1 STOREY)
BUILDING CLASS CLASS 9b + 9a (GYM + ALLIED HEALTH)
STAGES (REFER TO MASTER STAGING PLAN) STAGE 4 = GYM BUILDING
STAGE 3 = HEALTH HUB BUILDING
STAGE 2 = UNITS 8-13
STAGE 1 = UNITS 1-7

CARPARKING

24/7 GYM PARKING
- 35 SPACES REQUIRED
- 41 SPACES PROVIDED

ALLIED HEALTH (HEALTH CARE SERVICES)
- ONE SPACE PER FTE STAFF MEMBER = 10 SPACES PROVIDED

ACCESSIBLE PARKING PROVISION
- 1 ACCESSIBLE SPACE FOR EVERY 100 SPACES OR PART THEREOF
TOTAL NUMBER REQUIRED 1 SPACES
TOTAL NUMBER PROVIDED 1 SPACES

TOTAL CARPARK NUMBER PROVIDED 51 SPACES (INCLUDES 1 ACCESSIBLE SPACE) + 1 SERVICES / AMBULANCE BAY

NOTE

ALL INDICATED RLS AND FFLS TO BE CONFIRMED

EXISTING SERVICES LEGEND

- SEWER - EXISTING
- SEWER INSPECTION OPENING - EXISTING
- STORMWATER - EXISTING
- STORMWATER DRAIN - EXISTING
- WATER VALVE - EXISTING
- WATER HYDRANT - EXISTING
- STORMWATER DRAINAGE PIPE - EXISTING
- DATA PIT - EXISTING
- OVERHEAD ELECTRICAL LINE

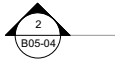
STAGE 4 SITE COVERAGE - GYM BUILDING (2A LOT 11)

PROPOSED HEALTH HUB BUILDING	1019.7 m ²	27.58%
HARDSTAND - DRIVEWAY	1525.7 m ²	41.27%
HARDSTAND - PATHWAY	194.5 m ²	5.26%
SOFTSTAND - GARDENS	956.9 m ²	25.88%
Grand total	3696.8 m ²	100.00%

LEGEND

RWT RAIN WATER TANK

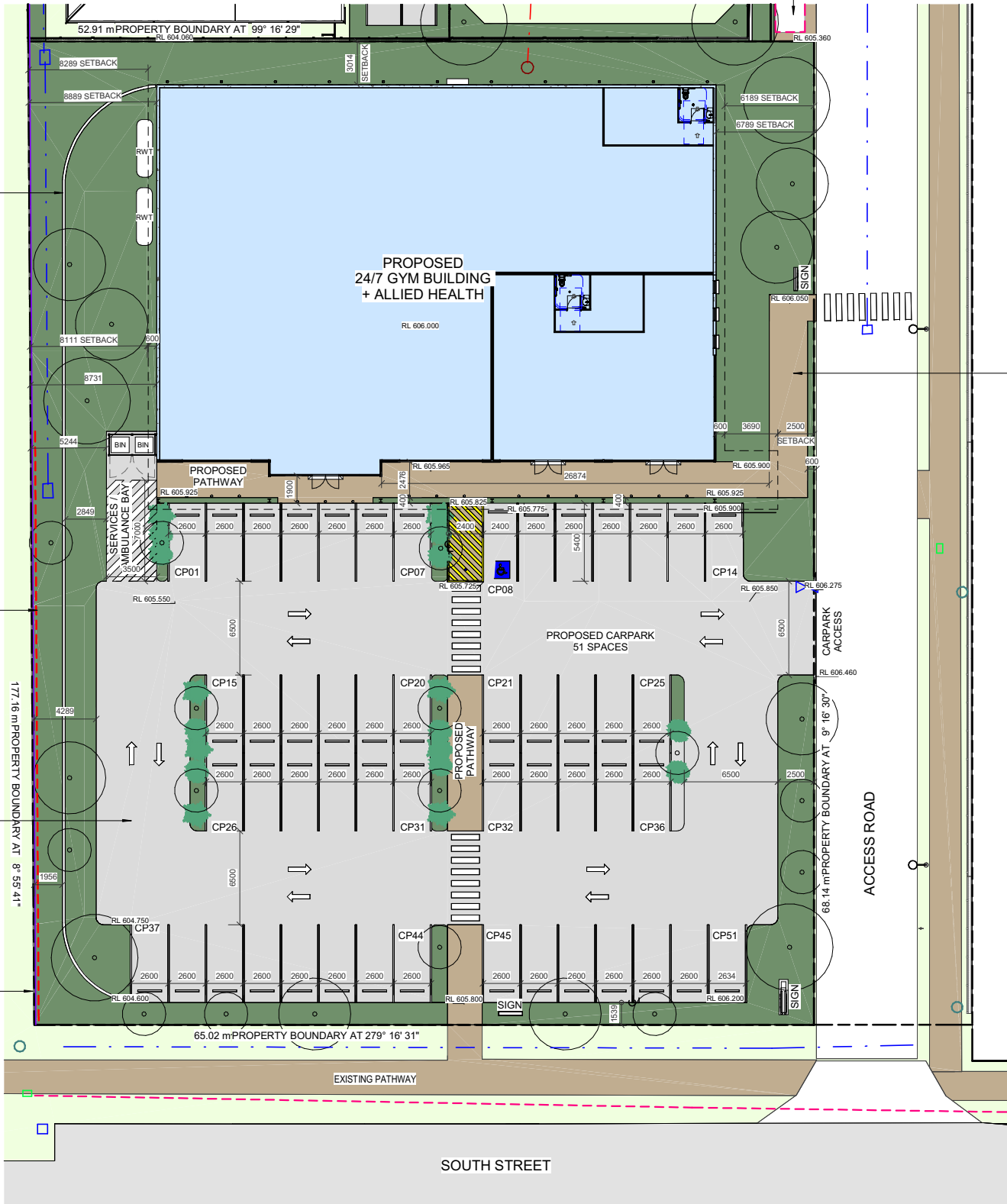
1 METER HIGH
LANDSCAPE
RETAINING WALL.
REFER TO
ENGINEERS DESIGN



RED DASHED LINE
INDICATES EXTENT OF
ACOUSTIC TREATMENT
/ UPGRADE TO THE
EXISTING 1.8M HIGH
FENCE ALONG THE
WESTERN SITE
BOUNDARY. REFER
ACOUSTIC REPORT
FOR DETAILS AND
REQUIREMENTS

ALL PROPOSED LEVELS
& CARPARK DESIGN TO
CIVIL ENGINEERS
DESIGN & DETAIL TO
COMPLY WITH
AS2890.1-2004 &
AS1428.1-2009

PURPLE LINE
INDICATES EXISTING
RETAINING WALL



1 SITE PLAN - GYM / ALLIED HEALTH
1:200



NOT FOR CONSTRUCTION



TOOWOOMBA | SUNSHINE COAST
P. (07) 4632 9962 | WWW.ASPECTAPM.NET
A.B.N 96071786948 | BOAQ 4487

GLENVALE DEVELOPMENT

REVISED DA ISSUE

SITE PLAN - GYM / ALLIED HEALTH

Stage

DA

Revision

25/06/26

Designer

JR

B05-03

Project No. AP250207

View Scale As indicated @ A1

Scale Bar
1:200 @ A1
0m 2 4 6 8 10

Appendix B - Swept Path Assessment

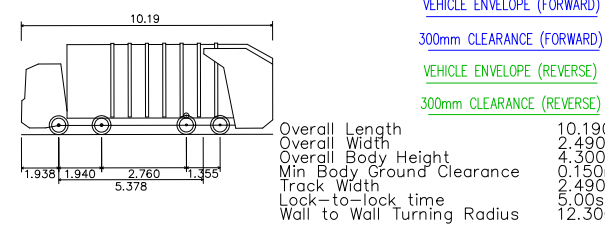
26/05/2026 10:21:18 AM C:\USERS\SAURAV.NAUDU\ONE DRIVE - RATIO CONSULTANTS\22949T - DOCUMENTS\DESIGN\SKETCH\SK001\22949T-SK001-A.DWG





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Front Loader Refuse Collection Vehicle (Toowoomba)



Overall Length 10.19m
Overall Width 2.490m
Overall Body Height 4.300m
Min Body Ground Clearance 0.150m
Track Width 2.490m
Lock-to-lock time 5.00s
Wall to Wall Turning Radius 12.300m

300mm CLEARANCE (FORWARD)
300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development

Lot 3, 535 South Street, Glenvale

Swept Path Assessment

NOTE:
1) Base Plan provided by Aspect on 2025.05.15
2) Maximum Internal Design Speed 5km/h

RATIO REFERENCE 22949T-SK001-A	SHEET No. 1 of 1	APPROVED BY C.G. (RPEQ: 28299)	SCALE 1:500@A3	DATE 26/05/2026
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