

23 September 2026

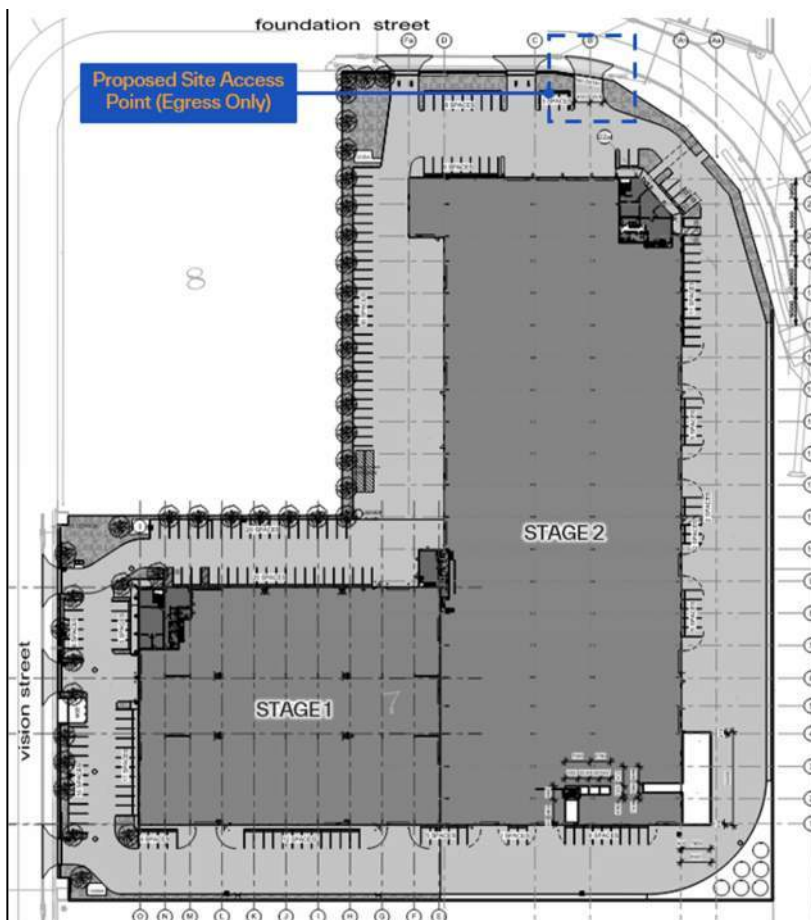
Steven Prowse
Novus Precast Concrete
c/- Property Projects Australia

Site Access Point Traffic Engineering Review - Minor Change Application 14 Foundation Street, Wellcamp

Introduction

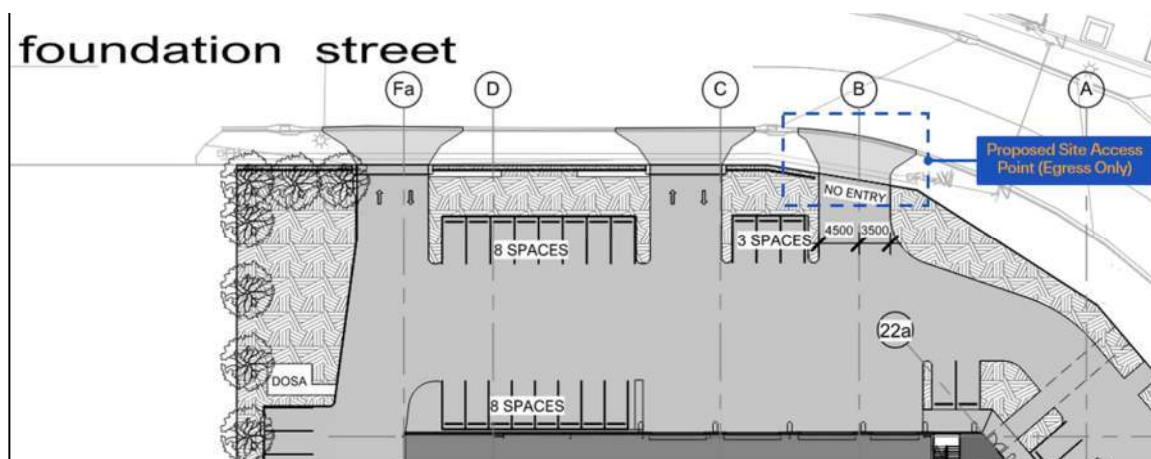
An industrial facility is currently being constructed on land located at 14 Foundation Street in Wellcamp, purposed as a concrete batch mixing plant and pre-cast concrete facility, that houses associated vehicles and equipment. The facility comprises two primary warehouses, each to be delivered in separate stages as shown in Figure 1 below.

Figure 1: Development Plan with Proposed Site Access Point (Right Turn Exit Only)



The facility will manufacture large, prefabricated construction elements requiring specialised vehicles for transportation to designated construction sites. To improve the efficiency of the production process, an additional (right turn exit only) site access point is proposed and sought directly north of the Stage 2 warehouse, the location of which is shown in Figure 1 relative to the broader development, and in more detail in Figure 2.

Figure 2: Proposed Site Access Point (Egress Only)



Based upon information provided to our office from the Applicant, the traffic volume expectations for this crossover are very low, as follows:

“Our estimate is that these special projects would only require one or two trucks per day for approximately four to six weeks per year.”

Accordingly, an application is to be submitted to seek approval for this additional site access point for right exit movements only that is to be facilitated via signage and linemarking. This statement has been prepared to address the transport implications of the use and nature of the proposed access. For reference, architectural plans illustrating the proposed access point has been attached to this statement in Appendix A.

Assessment of Access Arrangements

A 10-axle trailer (Drake 10x8 semi-modular steerable trailer, shown in Figure 3) is the nominated specialist vehicle for transporting large prefabricated concrete elements from the warehouse to construction sites. Based on vehicle specifications provided by the manufacturer, this vehicle requires significant manoeuvring to exit via an existing crossover. A dedicated exit crossover allows the vehicle to depart the warehouse bay in a forward direction, minimising conflict with other vehicles and pedestrians and avoiding impact to on-site landscaping and parking areas.

This crossover will function as an exit-only point exclusively for vehicles for this purpose, and all other vehicles will continue to utilise the alternative site access points as required. The Applicant has confirmed that the specialist vehicle will utilise this crossover to exit the site up to twice (2) a day, for four to six weeks per year.

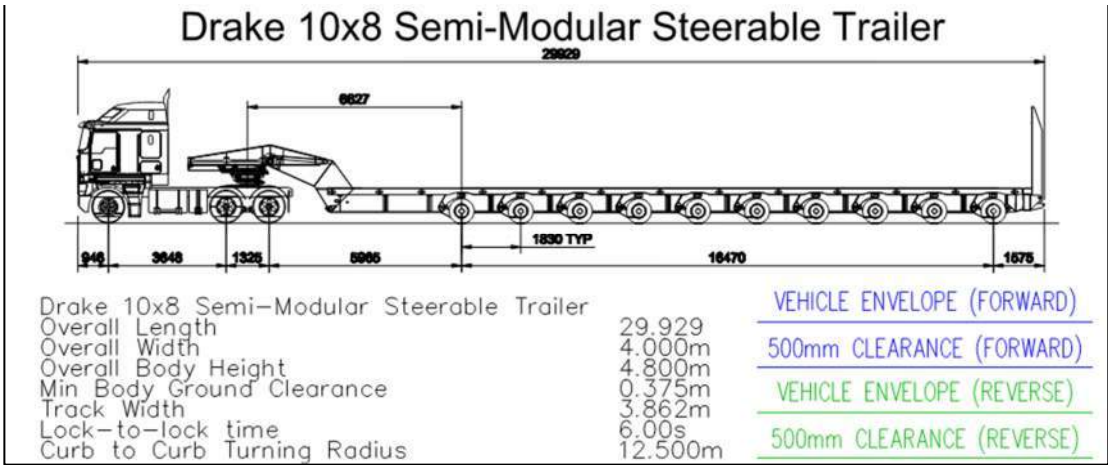
Figure 3: 10 x 8 Axle Trailer Specialist Transport Vehicle



The proposed access arrangements have been designed in accordance with Part 9.4.6 – Transport, access and parking code (TAP Code) of the Toowoomba Regional Council Planning Scheme. The following criteria have been satisfied:

- The crossover has been designed in accordance with the geometric requirements of the IPWEAQ heavy duty crossing civil standard drawing, with minor modifications to accommodate the bespoke vehicle movement.
- Based on specifications retrieved from the vehicle manufacturer, a vehicle blade was prepared (shown in Figure 4 below) and a swept path assessment has been undertaken which demonstrates that the design vehicle can egress the site in a right-out movement only. The vehicle utilises the full width of the crossover, which is allowable based on the design principles set out within Clause 3.2 of AS2890.2:2018. For reference, the swept path assessment is shown on Sheet 1 of Appendix B.

Figure 4: AutoTurn Vehicle Blade – Specialist Vehicle



- The exit only crossover proposed will be managed via signage and linemarking which will direct this truck to exit in a forward direction and turn right. This can be managed via a signage and linemarking plan which could be provided as a condition of permit.
- The required sight distance in accordance with the AS2890.2:2018 is 69m (based on a 5s gap) in both directions. The assessment confirms that adequate sight lines are available in both directions for vehicles exiting the crossover. Vegetation within the sight triangle will be maintained to a maximum height of 900mm. The sight distance assessment is shown on Sheet 2 of Appendix B.
- As outlined previously, the specialist vehicle is anticipated to use the proposed crossover twice per day for up to four to six weeks per year. This represents an exceptionally marginal traffic contribution relative to the broader activity generated on the site during a typical peak hour, which is accommodated across the remaining crossovers. Outside of active construction delivery periods, the crossover will generate no traffic movements whatsoever, functioning solely as an exit point only during these limited operational windows. Given the industrial nature of the surrounding road network where heavy vehicle movements are expected, the proposed crossover is not considered to present any meaningful impact to network operations.

Based on the above assessment, we consider the proposed additional site access point to be beneficial for the efficient operation of the development and in alignment with the design and safety intentions of the TAP Code pursuant to the TRCPS.

Should you require any further information, please do not hesitate to contact Saurav Naidu or the undersigned.

Regards,

A handwritten signature in black ink, appearing to read 'Chris Greenland', followed by a long horizontal line.

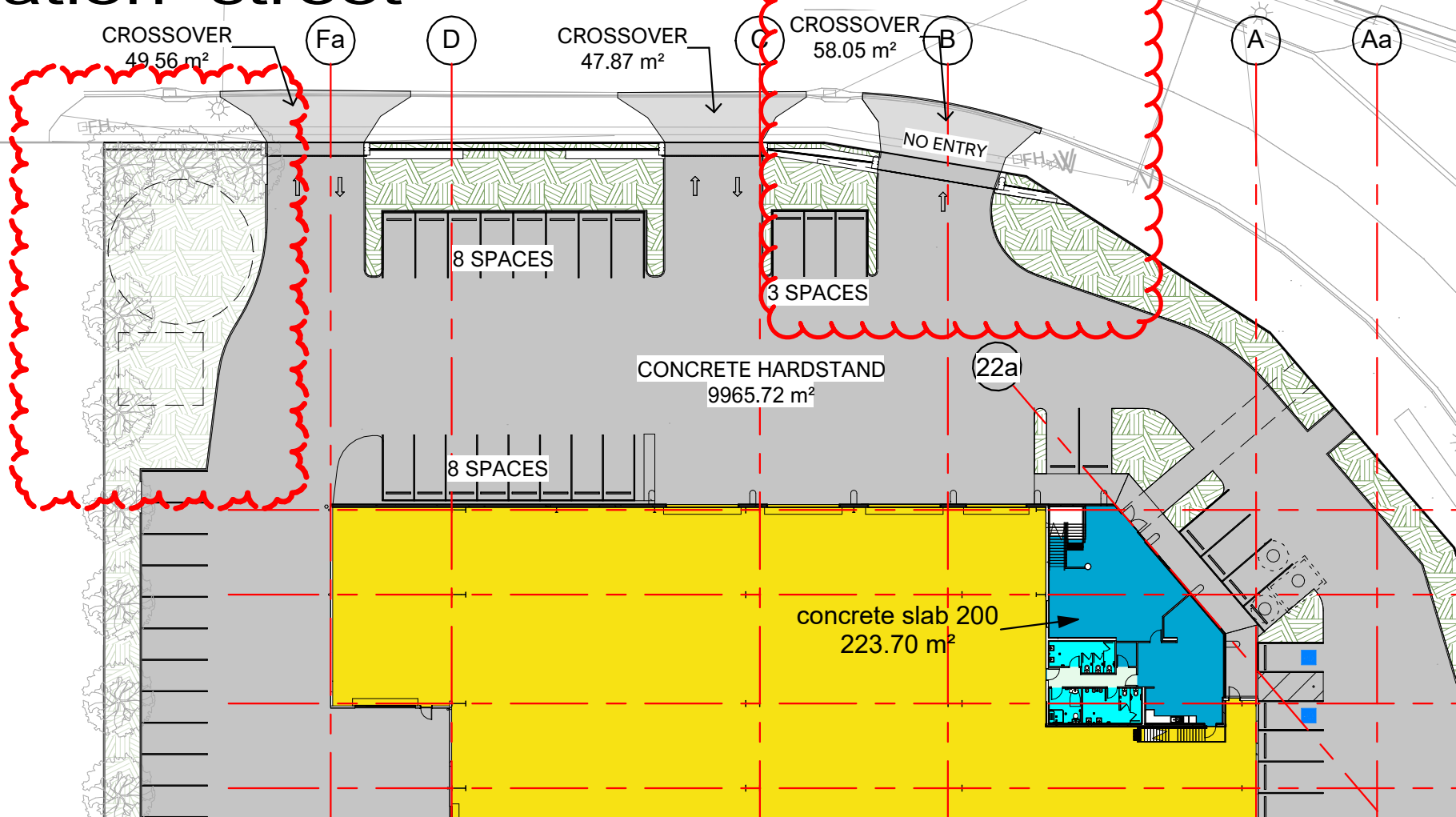
Chris Greenland (RPEQ: 28299)
Director: Transport
Ratio Consultants Pty Ltd

Appendix A

Development Plans

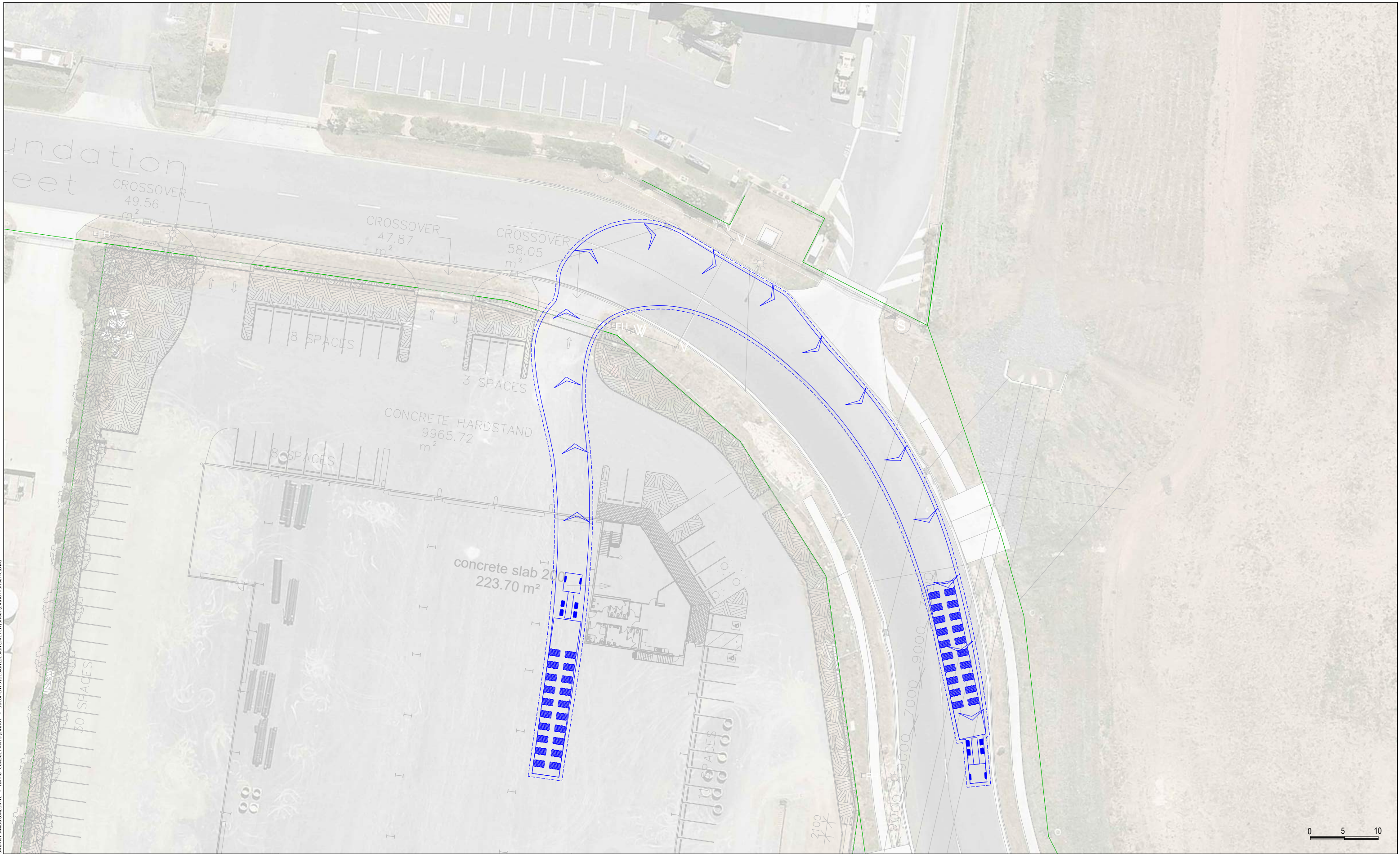
Proposed Site
Access Point

foundation street



Appendix B

Swept Path and Sight Line Assessment



Drake 10x8 Semi-Modular Steerable Trailer		
Drake 10x8 Semi-Modular Steerable Trailer	29.929	VEHICLE ENVELOPE (FORWARD)
Overall Length	4.000m	500mm CLEARANCE (FORWARD)
Overall Width	4.800m	VEHICLE ENVELOPE (REVERSE)
Overall Body Height	0.375m	500mm CLEARANCE (REVERSE)
Min Body Ground Clearance	3.862m	
Track Width	6.00s	
Lock-to-lock time	12.500m	
Curb to Curb Turning Radius		

Proposed Industrial Development
14 Foundation Street, Wellcamp
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Green Lion Designs on 2026.09.07
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
24618T-SK001-C	1 of 2	C.G. (RPEQ: 28299)	1:500@A3	23/09/2026

