Your Ref: MCU24/0015
Our Ref: 2024IRC063

The Assessment Manager
Isaac Regional Council
PO Box 97
MORANBAH QLD 4744

Dear Sir,

RE: **RESPONSE TO INFORMATION REQUEST – DEVELOPMENT APPLICATION FOR DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE – OFFICE, 23 BRAESIDE ROAD, NEBO, LOT 50 SP239857**

Reference is made to the above and Council's further information request dated 16 April, 2025. The purpose of this correspondence is to provide a response to the matters raised.

Item 1 Traffic

Item 1: Traffic

The submitted application does not provide sufficient information to demonstrate how Performance Outcomes PO1/2/19/35 of the *Development Works Code* have been addressed in relation to traffic generation of the development and its impact.

Information Required:

1. Provide further information to demonstrate how the applicable Performance Outcomes can be achieved. This must include:

   (a) Details of the type and quantity of vehicle delivering potable water to the site including the routes travelled.
   (b) Details of the quantity of waste generated by the site and the corresponding water removal truck volumes generated, including the proposed refuse transport routes.
   (c) Details of delivery vehicle type and number and transport routes.
   (d) A Traffic Impact Assessment undertaken by a suitable qualified RPEQ.

Response

Attached is a Traffic Impact Assessment which addressed both construction and operational traffic for the development.

In terms of the type and quality of vehicles delivering potable water to the site including the routes travelled. We confirm a 32,000 litre (truck and dog) with an average of 1.5 loads per month to the site is currently being undertaken. With the new facilities it is expected a slight

increase to 2 loads per month to site. The truck fills water into one tank on site and then leaves site. The traffic impact assessment addresses transports routes.

The quality of waste generated from the site is 8 x 240 litre bins per week. No wastewater is removed from site.

The site also has administration deliveries in the form of light vehicles and these will generally be once a week.

Item 2 - Stormwater

The submitted application does not provide sufficient information to demonstrate how Performance Outcome(s) PO25 of the Development Works Code has been addressed in relation to stormwater management and flooding.

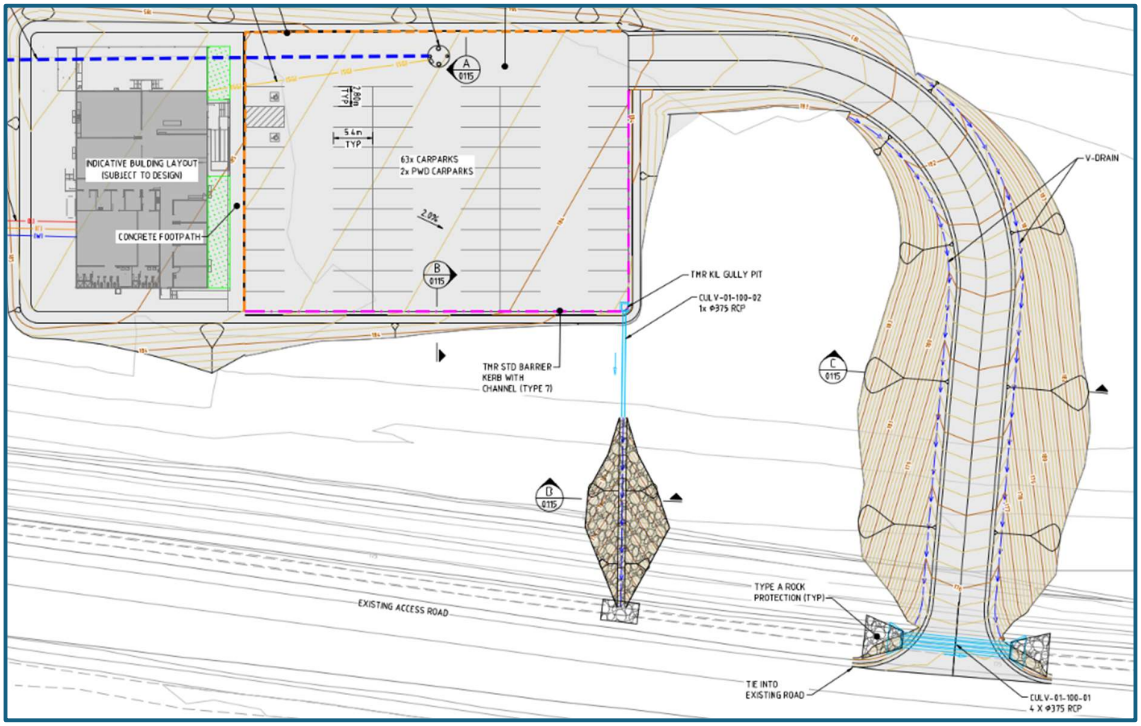
Information Required:

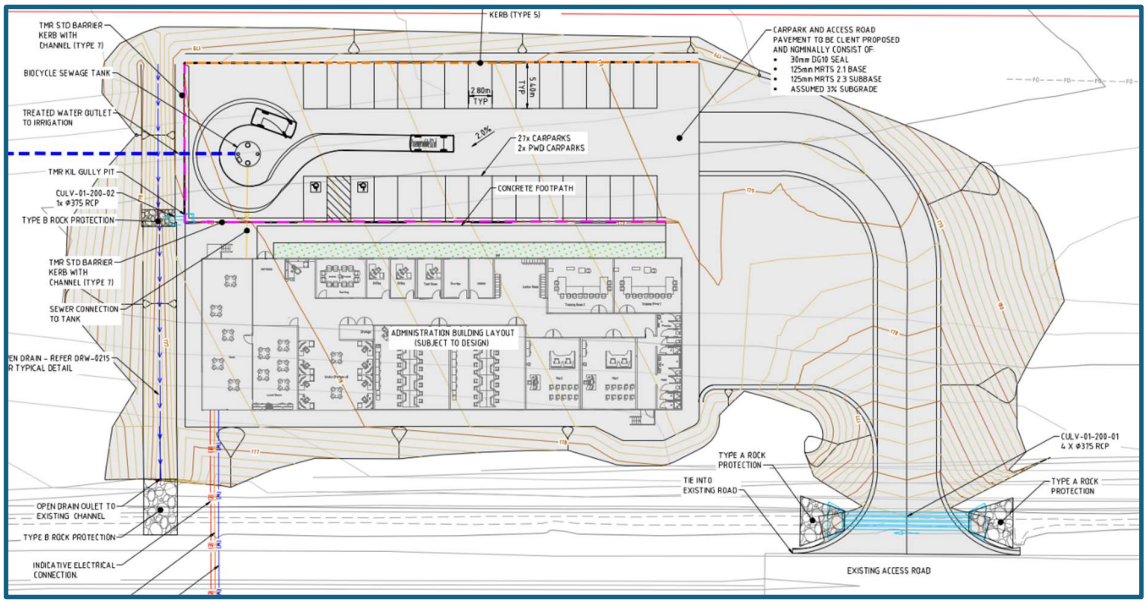
2. Provide further information to demonstrate how the applicable Performance Outcomes can be achieved. This must include:

   (a) Details of the consideration of the proposed earthworks to the site and impact on the existing stormwater flow paths and the adjacent property.

Response:

The Train crew Facility and Administration Building are concepts only. It is intended that geotechnical/structural design will be assessed during the next stage of design. The stormwater is intended to be collected by kerbs and flow into the existing channel to the south of the facilities, which is within Pacific Nationals land. Where the facilities driveways cross this channel, culverts are proposed to maintain existing drainage conditions. Rock protection is proposed to prevent scouring/erosion. See screenshots below:





Item 3 - Parking

Item 3: Parking

The submitted application does not provide sufficient information to demonstrate that access, manoeuvring, loading and unloading areas, and parking have been designed in accordance with Acceptable Outcomes AO10.1 and AO11 of the *Development Works Code*.

Information Required

3. Provide updated development plans certified by a Registered Professional Engineer of Queensland demonstrating each accessway and both car parking areas have been designed in accordance with the Development works planning scheme policy with regards to:
    a. The proposed layout and dimensions of car parking spaces and the parking aisle dimensions for all parking areas.
    b. A plan which demonstrates the width of all proposed access driveways.
    c. Swept path diagrams which demonstrate that the largest vehicle expected to enter each car parking/servicing area has the ability to turn and/or manoeuvre through the site.
    d. A description of the materials to be used for the construction of the access driveways, aisles and car parking areas and a description of how these areas will be maintained.

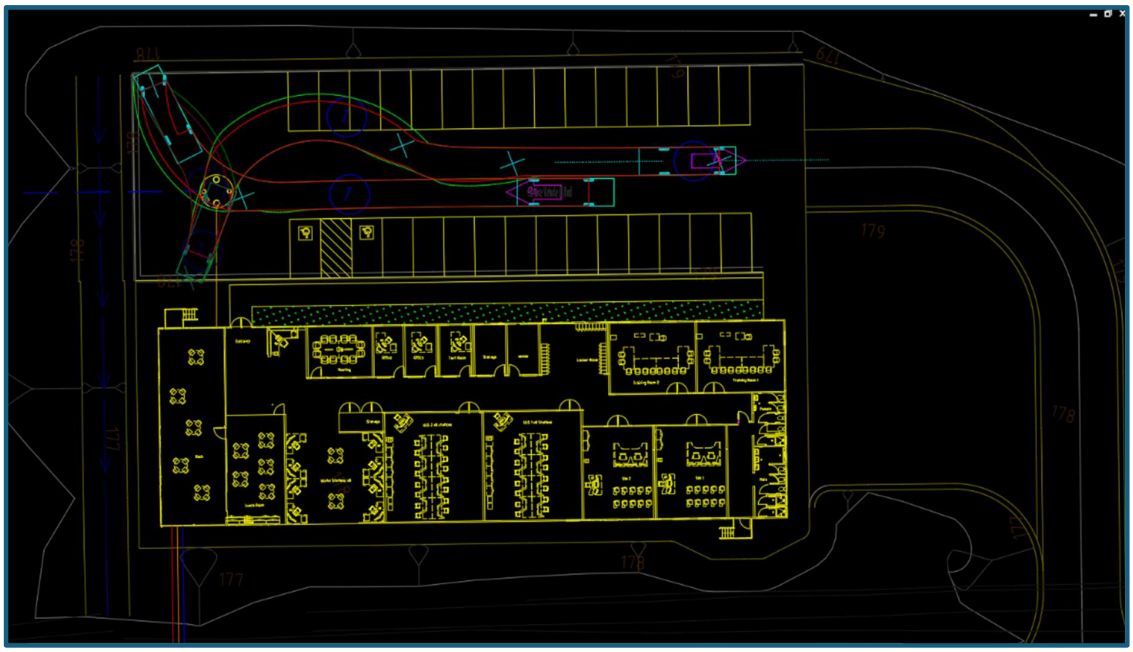
Response:

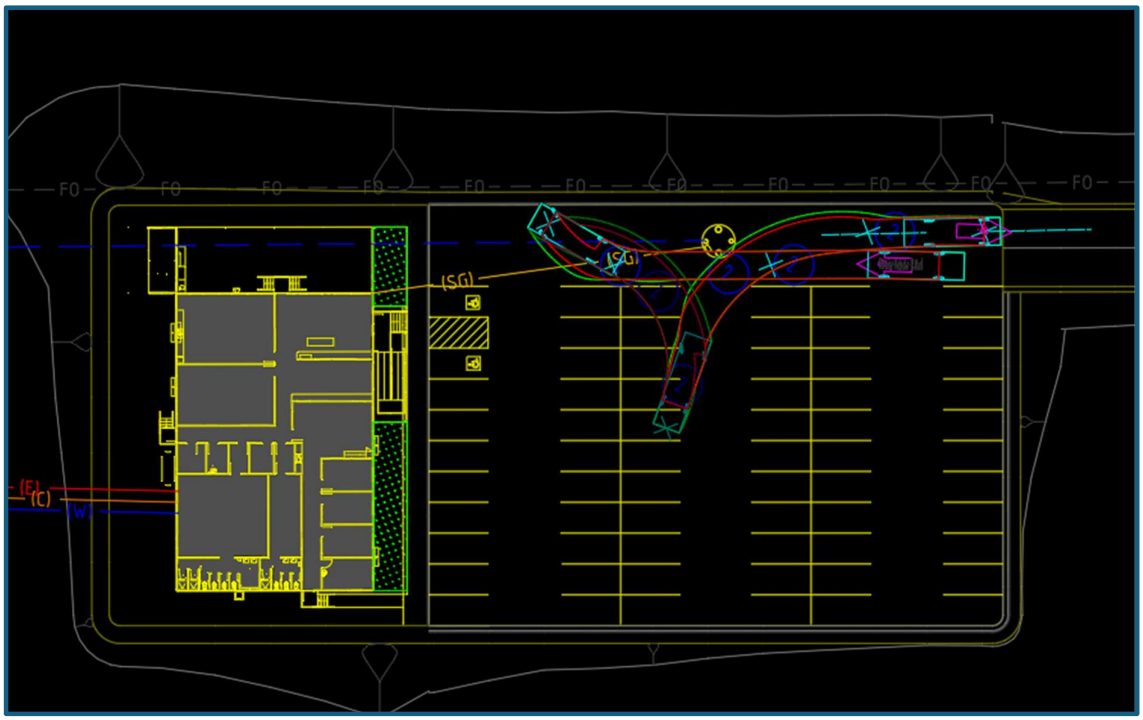
Attached are drawings illustrating the proposed outlet, dimensions of car paring spaces and the parking aisle dimensions for all parking areas.

Attached is a plan which demonstrates the proposed access driveways.

The following diagram provides the swept path diagrams to demonstrate the largest vehicles expected to enter each car parking /servicing area and its ability to manoeuvre.

The largest vehicle assessed for entry/exit during operations of the facilities was an 8.8m service vehicle, to service the sewage tank if necessary. It is assumed that sections of the carpark will either be closed, or that any works to the sewage tank will be completed during quiet periods. See below snips





For construction deliveries, it is assumed that the entire pad would be utilised for delivery vehicles to turn around.

The materials used for the construction of the access driveways, aisles and carparking will be 30mm asphalt and will be regularly maintained including reseals when required.

Item 4 - Landscaping

The submitted application does not include a Landscape Concept Plan which demonstrates how Acceptable Outcomes and Performance Outcomes of the Landscaping Code will be achieved.

Response

Landscaping plan is attached to address this requirement.

Item 5 – Development Plans

The submitted development plans do not include elevations of the proposed office buildings.

Attached please find elevation plans for the buildings.

We trust the above addressed the issued raised by Council.

Should you require any further information, please do not hesitate to contact me.

Regards

K Wynne

Kellianne Wynne

Director

PS215740-CIV-DRW-0200

TMR STD BARRIER KERB (TYPE 5)

TMR STD BARRIER KERB WITH CHANNEL (TYPE 7)

BIOCYCLE SEWAGE TANK

TREATED WATER OUTLET TO IRRIGATION

TMR KIL GULLY PIT

CULV-01-200-02
1x Ø375 RCP

TYPE B ROCK PROTECTION

TMR STD BARRIER KERB WITH CHANNEL (TYPE 7)

SEWER CONNECTION TO TANK

OPEN DRAIN - REFER DRW-0215 FOR TYPICAL DETAIL

OPEN DRAIN OULET TO EXISTING CHANNEL

TYPE B ROCK PROTECTION

INDICATIVE ELECTRICAL CONNECTION.

INDICATIVE COMMS CONNECTION.

2.80m TYP

5.40m TYP

8.01 m

2.0%

27x CARPARKS
2x PWD CARPARKS

CONCRETE FOOTPATH

CARPARK AND ACCESS ROAD PAVEMENT TO BE CLIENT PROPOSED AND NOMINALLY CONSIST OF:
- 30mm DG10 SEAL
- 125mm MRTS 2.1 BASE
- 125mm MRTS 2.3 SUBBASE
- ASSUMED 3% SUBGRADE

ADMINISTRATION BUILDING LAYOUT (SUBJECT TO DESIGN)

6.99 m

CULV-01-200-01
4 X Ø375 RCP

TYPE A ROCK PROTECTION

TIE INTO EXISTING ROAD

TYPE A ROCK PROTECTION

EXISTING ACCESS ROAD

EXISTING MAINTENANCE FACILITY ACCESS ROAD

LEGEND

- EXTENT OF WORKS
- MAJOR DESIGN CONTOUR (1.0m)
- MINOR DESIGN CONTOUR (0.25m)
- OPEN DRAIN
- ELECTRICAL (INDICATIVE)
- COMMS (INDICATIVE)

EXISTING

- EXISTING MAJOR CONTOUR (5.0m)
- EXISTING MINOR CONTOUR (1.0m)
- SITE BOUNDARY

ADMINISTRATION BUILDING LAYOUT PLAN

SCALE 1:200

REV	DATE	BY	DESCRIPTION	CHK	APPD
D	17.01.25	KG	ISSUED FOR REVIEW	CD	CD
C	03.12.24	LY	WORK IN PROGRESS		
B	17.09.24	LY	WORK IN PROGRESS		
A1	29.07.24	LY	WORK IN PROGRESS		

REFERENCE COORDINATION DRAWINGS

DESCRIPTION	DRAWING NO.	REV	CHK

SURVEY DATUM

HORIZONTAL DATUM:	VERTICAL DATUM:
GDA94 Z55	AHD

SCALES

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Full Size 1:200 ; Half Reduction 1:400
SCALE (m)

A1 ORIGINAL
DO NOT SCALE THIS DRAWING

APPROVED

SIGNED:

DATE: RPEQ:

wsp
Level 12, 900 Ann Street, Fortitude Valley
GPO Box 2907, QLD 4001, Australia
Tel: +61 7 3854 6200 Fax: +61 7 3854 6500
wsp.com

CLIENT: pacificnational

PROJECT: NEBO SUPPORT FACILITIES

TITLE: ADMINISTRATION BUILDING GENERAL ARRANGEMENT PLAN

DRAWING STATUS: PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DESIGNED:	CHECKED:	APPROVED:
L. YOUNG	C.DEACONOS	C.DEACONOS
PROJECT No:	DRAWN:	DATE:
PS215740	L. YOUNG	03.12.24

DRAWING No: PS215740-CIV-DRW-0200 REV: D

PS215740-CIV-DRW-0100

TMR STD BARRIER KERB (TYPE 5)

BIOCYCLE SEWAGE TANK

CARPARK AND ACCESS ROAD PAVEMENT TO BE CLIENT PROPOSED AND NOMINALLY CONSIST OF:
- 30mm DG10 SEAL
- 125mm MRTS 2.1 BASE
- 125mm MRTS 2.3 SUBBASE
- ASSUMED 3% SUBGRADE

SEWER CONNECTION TO TANK

TREATED WATER OUTLET TO IRRIGATION iNDICATIVE LOCATION

INDICATIVE ELECTRICAL CONNECTION

INDICATIVE COMMS CONNECTION

INDICATIVE WATER CONNECTION

INDICATIVE BUILDING LAYOUT (SUBJECT TO DESIGN)

CONCRETE FOOTPATH

A 0115

B 0115

C 0115

D 0115

2.80m TYP

5.4m TYP

6.60 m

6.71 m

6.68 m

7.00 m

63x CARPARKS
2x PWD CARPARKS

2.0%

TMR KIL GULLY PIT

CULV-01-100-02
1x Ø375 RCP

TMR STD BARRIER KERB WITH CHANNEL (TYPE 7)

V-DRAIN

TYPE A ROCK PROTECTION (TYP)

TIE INTO EXISTING ROAD

CULV-01-100-01
4 X Ø375 RCP

EXISTING ACCESS ROAD

LEGEND

- EXTENT OF WORKS
- MAJOR DESIGN CONTOUR (1.0m)
- MINOR DESIGN CONTOUR (0.25m)
- TMR STD BARRIER KERB - TYPE 5
- TMR STD BARRIER KERB - TYPE 7
- ELECTRICAL (INDICATIVE)
- COMMS (INDICATIVE)
- WATER CONNECTION (INDICATIVE)
- LANDSCAPED GARDEN

EXISTING
- EXISTING MAJOR CONTOUR (5.0m)
- EXISTING MINOR CONTOUR (1.0m)
- SITE BOUNDARY

TRAIN CREW FACILITY LAYOUT PLAN

SCALE 1:250

REV	DATE	BY	DESCRIPTION	CHK	APPD
D	07.02.25	KG	ISSUED FOR REVIEW	CD	CD
C	17.01.25	KG	ISSUED FOR REVIEW	CD	CD
B	17.09.24	LY	WORK IN PROGRESS		
A1	29.07.24	LY	WORK IN PROGRESS		

REFERENCE COORDINATION DRAWINGS

DESCRIPTION	DRAWING NO.	REV	CHK

SURVEY DATUM

HORIZONTAL DATUM:	VERTICAL DATUM:
GDA94 Z55	AHD

SCALES

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Full Size 1:250 ; Half Reduction 1:500
SCALE (m)

A1 ORIGINAL
DO NOT SCALE THIS DRAWING

APPROVED

SIGNED:

DATE: RPEQ:

wsp
Level 12, 900 Ann Street, Fortitude Valley
GPO Box 2907, QLD 4001, Australia
Tel: +61 7 3854 6200 Fax: +61 7 3854 6500
wsp.com

CLIENT: pacificnational

PROJECT: NEBO SUPPORT FACILITIES

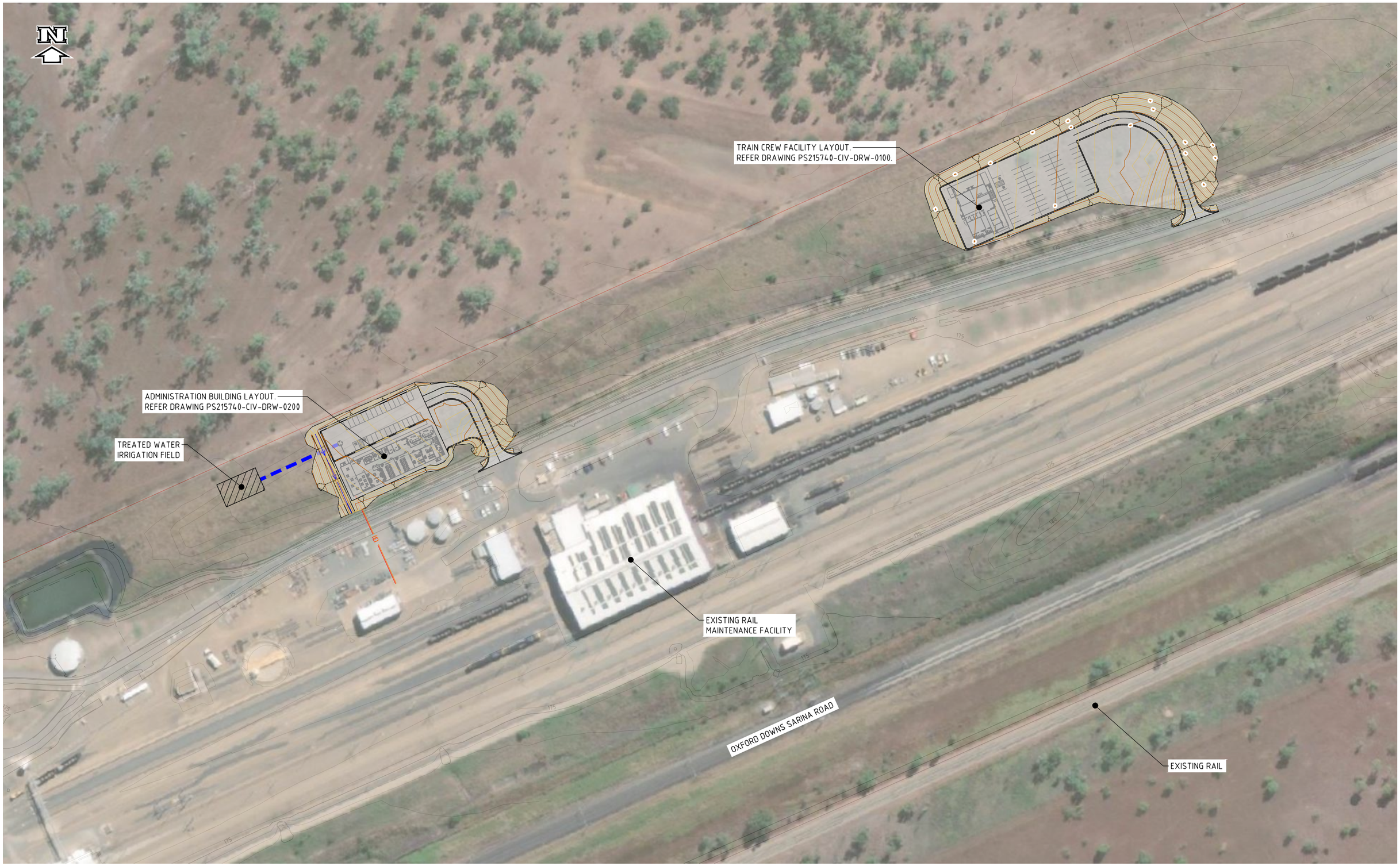
TITLE: TRAIN CREW FACILITY LAYOUT PLAN

DRAWING STATUS: PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DESIGNED:	CHECKED:	APPROVED:
L. YOUNG		
PROJECT No:	DRAWN:	DATE:
PS215740	L. YOUNG	29.07.24

DRAWING No: PS215740-CIV-DRW-0100 REV: D

PS215740-CIV-DRW-0002



OVERALL LAYOUT PLAN

SCALE 1:1000

REV	DATE	BY	DESCRIPTION	CHK	APPD
D	17.01.25	KG	ISSUED FOR REVIEW	CD	CD
C	02.08.24	LY	TENDER ISSUE FOR CLIENT APPROVAL	CD	CD
B	05.07.24	LY	PRELIMINARY ISSUE	CD	CD
A	13.06.24	LY	DA ISSUE	CD	CD

REFERENCE COORDINATION DRAWINGS

DESCRIPTION	DRAWING NO.	REV	CHK

SURVEY DATUM

HORIZONTAL DATUM:	VERTICAL DATUM:
GDA94 Z55	AHD

SCALES

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Full Size 1:1000 ; Half Reduction 1:2000
SCALE (m)

A1 ORIGINAL
DO NOT SCALE THIS DRAWING

APPROVED

SIGNED:

DATE: RPEQ:

wsp
Level 12, 900 Ann Street, Fortitude Valley
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Tel: +61 7 3854 6200 Fax: +61 7 3854 6500
wsp.com

CLIENT: pacificnational

PROJECT: NEBO SUPPORT FACILITIES

TITLE: KEY PLAN AND GENERAL ARRANGEMENT

DRAWING STATUS: PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DESIGNED:	CHECKED:	APPROVED:
L. YOUNG	C.DEACONOS	C.DEACONOS
PROJECT No:	DRAWN:	DATE:
PS215740	L. YOUNG	02.08.24

DRAWING No: PS215740-CIV-DRW-0002 REV: D

Pacific National

Nebo Support Facility

Transport Impact Assessment

July 2025

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Nebo Support Facility
Transport Impact Assessment

Pacific National

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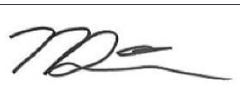
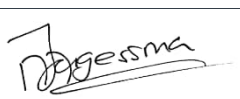
Rev	Date	Details
A	10/07/2025	Final

	Name	Date	Signature
Prepared by:	Jialu Fan	04/07/2025	
Reviewed by:	Nathan Durnin	04/07/2025	
Approved by:	Michiel Jagersma	10/07/2025	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

Table of contents

Abbreviations

AADT	Average Annual Daily Traffic
ESA	Equivalent Standard Axles
DOS	Degree of Saturation
LOS	Level of Service
GN	Granular Pavement
GTIA	Guide to Traffic Impact Assessment
HV	Heavy Vehicle
LRRS	Local Roads of Regional Significance
NB	Northbound
NHVR	National Heavy Vehicle Register
PN	Pacific National
SAR	Standard Axle Repetition
SB	Southbound
SCR	State-controlled Road
TIA	Traffic Impact Assessment
TSF	Train Support Facility

1 Introduction

WSP has been engaged by Pacific National (PN) to assess the construction and operational traffic impacts of the construction and operation of two support facility buildings of their Train Support Facility (TSF, The 'Project') near Nebo township. The support facility buildings would function as maintenance, provisioning, and train crew operations on the Goonyella and Newlands lines and have been assessed in accordance with the process outlines within the Guide to Traffic Impact Assessment (GTIA, Transport and Main Roads, 2017).

1.1 Project background

Pacific National (PN) proposes to develop two support facility buildings near Nebo township to support their Train Support Facility (TSF), which is used for maintenance, provisioning, and train crew operations on the Goonyella and Newlands lines. The site is located approximately 90 km southwest of Mackay in Central Queensland, within the Isaac Regional Council local government area (refer to Figure 1.1 for the locality plan). The area is accessible via the Peak Downs Highway to the north, the Oxford Downs Sarina Road to the south, and Braeside Road to the east, with site access provided off Braeside Road.

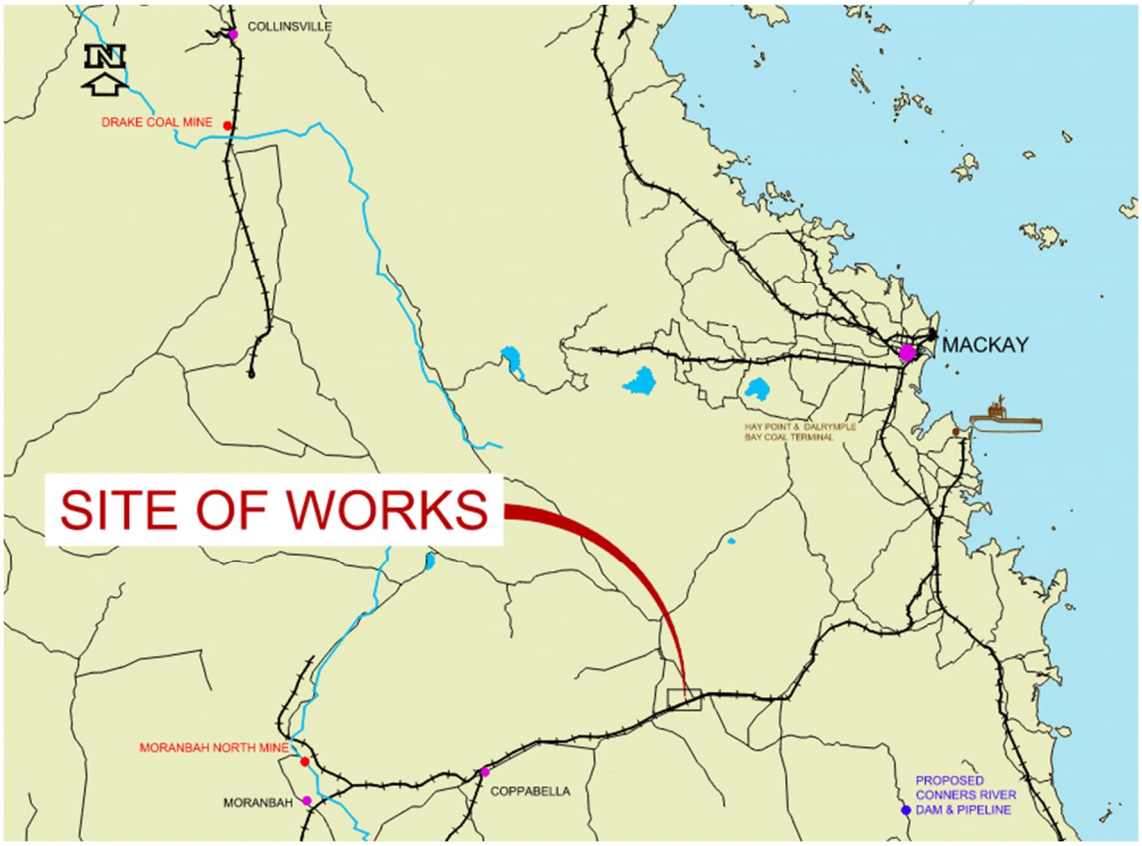


Figure 1.1 Nebo TSF locality plan

The Project involves the construction and operation of two additional buildings adjacent to the Nebo TSF, located 1.2 km north of the intersection with Oxford Downs Sarina Road, off Braeside Road. The site is bordered by the existing Goonyella railway line to the south and the corridor/property boundary to the north.

Prefabricated modular facility buildings and ancillary works in this Project are detailed as follows:

- Prefabricated modular buildings:
  - Admin Building to support training and development; and

    - Train Crew Facility to support operations.
- Civil works, services and ancillary works:
    - Earthworks
    - Roadworks
    - Drainage
    - Carpark
    - Sewerage reticulation
    - Sewage storage and pumping equipment
    - Sewage treatment plant and irrigation field
    - Water (fire and potable) storage and pumping equipment
    - Potable water reticulation
    - Firewater reticulation
    - Genset and fuel storage
    - Electrical switchroom
    - Electrical reticulation
    - Telecomms reticulation
    - Landscaping and irrigation reticulation

1.2 Purpose of this report

This report presents the Traffic Impact Assessment (TIA) undertaken to investigate the impacts of The Project's construction and operation on the surrounding State-controlled Road (SCR) network. The report considers:

- Traffic generating characteristics of The Project (construction and operational phase)
- Existing transport network environment on access routes to The Project site including:
    - Key roads and intersections and associated traffic demands
    - Crash history
    - Heavy vehicle routes
    - Public and active transport
- Anticipated impacts of The Project (construction and operational phases) on the surrounding SCR network including:
    - Link capacity and pavement damage
    - Intersection delay
    - Heavy vehicle routes
    - Public and active transport networks
    - Road safety.

1.3 Methodology

This TIA follows the methodology detailed in the GTIA which provides information about the processes to assess traffic-related impacts created by a proposed development, such as the construction and operation of the Project in this case. In line with the GTIA, the following methodology has been adopted:

- Identification of access routes to The Project site
- Estimation of the traffic generation for the construction and operational phases of The Project and assignment of this traffic to the identified access routes
- Review of transport networks to establish existing conditions (i.e., no project)
- Assessment of impacts resulting from The Project-generated traffic to the SCR network in relation to:
  - road link capacity Level of Service (LOS)
  - pavement damage
  - intersection operation utilising SIDRA Intersection Software
  - other transport facilities
  - road safety assessment
- Identification of mitigations measures.

1.3.1 Reference Materials and Supporting Data Sources

The reference resources and datasets listed below were used to guide and inform this assessment:

- *Guide to Traffic Impact Assessment* (TMR 2018)
- *Guide to Traffic Impact Assessment Practise Note: Pavement Impact Assessment* (TMR 2018)
- *Guide to Traffic Impact Assessment Case Studies* (TMR 2017)
- *Austroads Guide to Traffic Management: Part 6 – Intersections, Interchanges and Crossings Management* (Austroads 2020)
- *Austroads Guide to Traffic Management: Part 3 – Transport study and analysis methods* (Austroads 2020)
- Traffic data:
  - 2013-2023 traffic census data
  - Traffic data average by hour by day dataset (2023)
  - AADT Segment Annual Volume Report for:
    - Site 82884 – At Peak Downs Highway – North of Braeside Road
    - Site 80197 – At Peak Downs Highway – East of Bee Creek
    - Site 82782 – At Oxford Downs Sarina Road – East of Denison Creek
- Queensland Globe:
  - Heavy vehicle routes
  - Principal cycle routes
  - Crash data

- National Heavy Vehicle Register (NHVR) National Network Map
- Translink route network maps
- The Project construction and operational activities and associated traffic generation (provided by Pacific National).

2 Development Profile

2.1 Project description

The project activities involve the construction and operation of two additional administration and training buildings adjacent to the Nebo TSF. Details of the construction and operation of The Project are presented in the following sections.

2.1.1 Construction

The construction of the proposed development is expected to generate a range of transport-related activities, including the delivery of bulk construction materials and the transport of prefabricated modular buildings. Daily operations such as the delivery of pavement material using trucks and dust suppression using water trucks will access the site via Braeside Road. Major structural components will be prefabricated off-site in Brisbane and transported to The Project site during night hours under police escort to minimise disruption to daytime traffic. These movements will involve heavy vehicle access. Construction activities are proposed to occur six days a week (Monday to Saturday) over a 12-hour day (6:30 AM to 6:30 PM). The duration of the construction is expected to be over a two-month period starting late 2025.

2.1.2 Operation

During the operational phase, two buildings will accommodate different operational activities, such as train operations and staff training.

The **Admin Building** will be for a base for staff training from Monday to Friday. Staff attending training will be accommodated in existing accommodation in Nebo Village and travel to the site on a daily basis.

The **Train Crew Facility** will be used to support daily train operations. It will accommodate crew cars, which will drive staff in and out. Crew will be accommodated in existing accommodation in Nebo Village and travel to the site on a daily basis. These vehicle movements will follow regular shift patterns, generating predictable traffic activity throughout the day.

2.2 Development Access

For The Project construction and operations, all site access will occur via a single entry point on Braeside Road as shown in Figure 2.1.

- Construction heavy vehicles (low loaders delivering prefabricated buildings) travelling from Brisbane in the south are expected to access the site via Peak Downs Highway, heading northeast to reach Oxford Downs Sarina Road, and then continue along the southern section of Braeside Road before entering the site.
- Construction heavy vehicles (concrete trucks and water trucks) travelling from the quarry located to the northeast are expected to access the site directly via Braeside Road.
- All construction workers and operational staff will travel from the Nebo township, using Peak Downs Highway southbound to connect to Oxford Downs Sarina Road, then northbound along Braeside Road to enter the site via the same access point.

These trips are expected to occur around workday start and end times with peak hours of 7:00 to 8:00 AM and 4:00 to 5:00 PM as per background traffic, while the actual construction movement is expected to occur outside the background traffic peak hours. As such, this assessment has been undertaken as the worst case basis.

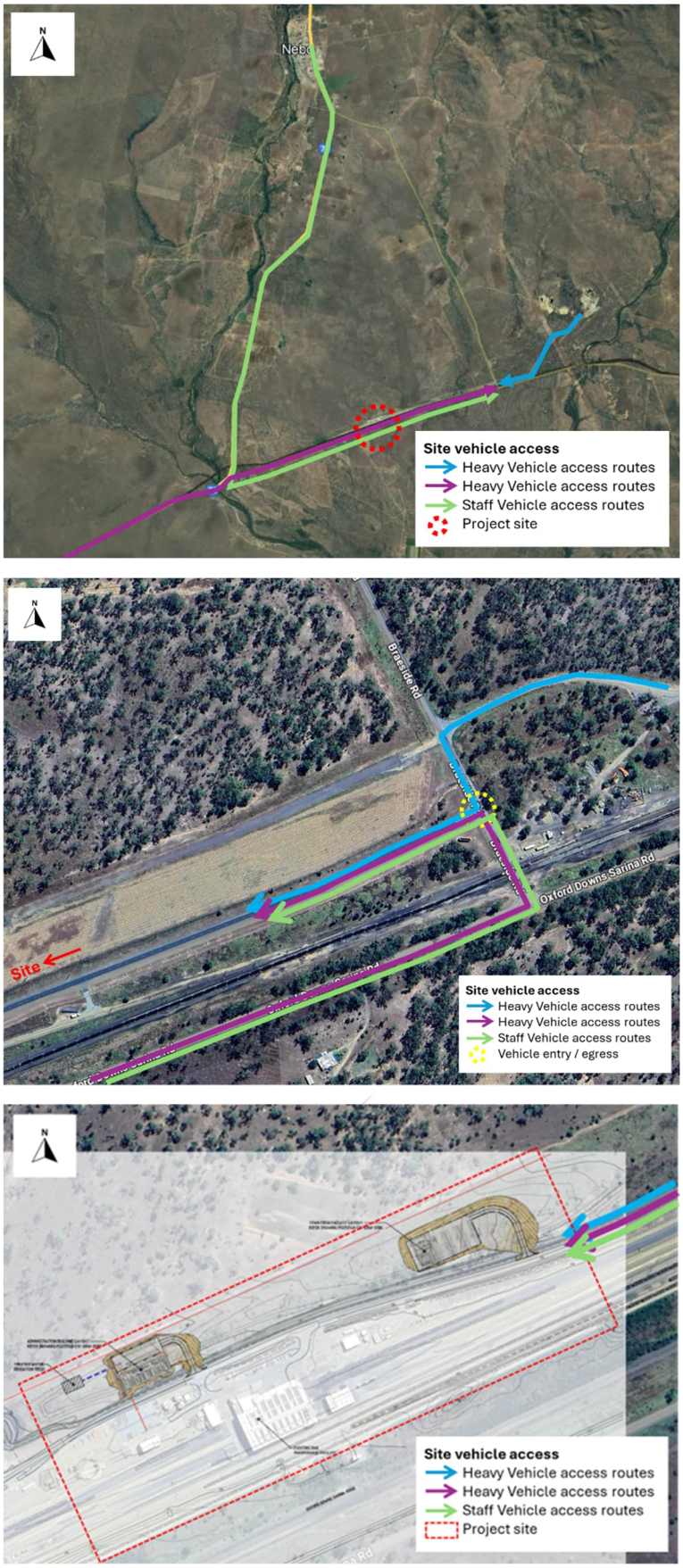


Figure 2.1 Project vehicle access routes and points

2.3 Traffic Generation

The traffic generation parameters for both the construction and operational phases of the proposed development adopted in this assessment are outlined below:

2.3.1 Construction

2.3.1.1 Workforce

The anticipated peak construction workforce will be approximately 20 persons, occurring over an estimated two month peak period during the two additional buildings construction stage, with accommodation needs being met in Nebo township.

Construction personnel will travel from Nebo Village to The Project site in private vehicles generating light vehicle trips for worker movements during the construction phase as detailed in Table 2.1 below. Worker vehicle trips "to" the site are expected to occur between 7:00 and 8:00 AM. They remain on site throughout the day and depart "from" the site between 4:00 and 5:00 PM, returning to Nebo Village. Based on a worst case scenario, the peak hour construction traffic has been assumed to occur coincide with the background peak periods of the surrounding road network.

Table 2.1 Workforce numbers and generated trips by AM and PM

Time	Workforce (in)	Workforce (out)
AM	20	0
PM	0	20
Total trips (in and out) per day	**40**	

2.3.1.2 Heavy vehicles

During the construction phase, a range of heavy vehicles will be required to support various construction activities. Concrete agitator trucks and water trucks will travel from a quarry located off Braeside Road northeast of The Project site. This route is expected to use approximately 95m of Braeside Road to access the site. Low loader trailers delivering prefabricated buildings are assumed to be loaded in Brisbane and reach The Project site from the southwest via the Peak Downs Highway > Oxford Downs Sarina Road > Braeside Road.

Expected HV fleet composition and trip generation for each of the road segments for the northbound (NB) and southbound (SB) directions is detailed in Table 2.2 to Table 2.3.

Table 2.2 Construction stage generated heavy vehicles – Braeside Road

Vehicle	Class - SAR4s (Loaded/Unloaded)	Comments	Stage Total Return Trips (in & out)	Stage Total SAR4s in (NB)	Stage Total SAR4s Out (SB)
Water Truck	Class - 4: SAR4s 3.57/0.5	One loaded vehicle will enter and one unloaded vehicle will exit The Project site four times a day from Braeside Road throughout the two-month construction period.	192	685	96
Concrete Agitator Truck	Class - 5: SAR4s 4.09/0.46	400 vehicles will enter and exit The Project site over the two-month period of construction	400	1636	184

Vehicle	Class - SAR4s (Loaded/Unloaded)	Comments	Stage Total Return Trips (in & out)	Stage Total SAR4s in (NB)	Stage Total SAR4s Out (SB)
Low Loader Float Trailer Delivering Prefab Buildings	Class - 8: SAR4s 5.61/0.52	32 vehicles will enter and exit The Project site over the two-month period of construction.	32	180	17
		Total	**624**	**2501**	**297**

Table 2.3 Construction stage generated heavy vehicles – Peak Downs Highway and Oxford Downs Sarina Road

Vehicle	Class - SAR4s (Loaded/Unloaded)	Comments	Stage Total Return Trips (in & out)	Stage Total SAR4s in (NB)	Stage Total SAR4s Out (SB)
Low Loader Float Trailer Delivering Prefab Buildings	Class - 8: SAR4s 5.61/0.52	32 vehicles will enter (loaded) and exit (unloaded) The Project site over the two-month period of construction.	32	180	17
		Total	**32**	**180**	**17**

An estimate of the highest expected day and peak hour heavy vehicle movements has been made as shown in Table 2.4. This peak heavy vehicle traffic generation is expected to occur during the construction stage (which also has the highest expected workforce numbers) of The Project. The estimate assumes that water trucks, concrete agitator trucks and low loader trailers all arrive on a single day. This estimate is expected to be higher than the actual volumes providing a "worst case" scenario for assessment. The peak hour factor for The Project related heavy vehicles has been assumed at 20% of daily, which is considered conservative in relation to a 12-hour workday.

Table 2.4 Highest day / peak hour HV trips

Vehicle	Daily Movements in	Daily Movements out	Daily Movements (in and out)
Water Truck	4	4	8
Concrete Agitator Truck	8	8	16
Low Loader Float Trailer Delivering Prefab Buildings	1	1	2
Total	**13**	**13**	**26**
Peak hour (assumed 20% of Daily)	**3**	**3**	**6**

2.3.2 Operations

The operation of the two buildings of The Project involves two primary activities and the associated vehicle movements:

- **Train Crew Building:** crew and staff involved in operations and development will travel to and from Train Crew Building from Monday to Friday. At any time within a 24hr period, there will be 14 crew on shift. These crew will be driven to and from the site by crew cars, with an assumed car occupancy of rate 1 crew member per vehicle. The total AADT forecast for Train Crew Building is 62 vehicle movements (31 movements each way). Given that crew car movements account for 14 of these, the additional 48 movements (24 movements each way) are attributable to other on-site staff.
- **Admin Building:** This building will accommodate a maximum of 40 students attending double training (an average of 20 students) from Monday to Friday. For the purposes of this assessment a car occupancy of 1 person per vehicle has been assumed.

To adopt a conservative approach, the following daily peak hour operational traffic inbound and outbound have been used to reflect a worst case scenario:

- **AM Peak – IN:** 24 crew trips (14 crew trips for train operations and 10 additional crew trips for general operations), 24 staff trips for site development, and 40 student trips for training
- **AM Peak – OUT:** 13 crew trips for shift changing
- **PM Peak – IN:** 13 crew trips for shift changing
- **PM Peak – OUT:** 24 crew trips for train operations (14 crew trips for train operations and 10 additional crew trips for general operations), 24 staff trips for site development, and 40 student trips for training

These activities are expected to produce a consistent but relatively low volume of daily vehicle movements in and out of the site. It is assumed that all traffic will generate from Nebo Village. The expected trips to The Project site during operations of the two additional buildings have been quantified in Table 2.5.

Table 2.5 Operational activities traffic generation

Operational element	Movements AM peak (in)	Movements AM peak (out)	Movements AM peak (in and out)	Movements PM peak (in)	Movements PM peak (out)	Movements PM peak (in and out)
Train Crew Facility	48	13	61	13	48	61
Admin Building	40	0	40	0	40	40
Total	**88**	**13**	**101**	**13**	**88**	**101**

3 Existing Environment

3.1 Road Network

3.1.1 Key road links

The existing road network surrounding The Project site is shown in Figure 3.1 below.

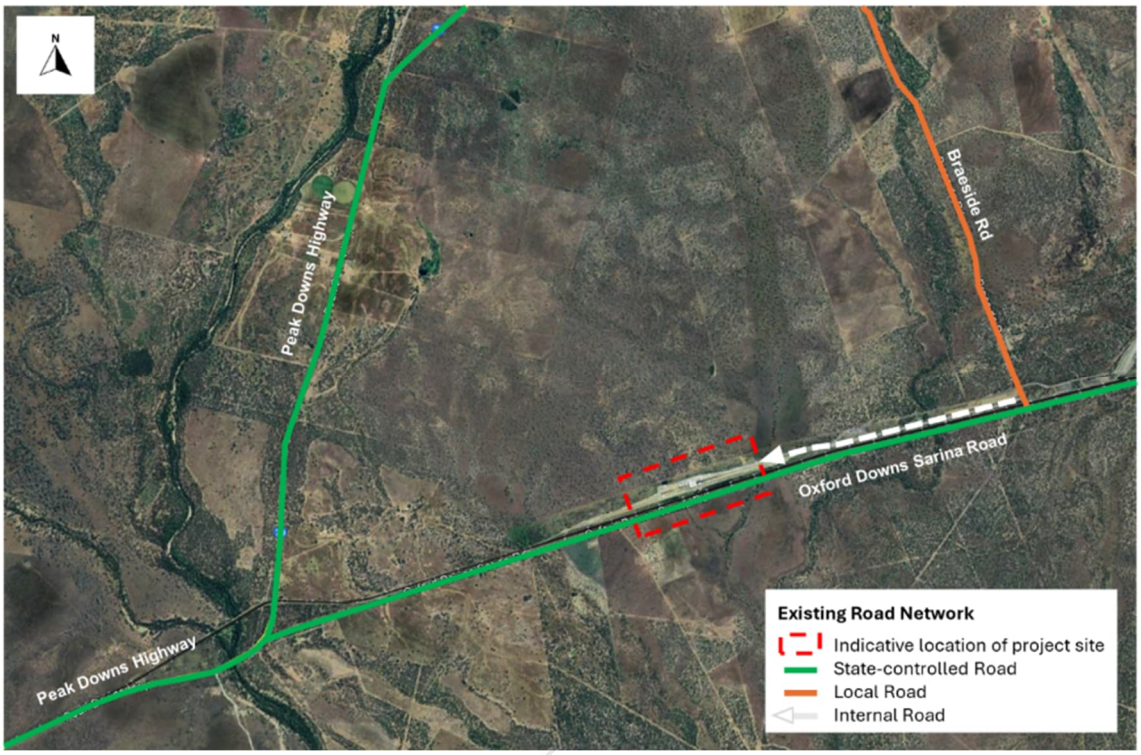


Figure 3.1 Existing road network

Peak Downs Highway: The Peak Downs Highway is a state-controlled highway linking the towns of Mackay in the northwest and Clermont in the southwest. It is typically a two-lane formation (with a 150m passing lane provided 800m north of the Peak Downs Highway / Oxford Downs Sarina Road intersection on the northbound approach) with sealed shoulders and edge line marking. The Peak Downs Highway is primarily located in a rural environment with occasional urban areas (normally small towns). It predominantly has a posted speed limit of 100km/hr with speed reductions in some locations due to road geometry and urban centres. Indicative images of the Peak Downs Highway corridor in the vicinity of The Project are shown in Figure 3.2.

Figure 3.2 Streetview of Peak Downs Highway

Source: Google Maps

Oxford Downs Sarina Road: The Oxford Downs Sarina Road is a state-controlled district road and TMR local roads of regional significance (LRRS) providing a southwest to northeast connection between the Peak Downs Highway in the west to Marlborough Sarina Road in the east. The typical cross-section features two lanes, along with sealed shoulders and edge line marking. It runs parallel to the railway lines within The Project site and is subject to a posted speed limit of 80 km/hr. Typical images of the Oxford Downs Sarina Road are shown in Figure 3.3.

Figure 3.3 Streetview of Oxford Downs Sarina Road

Source: Google Maps

Braeside Road: The Braeside Road is a local road that links the Peak Downs Highway in the northwest and Oxford Downs Sarina Road in the southeast. It crosses the railway near its intersection with Oxford Downs Sarina Road. The

road generally consists of two lanes with sealed shoulders and edge line markings and has a speed limit of 80 km/hr. This road will serve as the primary access route for heavy vehicles during the construction phase of The Project. Potential pavement impact resulting from The Project construction activities will be assessed in the following sections. Indicative images of Braeside Road are shown in Figure 3.4.

Figure 3.4 Streetview of Braeside Road

Source: Google Maps

The surrounding road network to be utilised in the vicinity of The Project is detailed in Table 3.1.

Table 3.1 Road Network

Road	Number of Lanes	Road Width	On Street Parking	Speed Limit
Peak Downs Highway	One lane per direction (two-way)	8 m sealed with 3 m lanes and 1 m shoulders	Not permitted	100 km/h
Oxford Downs Sarina Rd	One lane per direction (two-way)	7 m sealed with 3 m lanes and 0.5 m shoulders	Not permitted	80 km/h
Braeside Road	One lane per direction (two-way)	7 m sealed with 3 m lanes and 0.5 m shoulders	Not permitted	80 km/h

For the calculation of The Project related SARs (Standard Axle Repetitions), the Peak Downs Highway segment, the Oxford Downs Sarina Road segment and the Braeside Road segment have been assumed to have a granular pavement (GN) and therefore the SAR4 damage value has been used to convert Equivalent Standard Axles (ESAs) to SARs as per Table 1 and by Austroads heavy vehicle classification as per Table 3 of the *Guide to Traffic Impact Assessment Practise Note: Pavement Impact Assessment* shown in Figure 3.5 and Figure 3.6 respectively.

Pavement type		TMR pavement type	Type of damage	Load damage exponent	Damage unit
Granular pavement with thin bituminous surfacing	Granular pavement (GN)	Sprayed seal over flexible pavement, including cement modified and lime stabilised layer types C4 and C5	Overall pavement damage	4	ESA / SAR4

Figure 3.5 Pavement types and load damage exponent

Austroads vehicle class	3	4	5	6	7	8	9	10	11	12
Unloaded SAR4	0.54	0.50	0.46	0.60	0.56	0.52	0.51	0.53	0.55	0.58
Loaded SAR4	2.98	3.57	4.09	4.43	5.02	5.61	4.93	6.30	8.34	11.75

Figure 3.6 SAR calculation by Austroads heavy vehicle classification

3.1.2 Key intersections

Two intersections in proximity to The Project site are expected to serve as the primary entry and exit for construction workers and trucks transporting prefabricated modular buildings from Brisbane in the construction stage, and for staff vehicles during the operational stage, including:

Peak Downs Highway / Oxford Downs Sarina Road: This intersection is located approximately 5km west of The Project site. The current configuration of the intersection is a priority-controlled T-intersection. The Peak Downs Highway (major road) has a single through lane in each direction, consisting a 60 m Auxiliary Left Turn (AUL) lane on the northern approach and a 30 m Channelised Right Turn (CHR) arrangement on the southern approach as per Figure 2.5 and Figure 2.7 of the Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings as shown in Figure 3.7. Oxford Downs Sarina Road has a single approach and departure lane however has sufficient room to allow both a left and right turning vehicle to approach and queue at the stop line. Indicative images of this intersection are shown in Figure 3.8.

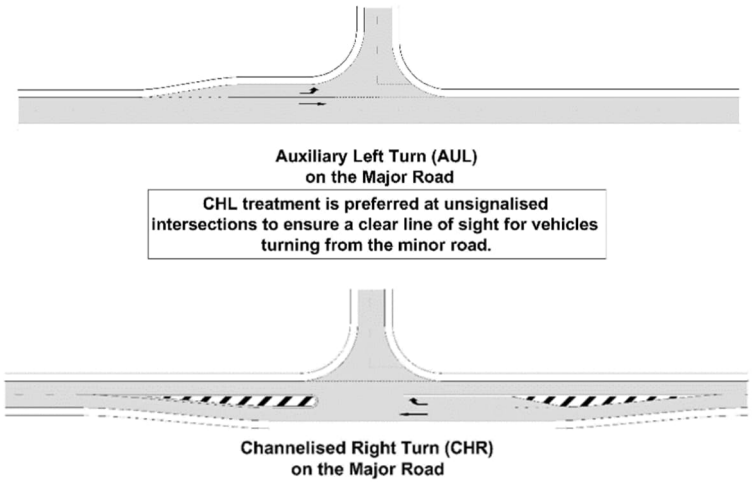


Figure 3.7 Rural auxiliary lane (AU) turn treatments: Auxiliary Left Turn (AUL) on the Major Road (left); Rural Channelised (CH) turn treatments: Channelised Right Turn (CHR) on the Major Road (right)

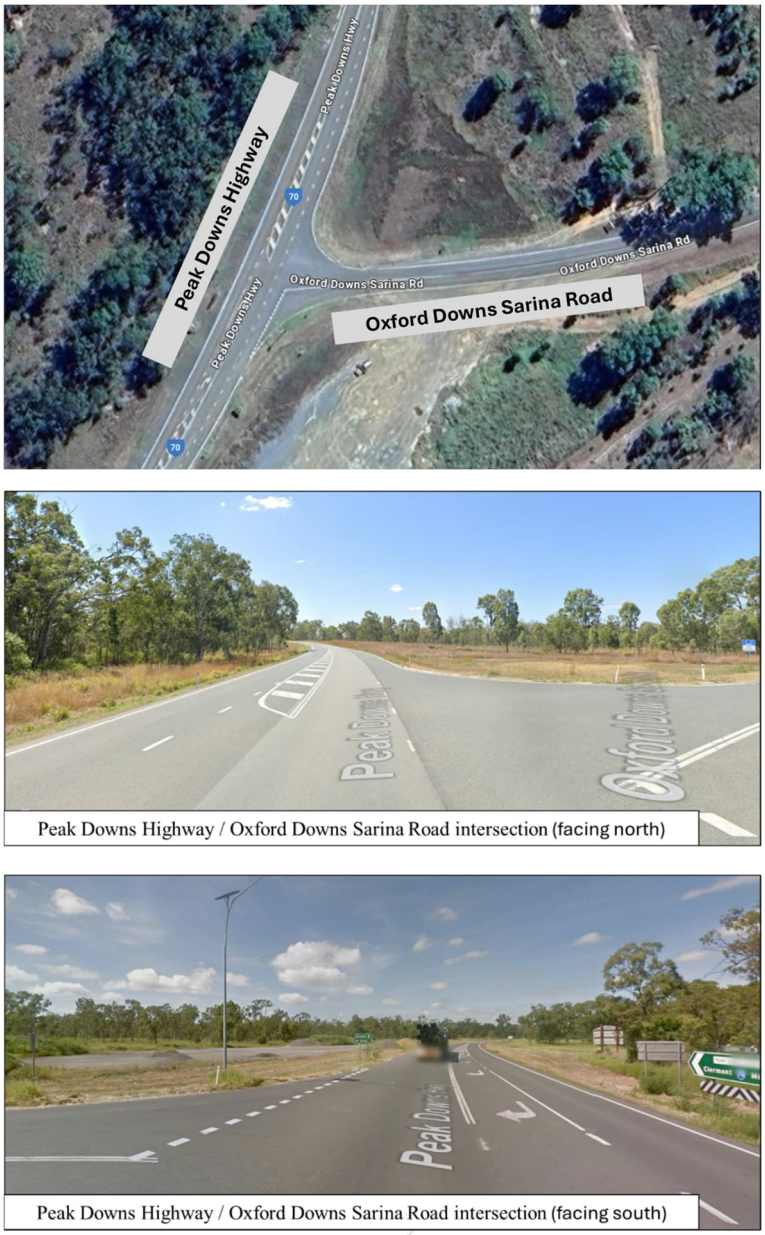


Figure 3.8 Peak Downs Highway / Oxford Downs Sarina Road intersection

Source: Google Maps

Oxford Downs Sarina Road / Braeside Road: This intersection is located approximately 4km east of The Project site.

The current configuration of the intersection features a Basic Left Turn (BAL) on the Minor Road as per Figure 2.1 of the *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings* as shown in Figure 3.9. Indicative images of this intersection are shown in Figure 3.10.

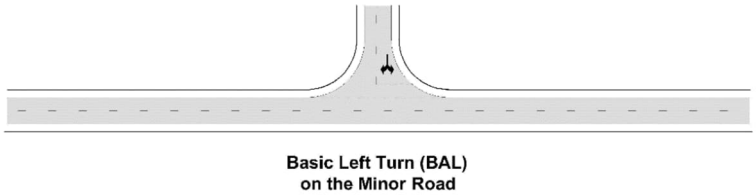
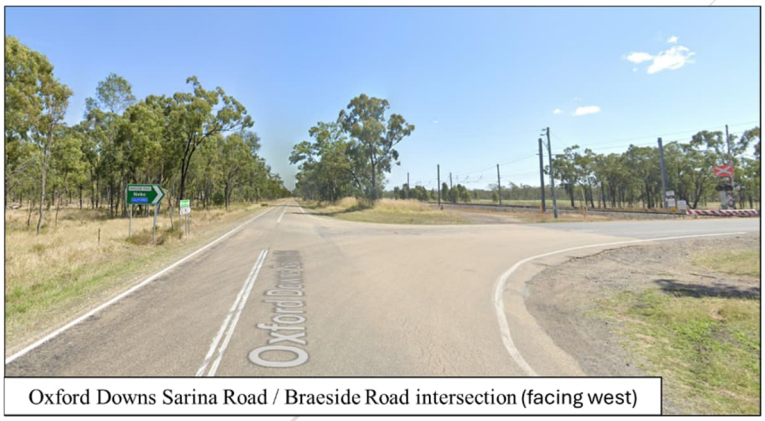


Figure 3.9 Rural Basic (BA) turn treatments: Basic Left Turn (BAL) on the Minor Road

Oxford Downs Sarina Road / Braeside Road intersection (facing east)



Oxford Downs Sarina Road / Braeside Road intersection (facing west)

Figure 3.10 Oxford Downs Sarina Road / Braeside Road intersection

Source: Google Maps

3.1.3 Existing Traffic Demands

3.1.3.1 Link volumes

Key road segments near The Project site to be assessed are shown in Figure 3.11.

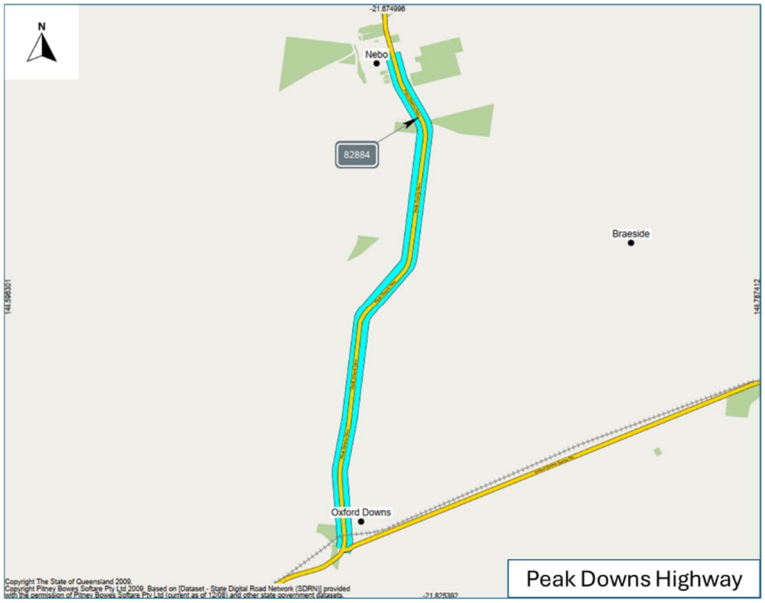


Figure 3.11 Road Segments

Source: TMR AADT Segment Report

Table 3.2 shows the existing daily background traffic of each segment near The Project, including AADT, HV percentages and adopted ten-year growth rate for the Gazettal (G), Against-Gazettal (A) and Both (B) directions, sourced from the 2023 Traffic Census, which is the most recent census year containing AADT segment reports. The AM and PM peak hour traffic volumes for Peak Downs Highway segments (Site 82884 and Site 80197) were derived from the Qld Traffic Data Average by Hour by Day 2023 dataset. As hourly traffic data is not available for Site 82782, its hourly volumes were estimated by applying the hourly flow proportions of AADT traffic flows observed on Site 82884 to the Site AADT traffic volumes. The peak hour traffic volumes for a representative section of the Peak Downs Highway (Site 82884 – 33A – Peak Downs Highway (Clermont – Nebo)) shown in Figure 3.12 illustrate that the background AM and PM peak periods occur between 7:00 and 8:00 AM and 4:00 and 5:00 PM respectively and are typically 6-8% of daily flows.

Peak Downs Highway (Site 82884)			
Time	**Northbound**	**Southbound**	**Two way**
0 to 1	12	7	19
1 to 2	13	14	27
2 to 3	12	20	32
3 to 4	17	49	66
4 to 5	33	175	208
5 to 6	87	169	256
6 to 7	166	189	355
7 to 8	**175**	**193**	**368**
8 to 9	155	151	306
9 to 10	149	137	286
10 to 11	151	138	289
11 to 12	148	134	282
12 to 13	160	134	294
13 to 14	177	163	340
14 to 15	182	180	362
15 to 16	195	201	396
16 to 17	**206**	**228**	**434**
17 to 18	254	166	420
18 to 19	228	118	346
19 to 20	128	67	195
20 to 21	59	37	96
21 to 22	32	23	55
22 to 23	25	17	42
23 to 24	15	10	25
Total	**2779**	**2720**	**5499**

Figure 3.12 Peak hour traffic volume

Source: Qld Traffic Data Average by Hour by Day 2023

Table 3.2 AADT Traffic volumes and HV percentages (2023)

Site	Road (section)	Chainage (km)	Volumes (AADT)			HV %			AM Peak Volume			PM Peak Volume			Ten-year growth rate %		
			G	A	B	G	A	B	G	A	B	G	A	B	G	A	B
82884	33A – Peak Downs Highway (Clermont – Nebo)	163.63km to 178.20km	2,334	2,310	4,644	29%	19%	24%	175	193	368	206	228	434	3.52%	3.27%	3.40%
80197	33A – Peak Downs Highway (Clermont – Nebo)	149.37km to 163.63km	2,360	2,331	4,691	36%	32%	34%	171	183	354	212	229	441	2.86%	2.49%	2.67%
82782	514 - Oxford Downs Sarina Road	0.00km to 27.56km	322	316	638	12%	17%	14%	23	20	43	27	23	50	1.43%	1.33%	1.38%

3.1.3.2 Intersection

2023 peak hour intersection turn volumes (7:00-8:00 AM and 4:00-5:00 PM) for the intersection of Peak Downs Highway / Oxford Downs Sarina Road have been estimated based on:

- Peak hour volumes on Peak Downs Highway and application of Peak Downs Highway peak hour proportions to Oxford Downs Sarina Road AADT volumes
- Application of the directional distribution observed on Peak Downs Highway during the AM and PM peak periods to the calculated peak hour traffic volumes on Oxford Downs Sarina Road.
- Application of daily HV proportions to the peak hour traffic volumes.

The estimated 2023 AM and PM peak hour intersection turn volumes are shown in Figure 3.13.

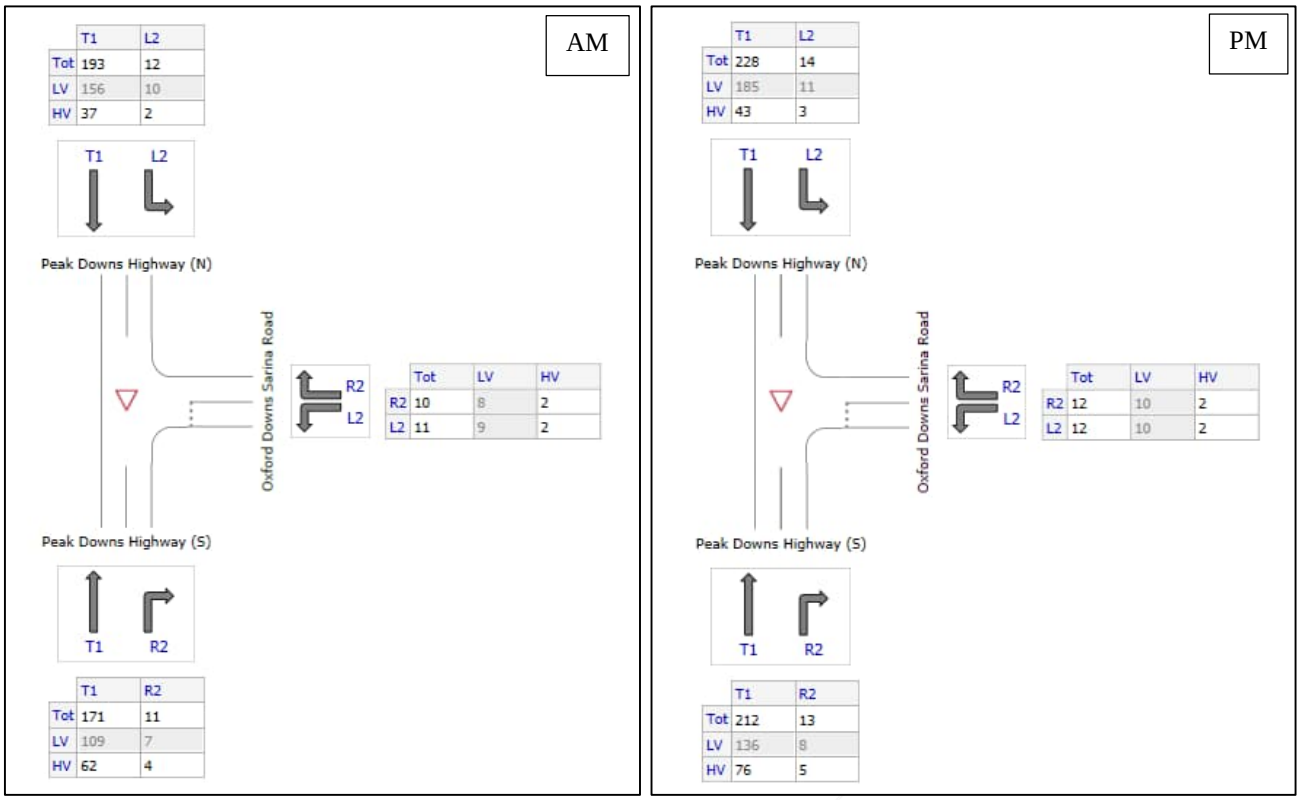


Figure 3.13 Peak Downs Highway / Oxford Downs Sarina Road AM and PM peak period intersection turn volumes (2023)

2023 peak hour intersection turn volumes (7:00-8:00 AM and 4:00-5:00 PM) for the intersection of Oxford Downs Sarina Road / Braeside Road intersection have been estimated based on:

- Calculated peak hour volumes (light vehicles and heavy vehicles) on Oxford Downs Sarina Road with 25% allocated to Braeside Road
- Application of a directional distribution of 25% (turning into / exiting Braeside Road) to the calculated peak hour volumes on Oxford Downs Sarina Road
- Application of daily HV proportions to the peak hour traffic volumes.

The estimated 2023 AM and PM peak hour intersection turn volumes are shown in Figure 3.14

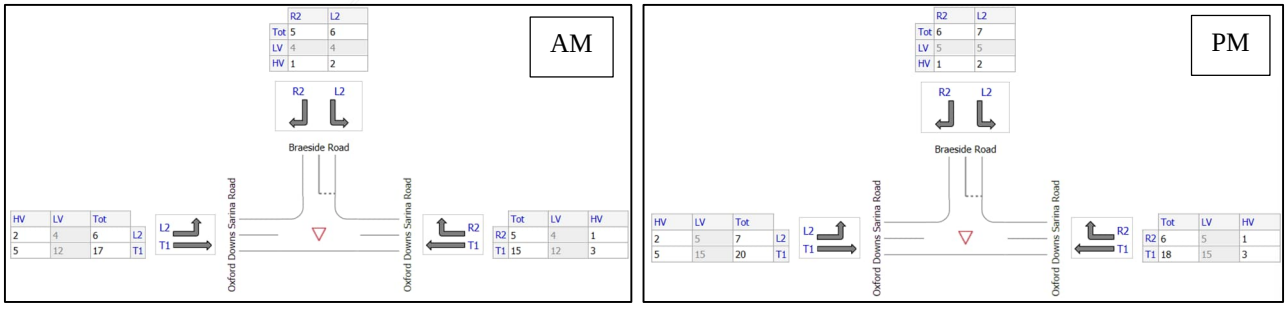


Figure 3.14 Oxford Downs Sarina Road / Braeside Road AM and PM peak period intersection turn volumes (2023)

3.1.3.3 Growth rates

Historic AADT ten-year growth rates on each road segment (taken from the 2023 Traffic Census) are shown in Table 3.3.

Table 3.3 Historic growth rates (2023)

Site	Road (section)	Chainage (km)	Ten-year growth rate %		
			G	A	B
82884	33A – Peak Downs Highway (Clermont – Nebo)	163.63km to 178.20km	3.52%	3.27%	3.40%
80197	33A – Peak Downs Highway (Clermont – Nebo)	149.37km to 163.63km	2.86%	2.49%	2.67%
82782	514 - Oxford Downs Sarina Road	0.00km to 27.56km	1.43%	1.33%	1.38%

Based on the above, AADT traffic volumes for the construction year of 2025, opening year of 2026 and the design horizon year of 2036 have been extrapolated using the ten-year growth rates specific to each road segment and direction. The observed background and extrapolated future year AADT traffic volumes by direction are shown below in Figure 3.15 and peak period traffic volumes are shown in Figure 3.16.

Segment	Direction	Census Year		Construction Year	Opening Year										Design Horizon	Growth rate
		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
82884	G	2,334	2,416	2,501	2,589	2,680	2,775	2,872	2,974	3,078	3,187	3,299	3,415	3,535	3,659	3.52%
	A	2,310	2,386	2,464	2,544	2,627	2,713	2,802	2,894	2,988	3,086	3,187	3,291	3,399	3,510	3.27%
	B	4,644	4,802	4,965	5,134	5,309	5,489	5,676	5,869	6,068	6,274	6,488	6,708	6,936	7,172	3.40%
80197	G	2,360	2,427	2,497	2,568	2,642	2,717	2,795	2,875	2,957	3,042	3,129	3,218	3,310	3,405	2.86%
	A	2,331	2,389	2,449	2,509	2,572	2,636	2,702	2,769	2,838	2,909	2,981	3,055	3,131	3,209	2.49%
	B	4,691	4,816	4,945	5,077	5,212	5,352	5,494	5,641	5,792	5,946	6,105	6,268	6,436	6,607	2.67%
82782	G	322	327	331	336	341	346	351	356	361	366	371	376	382	387	1.43%
	A	316	320	324	329	333	338	342	347	351	356	361	365	370	375	1.33%
	B	638	647	656	665	674	683	693	702	712	722	732	742	752	762	1.38%

Figure 3.15 Background and extrapolated future year AADT traffic volumes

82,884				Construction Year	Opening Year										Design Horizon
From hourly dataset		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
AM (7-8am)	Northbound	175	181	188	194	201	208	215	223	231	239	247	256	265	274
	Southbound	193	199	206	213	220	227	234	242	250	258	266	275	284	293
PM (4-5pm)	Northbound	206	213	221	229	237	245	254	262	272	281	291	301	312	323
	Southbound	228	235	243	251	259	268	277	286	295	305	315	325	335	346

80,197				Construction Year	Opening Year										Design Horizon
From hourly dataset		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
AM (7-8am)	Northbound	171	176	181	186	191	197	203	208	214	220	227	233	240	247
	Southbound	183	188	192	197	202	207	212	217	223	228	234	240	246	252
PM (4-5pm)	Northbound	212	218	224	231	237	244	251	258	266	273	281	289	297	306
	Southbound	229	235	241	247	253	259	265	272	279	286	293	300	308	315

82,782				Construction Year	Opening Year										Design Horizon
From hourly dataset		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
AM (7-8am)	Eastbound	22	23	23	23	24	24	24	25	25	25	26	26	27	27
	Westbound	20	21	21	21	21	22	22	22	23	23	23	23	24	24
PM (4-5pm)	Eastbound	26	27	27	28	28	28	29	29	30	30	31	31	31	32
	Westbound	24	24	25	25	25	25	26	26	27	27	27	28	28	28

Figure 3.16 Background and extrapolated future year peak period traffic volumes

3.1.4 Existing Crash Incidents

A review of the available five-year crash data between 2020 and 2024 revealed that there were no crashes within the vicinity of the Project (up to 500 metres). Notwithstanding, there are 9 records of crash incidents between the Peak Downs Highway (south of the intersection with Braeside Road) intersection and the Peak Downs Highway / Oxford Downs Sarina Road intersection. These are shown in

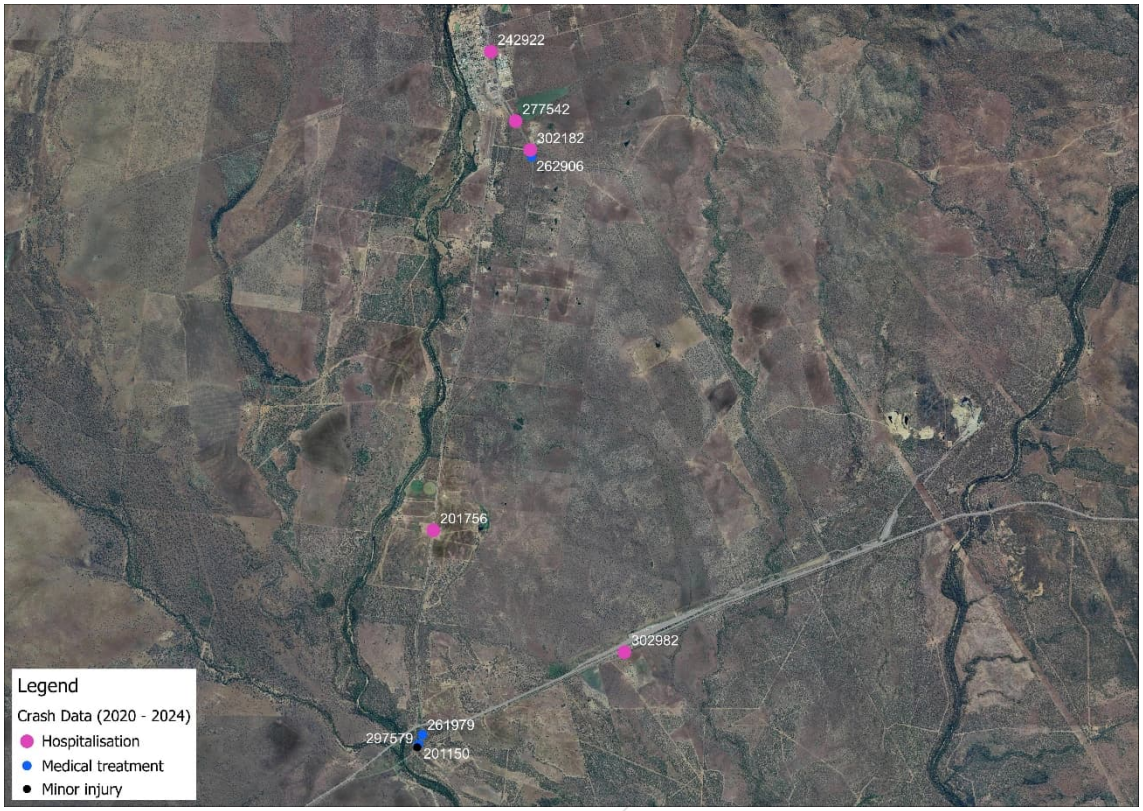


Figure 3.17 and detailed in Table 3.4.

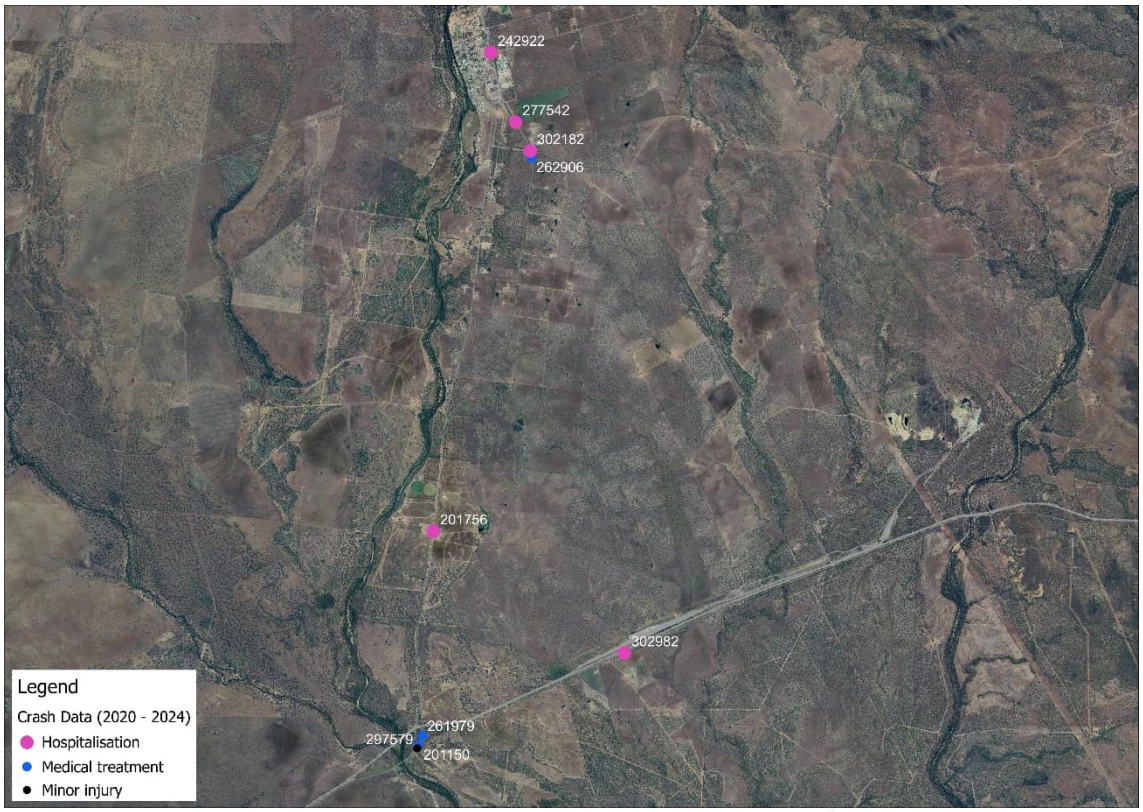


Figure 3.17 Crash History Near the Vicinity of The Project site between 2020 and 2024

Table 3.4 Crash Descriptions

Crash ID	Crash location	Crash year	Degree of casualty	Crash description and RUM code	Natural lighting	Speeding
302982	On Oxford Downs - Sarina Rd	2022	Hospitalisation	17: Out of Control on Straight	Daylight	100 - 110 km/h
201150	On Oxford Downs - Sarina Rd	2020	Medical treatment	18: Off Carriageway on Curve	Darkness - Lighted	100 - 110 km/h
297579	On Peak Downs Hwy	2020	Minor injury	20: Out of Control on Curve	Daylight	100 - 110 km/h
261979	On Peak Downs Hwy	2023	Medical treatment	19: Off Carriageway on Curve Hit Object	Daylight	100 - 110 km/h
201756	On Peak Downs Hwy	2022	Hospitalisation	16: Off Carriageway on Straight Hit Object	Daylight	100 - 110 km/h
262906	On Peak Downs Hwy	2023	Medical treatment	19: Off Carriageway on Curve Hit Object	Daylight	100 - 110 km/h
277542	On Peak Downs Hwy	2023	Hospitalisation	17: Out of Control on Straight	Daylight	100 - 110 km/h
302182	On Peak Downs Hwy	2023	Hospitalisation	01: Intersection: Adjacent Approach	Daylight	100 - 110 km/h
242922	On Peak Downs Hwy	2020	Hospitalisation	04: Rear-end	Darkness - Lighted	80 - 90 km/h

3.2 Other Transport Networks

3.2.1 Freight Routes

Heavy vehicle routes in the vicinity of The Project site are shown in Figure 3.18. It is noted that both the Peak Downs Highway and Oxford Downs Sarina Road are approved for the 26 meter B-doubles and 4.6 meter high vehicles.

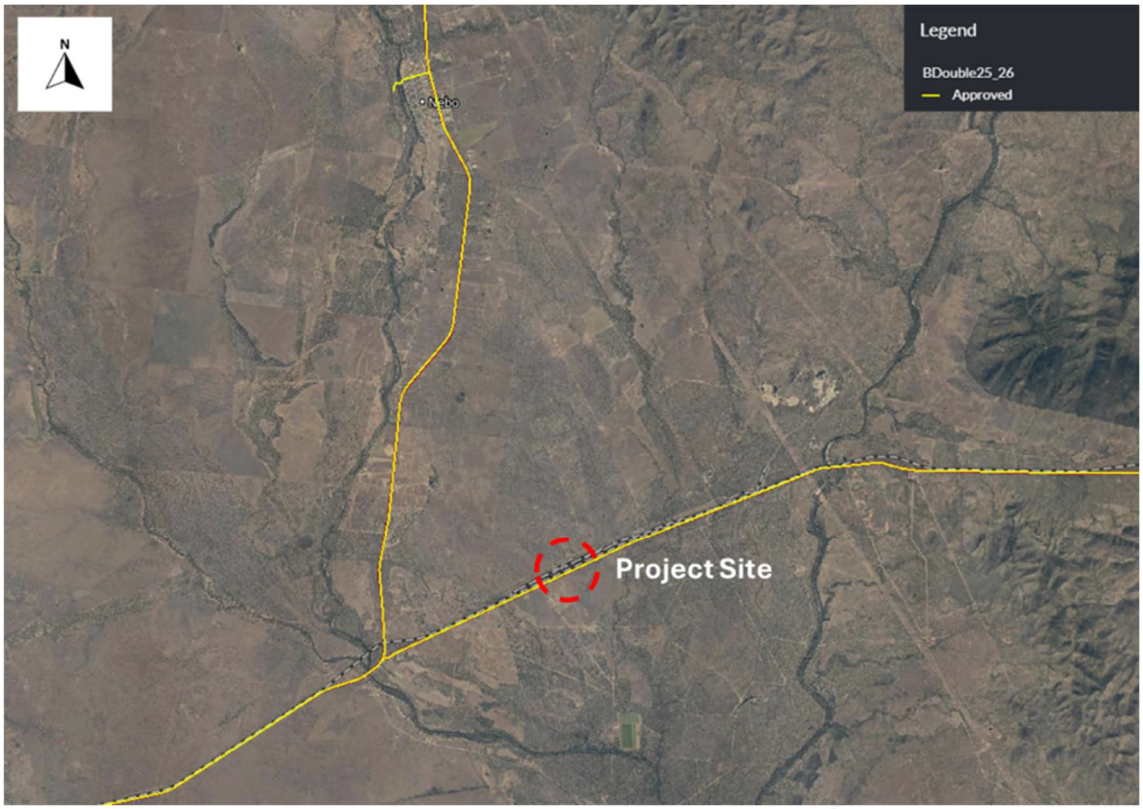


Figure 3.18 Heavy Vehicle Routes – Approved 26.0m B-Double Freight Routes

Source: Queensland Globe

3.2.2 Public Transport

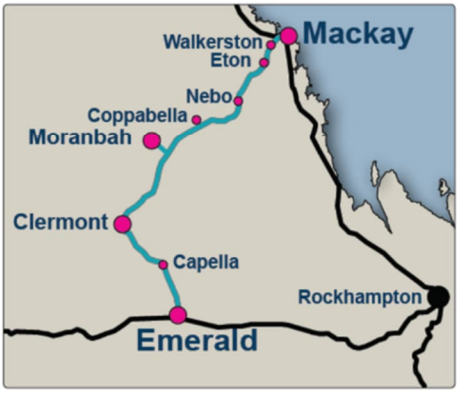
The Project is not currently serviced by any public transport services. Private long distance coach services operated by Mackay Transit Coaches travel along the Peak Downs Highway at a frequency of five services per week, departing from Nebo Truck Stop (opposite Nebo Road House) at 10:10 am (from Monday to Friday) and 3:00 pm (from Sunday to Thursday) as shown in Figure 3.19. The nearest bus route is the Emerald – Mackay Service run by Mackay Transit Coaches, departing from Nebo Truck Stop (opposite Nebo Road House) at 10:10 am (from Monday to Friday) and 3:00 pm (from Sunday to Thursday).

MTC Mackay Transit Coaches

Your **Mackay to Emerald** bus operator:

www.mackaytransit.com.au

4957 3330



Emerald to Mackay

	am	Stop locations
Emerald - depart	5:45	*Railway Station*
Capella	6:25	Newsagency
Clermont	7:10	Rose Harris Park
Moranbah - arrive	8:30	*Townsquare bus stop (Townsquare Avenue)*
Moranbah - depart	9:00	*Townsquare bus stop (Townsquare Avenue)*
Coppabella	9:30	Coppabella Turn off
Nebo	10:10	Truck Stop (opposite Nebo Road House)
Eton	11:00	Opposite Eton Store
Walkerston	11:15	Centenary Park
Mackay	11:27	Gregory Street CBD
Mackay - arrive	11:30	*Caltex City Cabs, 4 Tennyson St*

Days in Service
am
Monday
Tuesday
Wednesday
Thursday
Friday

Mackay to Emerald

	pm	Stop locations
Mackay - depart	1:45	*Caltex City Cabs, 4 Tennyson St*
Mackay	1:47	Gregory Street CBD
Walkerston	1:55	Opposite Centenary Park
Eton	2:10	Eton Store
Nebo	3:00	Truck Stop (opposite Nebo Road House)
Coppabella	3:45	Opposite Coppabella Turn off
Moranbah - arrive	4:15	*Townsquare bus stop (Townsquare Avenue)*
Moranbah - depart	4:45	*Townsquare bus stop (Townsquare Avenue)*
Clermont	6:05	Rose Harris Park
Capella	6:45	Newsagency
Emerald - depart	7:20	*Railway Station*

Days in Service
pm
Sunday
Monday
Tuesday
Wednesday
Thursday

Figure 3.19 Emerald – Mackay Service Route and Timetable Information

Source: Mackay Transit Coaches

3.2.3 Active Transport

Due to the rural nature of the area, there is no dedicated active transport infrastructure in the immediate vicinity of The Project site.

4 Impact Assessment

4.1 Construction Stage

4.1.1 Link capacity assessment

An assessment of the increases to AADT traffic volumes on the Peak Downs Highway and Oxford Downs Sarina Road as a result of The Project's construction traffic generation has been undertaken for the construction year of 2025. This analysis represents a worst-case assessment for link capacity increases, investigating a day of peak construction workers (20 trips in and out from the north) and peak heavy vehicles (1 trip in and out from the south). As per Section 3.1.3.3 the ten-year growth rates have been applied to the observed 2023 AADT traffic volumes to extrapolate to the 2025 construction year.

This link capacity assessment has been undertaken for Peak Downs Highway and Oxford Downs Sarina Road segments:

— 82884 – Next segment to the north of The Project site (Free-Flow Speed, FFS=100 km/h)

— 80197 – Next segment to the south of The Project site (Free-Flow Speed, FFS=100 km/h)

— 82782 – Immediately adjacent to The Project site (Free-Flow Speed, FFS=80 km/h)

The results of this analysis are presented in Table 4.1. They show that during the day of The Project's highest generated traffic volumes, development flows slightly exceed 5% of the background AADT volumes in either direction on the Oxford Downs Sarina Road (greatest increase of 6.3%).

Table 4.1 Link Capacity Assessment (2025 – Construction year)

Site	Road Link	Base AADT (G)	Construction Daily volume (G)	% increase (G)	Base AADT (A)	Construction Daily volume (A)	% increase (A)
82884	33A – Peak Downs Highway (Clermont – Nebo)	2,501	20	0.8%	2,464	20	0.8%
80197	33A – Peak Downs Highway (Clermont – Nebo)	2,497	1	0.04%	2,449	1	0.04%
82782	514 - Oxford Downs Sarina Road	331	21	6.3%	324	21	6.5%

A more detailed peak hour link LoS assessment has been undertaken for Oxford Downs Sarina Road where construction traffic results in a greater than 5% increase to base AADT traffic volumes. Road link LOS has been calculated based on Table 5.5 of the Guide to Traffic Management Part 3, (Austroads 2020) as replicated in Table 4.2 for a road of 80 and 100 kilometres-per-hour (km/h). A description of the six link based Levels of Service is outlined below in Table 4.3. It is noted that the LoS criterion for Highways is based on Passenger Car Units (PCU), which has been accounted for by factoring background and proposed vehicle volumes for heavy vehicles by a PCU factor of 2.

The results of the link assessment are shown in Table 4.4. The results show no change in link LoS for the road section where The Project generated traffic exceeds 5% of the base AADT traffic volumes. As such, The Project construction is not considered to have a significant impact on link capacity and no mitigation of link capacity impacts is required.

Table 4.2 LoS Criteria of Highway Peak Hour Flows per Lane Direction

Level of Service	Maximum Service Flow (pcu/ln/hr)				
	A	B	C	D	E
80 km/h	550	900	1,300	1,710	2,000
100 km/h	660	1,080	1,550	1,980	2,200

Table 4.3 Level of Service description (Guide to Traffic Generating Developments (RMS 2002))

Level of Service	Description
A	Free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B	Stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is little less than that of the level of Service A.
C	Stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
D	Close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
E	Traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic-jam.
F	This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs, and queuing and delays result.

Table 4.4 Link Capacity Assessment: Oxford Downs Sarina Road – Construction year of 2025

Road Segment	Peak	Direction	Volumes - without Development	2025 flow - without Development (pcu/ln/hr)	Level of Service	Development volumes		Volumes – with Development	2025 flow - with Development (pcu/ln/hr)	Level of Service
						LV	HV			
82782	AM	Eastbound	23	26	A	20	0	43	46	A
		Westbound	21	24	A	0	1	22	25	A
	PM	Eastbound	27	31	A	0	1	28	33	A
		Westbound	25	29	A	20	0	45	47	A

4.1.2 Pavement assessment

An assessment to determine potential pavement impacts to State-controlled roads resulting from The Project's construction generated HV traffic has been undertaken. The initial assessment identifies any road links where the total yearly development SARs are expected to exceed 5% of the yearly background traffic SARs in either direction on the link's during the construction period.

For the purpose of this assessment a SAR4 load damage exponent has been adopted for the Peak Downs Highway and Oxford Downs Sarina Road with an average SAR4 value of 4 (as per the *Guide to Traffic Impact Assessment Practise Note: Pavement Impact Assessment* (TMR 2018) "All other roads" SAR4s value) applied to background HV traffic volumes. The results of this analysis are shown in Table 4.5.

This analysis shows that the total SAR4s generated by The Project do not exceed 5% of the construction year background SAR4s in either direction on the Peak Downs Highway or Oxford Downs Sarina Road. As such, The Project is not considered to have a significant impact on pavements, and no further analysis of pavement impacts is required.

Table 4.5 Pavement impact assessment (2025 – Construction year)

Site	Road Link	Base Daily HV (G)	Base Yearly SAR4 (G)	Construction Total HV (G)	Construction Total SAR4 (G)	% increase (G)	Base Daily HV (A)	Base Yearly SAR4 (A)	Construction Total HV (A)	Construction Total SAR4 (A)	% increase (A)
80197	33A – Peak Downs Highway (Clermont – Nebo)	899	1,312,382	32	180	0.01%	784	1,143,953	32	17	0.00%
82782	514 - Oxford Downs Sarina Road	40	58,039	32	180	0.31%	55	80,531	32	17	0.02%

4.1.3 Intersection assessment

Intersection analysis was undertaken using SIDRA intersection software, reporting on the average delay, Degree of Saturation (DOS), delay-based Level of Service (LOS) and 95th percentile queues by approach.

Delay, is defined in SIDRA as:

— *The additional (excess) travel time experienced by a vehicle or pedestrian relative to a base travel time, e.g. the free-flow travel time. Average delay considering all vehicles or pedestrians that are queued and not queued is a common performance measure used for intersection and network analysis.*

DOS, is defined in SIDRA as:

— *The ratio of arrival (demand) flow rate to capacity during a given flow period. Also, known as the volume to capacity ratio (v/c ration), utilisation ratio, utilisation factor and traffic intensity.*

The DoS criteria for a signalised intersections are shown in Table 4.6:

Table 4.6 Maximum Practical DoS for Priority Intersections

Intersection Type	Maximum Practical DoS
Sign-controlled	0.80

LOS, is defined in SIDRA as:

— *An index of the operational performance of traffic on a given roadway, traffic lane, approach, intersection, route or network, based on measures such as delay and degree of saturation etc. during a given flow period. This provides a quantitative stratification of a performance measure or measures that represent quality of service, measured on an A to F scale, with LoS A representing the best operation conditions from the traveller's perspective and LoS F the worst.*

The adopted LOS criteria are shown in Table 4.7.

Table 4.7 LoS Criteria for Priority Controlled Intersections

LoS	Average Delay per Vehicle (Secs / Veh)	Give-way and Stop Sign
A	Less than 14	Meets LoS requirements operation
B	15 to 25	Acceptable delays and spare capacity
C	29 to 42	Exceeds LoS C/D but accident study required
D	43 to 56	Near capacity, accident study required
E	57 to 80	At capacity, requires mitigations
F	Greater than 80	Extreme delay, major treatment required

95th Percentile Queue Length is defined in SIDRA as:

— *The 95th percentile queue length is the value below which 95 percent of all observed cycle queue lengths fall, or 5 per cent of all queue lengths exceed.*

The GTIA (TMR 2017) states that for priority-controlled intersections, when average peak hour delays for any turn movement exceeds 42 seconds (the LoS C / D threshold), then the intersection should be upgraded for safety reasons where it is practical to do so.

4.1.3.1 Project generated turn volumes

The combined background and development traffic generated by The Project in the AM and PM peak during the construction period at the intersection of Peak Downs Highway / Oxford Downs Sarina Road are shown in Figure 4.1. These volumes represent the combined highest peak hour of traffic generation for both light and heavy vehicles during the construction period (2025).

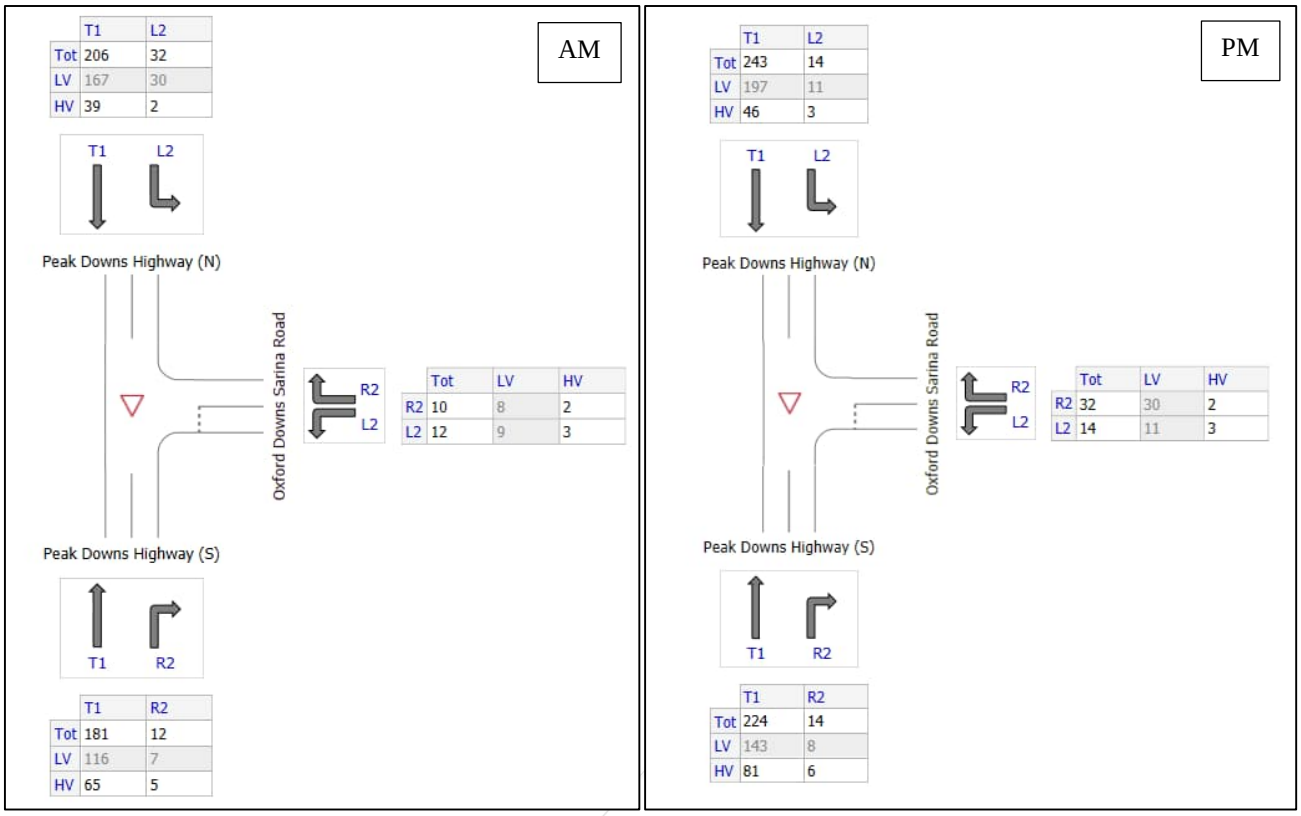


Figure 4.1 AM and PM construction peak Project turn volumes - Peak Downs Highway / Oxford Downs Sarina Road

The combined background and development traffic generated by The Project in the AM and PM peak during the construction period at the intersection of Oxford Downs Sarina Road / Braeside Road are shown in Figure 4.2. These volumes represent the combined highest peak hour of traffic generation for both light and heavy vehicles during the construction period (2025).

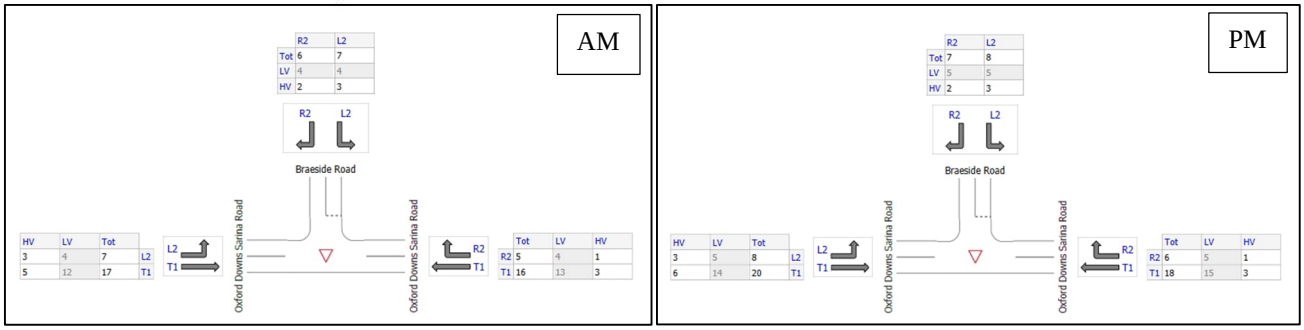


Figure 4.2 AM and PM construction peak Project turn volumes - Oxford Downs Sarina Road / Braeside Road

4.1.3.2 Intersection operation

Peak Downs Highway / Oxford Downs Sarina Road

Although The Project construction activities generate relatively low traffic volumes, it is expected to generate an increase of more than 5% of the base traffic for turn movements at the intersection of Peak Downs Highway / Oxford Downs Sarina Road in the AM and PM peak periods due to the very low background volumes.

To assess the resulting impacts, the intersection of Peak Downs Highway / Oxford Downs Sarina Road has been investigated in the 2025 AM and PM peak periods for without and with construction scenarios. As per Section 3.1.3.3 the ten-year growth rates of each direction of each road segment have been applied to the estimated 2023 peak hour turn volumes to extrapolate to the 2025 construction year. Figure 4.3 shows the SIDRA layout of the Peak Downs Highway / Oxford Downs Sarina Road configuration. The access intersection configuration consists of:

— Dedicated Auxiliary Left Turn (AUL) lane on the northern approach

— Dedicated Channelised Right Turn (CHR) lane on the southern approach

— Single exit lane from the development site on the eastern approach

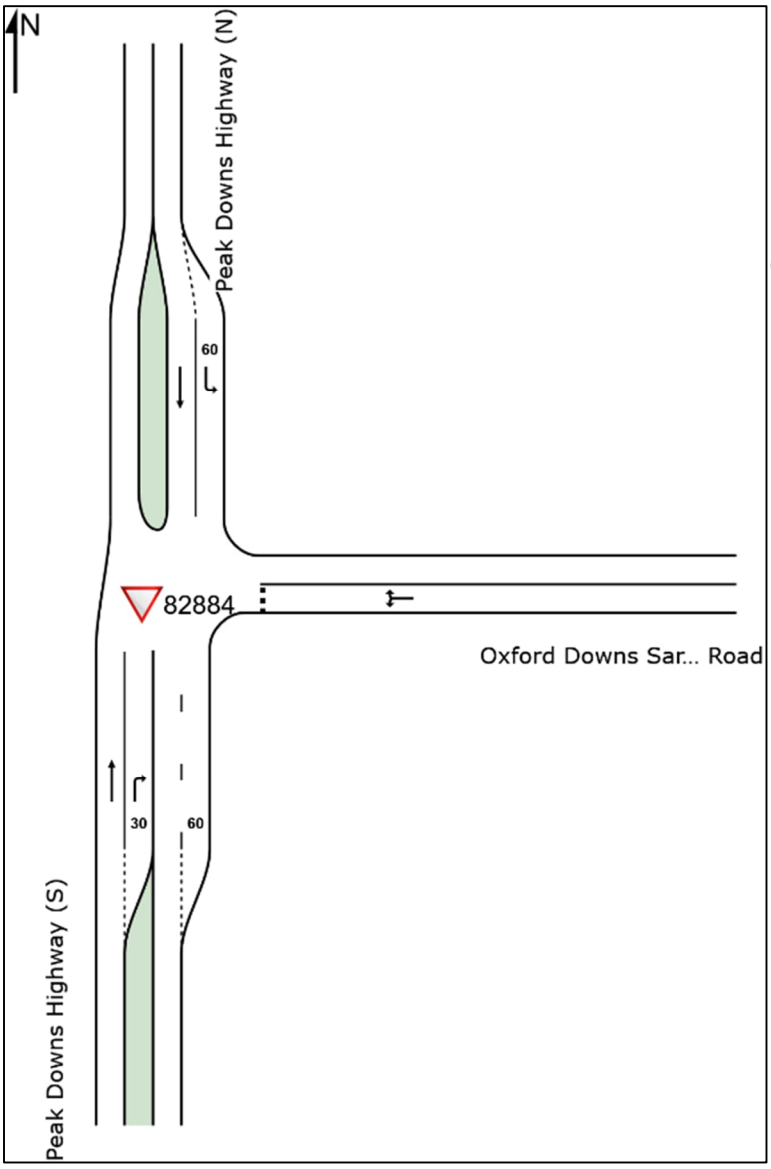


Figure 4.3 Peak Downs Highway / Oxford Downs Sarina Road Intersection Layout

The results of this assessment for the without and with construction generated traffic scenarios is shown in Table 4.8 and Table 4.9 Further detailed SIDRA modelling outputs are attached in **Appendix B**.

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— Minimal changes to approach DOS (largest increase of 0.01)

— Minimal changes to delays (largest increase of 0.4s)

— Minimal changes to queue lengths (largest increase of 0.2 m).

The results demonstrate The Project is not considered to have a significant impact on intersection operation and no mitigations are required.

Table 4.8 AM Peak – SIDRA Modelling Outputs for Construction Year (2025)

Construction Year 2025			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	South: Peak Downs Highway (S)	Through	191	A	0.12	0	0	191	A	0.12	0	0
		Right	12	A	0.01	7	0	13	A	0.02	8	0
	East: Oxford Downs Sarina Road	Left	12	A	0.03	7	1	13	A	0.04	7	1
		Right	11	B	0.03	11	1	11	B	0.04	11	1
	North: Peak Downs Highway (N)	Left	13	A	0.01	6	0	34	A	0.02	6	0
		Through	217	A	0.13	0	0	217	A	0.13	0	0
	Overall (Worst)	East (Right)		B	0.03	11	1		B	0.04	11	1

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— Minimal changes to approach DOS (largest increase of 0.04)

— Minimal changes to delays (largest increase of 0.1s)

— Minimal changes to queue lengths (largest increase of 1.2 m).

Table 4.9 PM Peak – SIDRA Modelling Outputs for Construction Year (2025)

Construction Year 2025			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
PM	South: Peak Downs Highway (S)	Through	236	A	0.15	0	0	236	A	0.15	0	0
		Right	14	A	0.02	8	1	15	A	0.02	8	1
	East: Oxford Downs Sarina Road	Left	14	A	0.05	7	1	15	A	0.09	7	3
		Right	13	B	0.05	12	1	34	B	0.09	12	3
	North: Peak Downs Highway (N)	Left	15	A	0.01	6	0	15	A	0.01	6	0
		Through	256	A	0.15	0	0	256	A	0.15	0	0
	Overall (Worst)	East (Right)		B	0.05	12	1		B	0.09	12	3

Oxford Downs Sarina Road / Braeside Road

Although The Project construction activities generate relatively low traffic volumes, it is expected to generate an increase of more than 5% of the base traffic for turn movements at the intersection of Oxford Downs Sarina Road / Braeside Road in the AM and PM peak periods due to the very low background volumes.

To assess the resulting impacts, the intersection of Oxford Downs Sarina Road / Braeside Road has been investigated in the 2025 AM and PM peak periods for without and with construction scenarios. As per Section 3.1.3.3 the ten-year growth rates of each direction of each road segment have been applied to the estimated 2023 peak hour turn volumes to extrapolate to the 2025 construction year.

Figure 4.4 shows the SIDRA layout of the Oxford Downs Sarina Road / Braeside Road configuration. The access intersection configuration consists of Basic Left Turn (BAL) on all approaches:

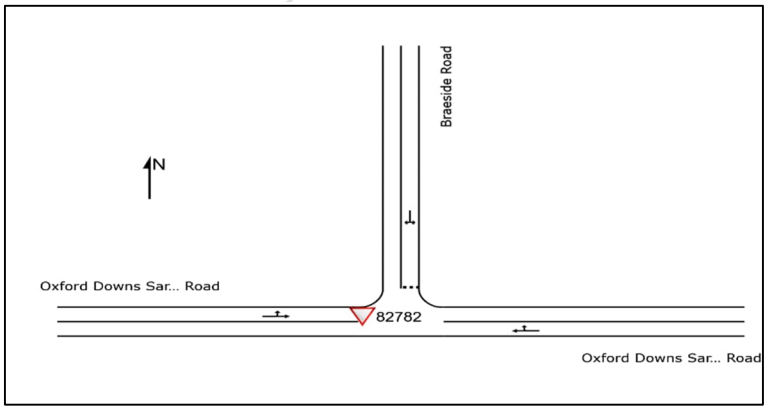


Figure 4.4 Oxford Downs Sarina Road / Braeside Road Intersection Layout

The results of this assessment for the without and with construction generated traffic scenarios is shown IN Table 4.10 and Table 4.11. Further detailed SIDRA modelling outputs are attached in **Appendix B**.

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— No change in approach DOS

— Minimal changes to delays (largest increase of 0.2s)

Minimal changes to queue lengths (largest increase of 0.1 m).

The results demonstrate The Project is not considered to have a significant impact on intersection operation and no mitigations are required.

Table 4.10 AM Peak – SIDRA Modelling Outputs for Construction Year (2025)

Construction Year 2025			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	East: Oxford Downs Sarina Road	Through	17	A	0.01	0	0	17	A	0.01	0	0
		Right	5	A	0.01	6	0	5	A	0.01	6	0
	North: Braeside Road	Left	6	A	0.01	6	0	7	A	0.01	6	0
		Right	5	A	0.01	6	0	6	A	0.01	6	0
	West: Oxford Downs Sarina Road	Left	6	A	0.02	6	0	7	A	0.02	6	0
		Through	18	A	0.02	0	0	18	A	0.02	0	0
	Overall (Worst)	East (Right)		A	0.02	6	0		A	0.02	6	0

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— No change in approach DOS

— Minimal changes to delays (largest increase of 0.1s)

— Minimal changes to queue lengths (largest increase of 0.1 m).

Table 4.11 PM Peak – SIDRA Modelling Outputs for Construction Year (2025)

Construction Year 2025			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
PM	East: Oxford Downs Sarina Road	Through	19	A	0.02	0	0	19	A	0.02	0	0
		Right	6	A	0.02	6	0	6	A	0.02	6	0
	North: Braeside Road	Left	7	A	0.01	6	0	8	A	0.01	6	0
		Right	6	A	0.01	6	0	7	A	0.01	6	0
	West: Oxford Downs Sarina Road	Left	7	A	0.02	6	0	8	A	0.02	6	0
		Through	21	A	0.02	0	0	21	A	0.02	0	0
	Overall (Worst)	East (Right)		A	0.02	6	0		A	0.02	6	0

4.1.4 Other Transport Network Impacts

4.1.4.1 Heavy vehicle routes

As a relatively low increase (general <5%) in AADT traffic volumes is noted on the Peak Downs Highway during the peak period of construction activities, it is not expected that construction heavy vehicle and workforce movements generated by the proposal would impact the operation of existing heavy vehicles movements on the Peak Downs Highway 26 m B Double HV route.

4.1.4.2 Public transport

No public transport in the vicinity of the site apart from occasional coach services in operation along the Peak Downs Highway. Due to the low traffic volumes generated by The Project construction activities (primarily workers' movements from Nebo) it is expected to have a minimal impact on these services. In addition, it is noted that the heaviest time for construction movements is expected at the start and end of construction hours (6:30AM to 6:30PM) which is outside coach bus service periods in Nebo.

4.1.4.3 Active transport

Given the surrounding land uses in the vicinity of The Project, the demand for cycling and pedestrian travel in the area is likely to be low. Although there would be increased traffic from construction vehicles in the Nebo centre along the access routes, the increase is minor (5% of AADT) and no impact to existing active transport movements are expected. It is noted that the largest hourly construction movements (workforce) would occur outside peak traffic periods (typically between 10:00 AM and 4:00 PM) and would have minimal impact to pedestrians and cyclists.

4.1.5 *Safety Review*

Peak Downs Highway and Oxford Sarina Road in the vicinity of The Project Site, have an AADT of less than 8,000 per day, with a posted speed limit of 100 km/hr. This categorises the road environment as a medium risk. Considering this, and as this development is expected to be assessed under the *Planning Act 2016* meaning it does not qualify as a "Major Project", a road safety assessment for the construction period has been undertaken with the requirements set out in the GTIA. As per the GTIA, this assessment includes identification of current safety risks, potential new risks resulting from the development and recommendations on mitigation works to ensure the safety risk rating is not worsened.

This assessment has identified the following key risk associated with The Project construction activities:

— Increases to heavy vehicles volumes along the Peak Downs Highway, Oxford Downs Sarina Road and Braeside Road.

These risks have been assessed using the risk assessment framework as detailed in the GTIA, with the results presented in Table 4.12.

Table 4.12 Risk Assessment

Risk Item	Without Development			With Development			Mitigation measure	With Development and mitigation		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		Likelihood	Consequence	Risk Score
Additional HV Left/right turn movements off Peak Downs Highway into Oxford Downs Sarina Road; rear end collision caused by deceleration in the through lane or inadequate turn pocket/storage length	1	4	M	2	4	M	Construction access warning signage	1	4	M
Left/right turn movements off Oxford Downs Sarina Road into Braeside Road; rear end collision caused by deceleration in the through lane or inadequate turn pocket/storage length	1	4	M	2	4	M	Construction access warning signage	1	4	M
Left/right turn movements off Braeside Road into The Project site; rear end collision caused by deceleration in the through lane or inadequate turn pocket/storage length	1	4	M	2	4	M	Construction access warning signage	1	4	M

The safety review found:

— Following review of the current crash data it appears that the current intersection arrangements at these locations do not pose a significant safety risk under current traffic conditions. Furthermore, with no proposed change to the

vertical or horizontal geometry of the intersection, no change in the existing sight lines is expected at the intersection.

To mitigate the increased safety risk, temporary warning signs will be introduced on the approaches intersections on to provide road users advanced warning of construction activities. It should be noted that this is a temporary measure due to the fact the anticipated duration of the construction project is approximately two months.

4.2 Operational stage

4.2.1 Design Horizon

The analysis horizon year has been determined based on an assumed year of opening for The Project in 2026. The operational analysis has been undertaken for the year of opening and a 10-year design horizon (2036), The assessment assumes that the number of trips generated by The Project operational activities remains constant over the assessment period.

4.2.2 Link capacity assessment

An assessment of the increases to AADT traffic volumes on the Peak Downs Highway and Oxford Downs Sarina Road as a result of The Project's operational traffic generation has been undertaken for the opening year of 2026 and the design horizon year of 2036 as presented in Table 4.13 and Table 4.14. This analysis represents a worst-case assessment for link capacity increases, investigating a day of peak operational workers (84 trips in and out from the north). As per Section 3.1.3.3 the ten-year growth rates have been applied to the observed 2023 AADT traffic volumes to extrapolate to the 2026 opening year and 2036 design horizon year.

For the opening year of 2026 and the design horizon year of 2036, the results show that The Project's highest generated operational traffic volumes exceed 5% of the background AADT volumes in both direction on the Oxford Downs Sarina Road (greatest increase of 30.7%).

Table 4.13 Link Capacity Assessment (2026 – Opening year)

Site	Road Link	Base AADT (G)	Operational Daily volume (G)	% increase (G)	Base AADT (A)	Operational Daily volume (A)	% increase (A)
82884	33A – Peak Downs Highway (Clermont – Nebo)	2,589	101	3.9%	2,544	101	4.0%
80197	33A – Peak Downs Highway (Clermont – Nebo)	2,568	0	0.00%	2,509	0	0.00%
82782	514 - Oxford Downs Sarina Road	336	101	30.1%	329	101	30.7%

Table 4.14 Link Capacity Assessment (2036 – Design horizon year)

Site	Road Link	Base AADT (G)	Operational Daily volume (G)	% increase (G)	Base AADT (A)	Operational Daily volume (A)	% increase (A)
82884	33A – Peak Downs Highway (Clermont – Nebo)	3,659	101	2.8%	3,510	101	2.9%
80197	33A – Peak Downs Highway (Clermont – Nebo)	3,405	0	0.00%	3,209	0	0.00%
82782	514 - Oxford Downs Sarina Road	387	101	26.1%	375	101	26.9%

The impacts to link LOS where increases to AADT are greater than 5% as a result of The Project operational activities have been assessed and are shown in Table 4.15 and Table 4.16. These results show no change in link LoS for the road section where The Project generated traffic exceeds 5% of the base AADT traffic volumes. As such, The Project operation is not considered to have a significant impact on link capacity and no mitigation of link capacity impacts is required

Table 4.15 Link Capacity Assessment – Opening year of 2026

Road Segment	Peak	Direction	Volumes - without Development	2026 flow - without Development (pcu/ln/hr)	Level of Service	Development volumes		Volumes – with Development	2026 flow - with Development (pcu/ln/hr)	Level of Service
						LV	HV			
82782	AM	Eastbound	23	26	A	76	0	99	102	A
		Westbound	21	25	A	0	0	21	24	A
	PM	Eastbound	28	31	A	0	0	28	31	A
		Westbound	25	29	A	76	0	101	104	A

Table 4.16 Link Capacity Assessment – Design horizon year of 2036

Road Segment	Peak	Direction	Volumes - without Development	2036 flow - without Development (pcu/ln/hr)	Level of Service	Development volumes		Volumes – with Development	2036 flow - with Development (pcu/ln/hr)	Level of Service
						LV	HV			
82782	AM	Eastbound	27	30	A	76	0	103	106	A
		Westbound	24	28	A	0	0	24	27	A
	PM	Eastbound	32	36	A	0	0	32	36	A
		Westbound	28	33	A	76	0	104	108	A

4.2.3 Pavement assessment

As no additional heavy vehicles are expected to be generated during the operational stage of the development, a pavement impact assessment is not required.

4.2.4 Intersection assessment

4.2.4.1 Project generated turn volumes

The turn volumes generated by The Project in the AM and PM operational peak periods at the intersection of Peak Downs Highway / Oxford Downs Sarina Road intersection are shown in Figure 4.5 and Figure 4.6. These volumes represent the highest peak hour of traffic generation for light vehicles during the operational period.

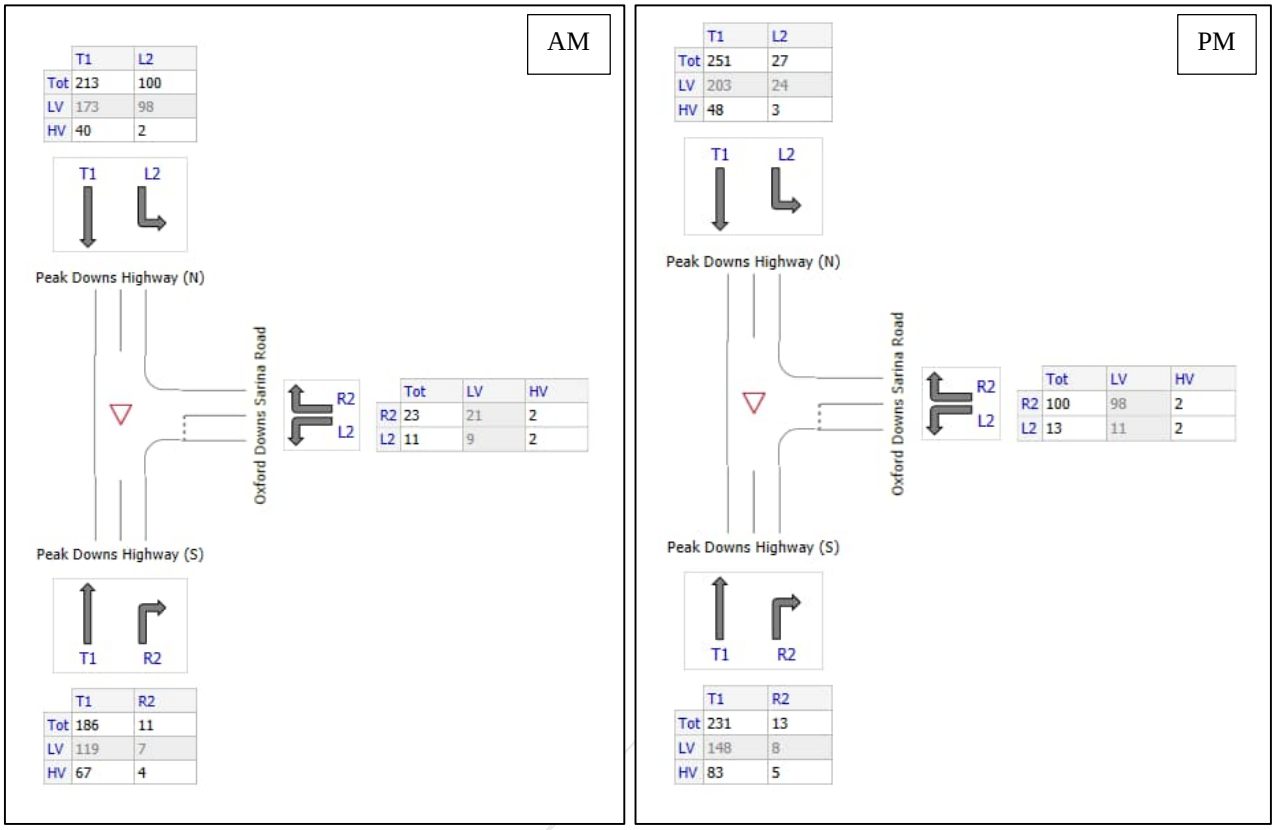


Figure 4.5 AM and PM operational peak Project turn volumes – Peak Downs Highway / Oxford Downs Sarina Rad (2026)

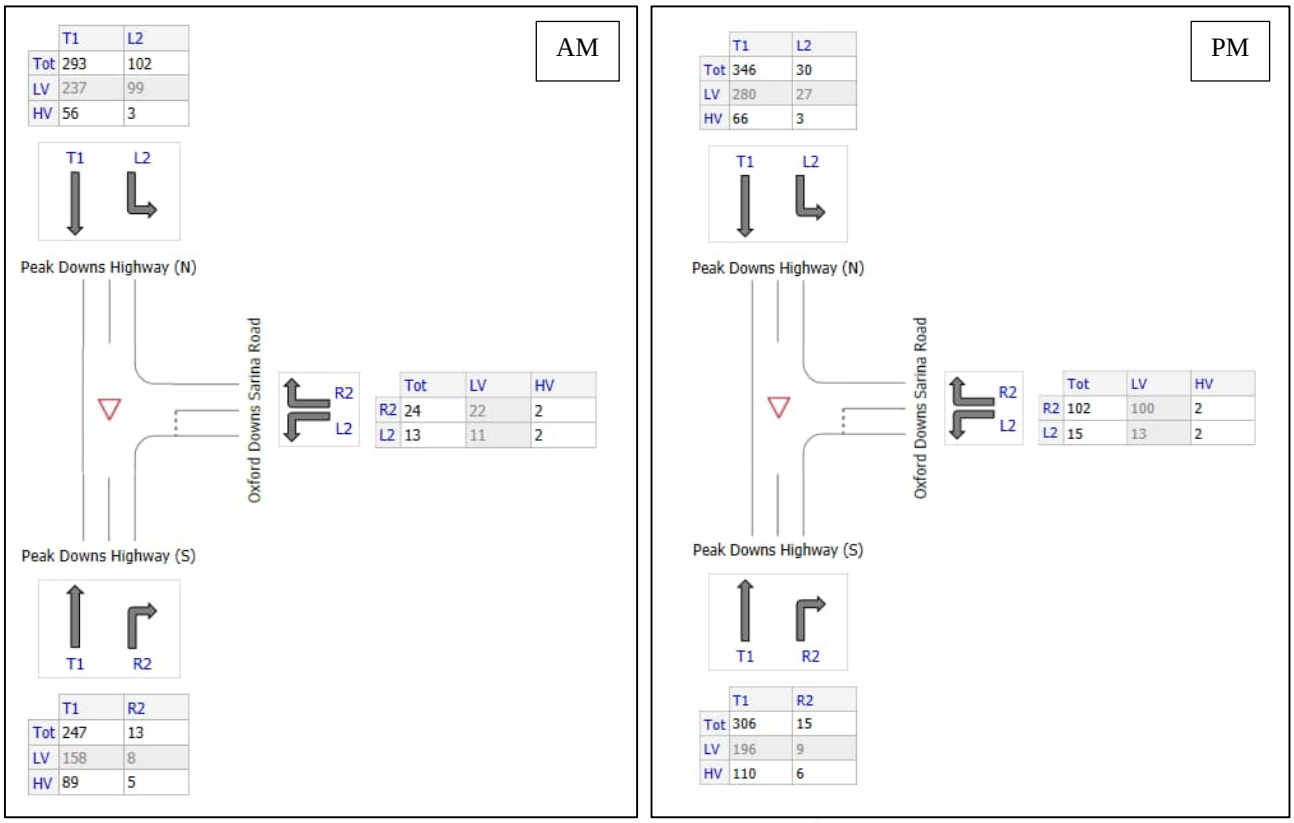


Figure 4.6 AM and PM operational peak Project turn volumes – Peak Downs Highway / Oxford Downs Sarina Road (2036)

The turn volumes generated by The Project in the AM and PM operational peak periods at the intersection of Oxford Downs Sarina Road / Braeside Road intersection are shown in Figure 4.7 and

Figure 4.8. These volumes represent the highest peak hour of traffic generation for light vehicles during the operational period.

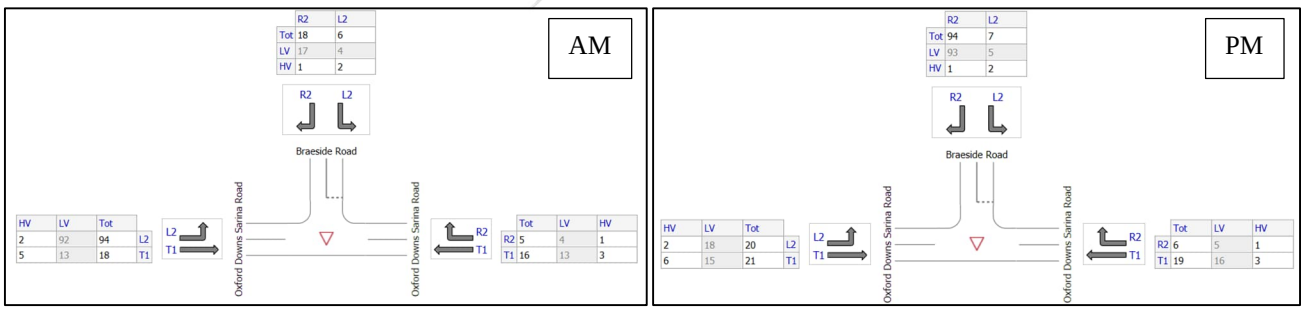


Figure 4.7 AM and PM operational peak Project turn volumes – Oxford Downs Sarina Road / Braeside Road (2026)

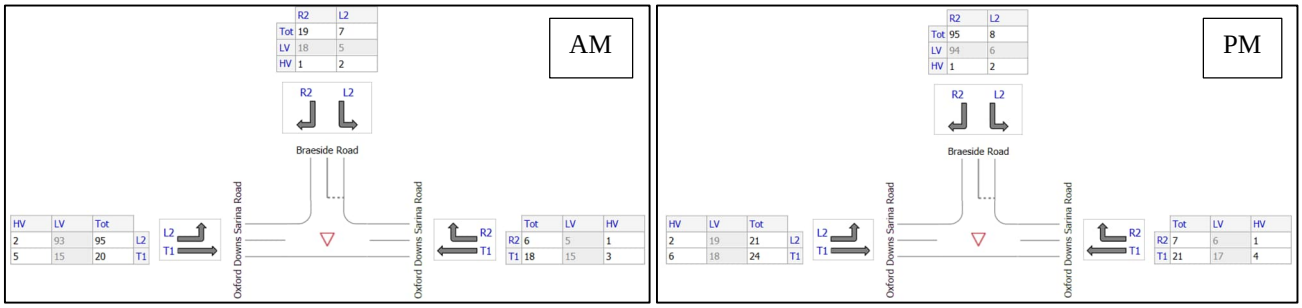


Figure 4.8 AM and PM operational peak Project turn volumes – Oxford Downs Sarina Road / Braeside Road (2036)

4.2.4.2 Intersection operation

Peak Downs Highway / Oxford Downs Sarina Road

To assess the resulting impacts, the intersection of Peak Downs Highway / Oxford Downs Sarina Road has been investigated in the 2026 and 2036 AM and PM peak periods for without and with development scenarios. As per Section 3.1.3.3 the ten-year growth rates of each direction of each road segment have been applied to the estimated 2023 peak hour turn volumes to extrapolate to the 2026 opening year and the 2036 design horizon year.

The results of operational stage AM and PM Peak assessment for the without and with development generated traffic scenarios for the year of opening (2026) are shown in Table 4.17 and Table 4.18. Further detailed SIDRA modelling outputs are attached in **Appendix B.**

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

- No change in intersection LOS
- Minimal changes to approach DOS (largest increase of 0.05)
- Minimal changes to delays (largest increase of 0.7s)
- Minimal changes to queue lengths (largest increase of 0.7m).

Table 4.17 AM Peak –SIDRA Modelling Outputs for Opening Year (2026)

Opening Year 2026			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	South: Peak Downs Highway (S)	Through	196	A	0.12	0	0	196	A	0.12	0	0
		Right	12	A	0.01	7	0	12	A	0.02	8	1
	East: Oxford Downs Sarina Road	Left	12	A	0.04	7	1	12	A	0.06	7	2
		Right	11	B	0.04	11	1	24	B	0.06	11	2
	North: Peak Downs Highway (N)	Left	13	A	0.01	6	0	105	A	0.06	6	0
		Through	224	A	0.13	0	0	224	A	0.13	0	0
	Overall (Worst)	East (Right)		B	0.04	11	1		B	0.06	11	2

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

- No change in intersection LOS
- Minimal changes to approach DOS (largest increase of 0.19)
- Minimal changes to delays (largest increase of 0.3s)
- Minimal changes to queue lengths (largest increase of 5.6m).

Table 4.18 PM Peak – SIDRA Modelling Outputs for Opening Year (2026)

Opening Year 2026			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
PM	South: Peak Downs Highway (S)	Through	243	A	0.15	0	0	243	A	0.15	0	0
		Right	14	A	0.02	8	1	14	A	0.02	8	1
	East: Oxford Downs Sarina Road	Left	14	A	0.05	7	1	14	A	0.24	8	7
		Right	13	B	0.05	13	1	105	B	0.24	12	7
	North: Peak Downs Highway (N)	Left	15	A	0.01	6	0	28	A	0.02	6	0
		Through	264	A	0.15	0	0	264	A	0.15	0	0
	Overall (Worst)	East (Right)		B	0.05	13	1		B	0.24	12	7

The results of operational stage AM and PM Peak assessment for the without and with operation generated traffic scenarios for the 2036 future year horizon are shown in Table 4.19 and Table 4.20. Further detailed SIDRA modelling outputs are attached in **Appendix B.**

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— Minimal changes to approach DOS (largest increase of 0.05)

— Minimal changes to delays (largest increase of 0.8s)

— Minimal changes to queue lengths (largest increase of 1m).

Table 4.19 AM Peak – SIDRA Modelling Outputs for Future Year (2036)

Future Year Horizon 2036			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	South: Peak Downs Highway (S)	Through	260	A	0.17	0	0	260	A	0.17	0	0
		Right	14	A	0.02	8	1	14	A	0.02	9	1
	East: Oxford Downs Sarina Road	Left	14	A	0.05	8	1	14	A	0.09	8	2
		Right	12	B	0.05	14	1	25	B	0.09	14	2
	North: Peak Downs Highway (N)	Left	15	A	0.01	6	0	107	A	0.06	6	0
		Through	308	A	0.18	0	0	308	A	0.18	0	0
	Overall (Worst)	East (Right)		B	0.05	14	1		B	0.09	14	2

The assessment of the operation of Peak Downs Highway / Oxford Downs Sarina Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

- No change in intersection LOS
- Minimal changes to approach DOS (largest increase of 0.27)
- Minimal changes to delays (largest increase of 1.7s)
- Minimal changes to queue lengths (largest increase of 8.8m).

Table 4.20 PM Peak – SIDRA Modelling Outputs for Future Year (2036)

Future Year Horizon 2036			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	South: Peak Downs Highway (S)	Through	322	A	0.20	0	0	322	A	0.20	0	0
		Right	16	A	0.02	9	1	16	A	0.02	9	1
	East: Oxford Downs Sarina Road	Left	16	A	0.07	8	2	16	A	0.34	10	11
		Right	15	C	0.07	18	2	107	C	0.34	18	11
	North: Peak Downs Highway (N)	Left	18	A	0.01	6	0	32	A	0.02	6	0
		Through	364	A	0.21	0	0	364	A	0.21	0	0
	Overall (Worst)	East (Right)		C	0.07	18	2		C	0.34	18	11

Oxford Downs Sarina Road / Braeside Road

To assess the resulting impacts, the intersection of Oxford Downs Sarina Road / Braeside Road has been investigated in the 2026 and 2036 AM and PM peak periods for without and with development scenarios. As per Section 3.1.3.3 the ten-year growth rates of each direction of each road segment have been applied to the estimated 2023 peak hour turn volumes to extrapolate to the 2026 opening year and the 2036 design horizon year.

The results of operational stage AM and PM Peak assessment for the without and with development generated traffic scenarios for the year of opening (2026) are shown in Table 4.21 and Table 4.22. Further detailed SIDRA modelling outputs are attached in **Appendix B.**

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— Minimal changes to approach DOS (largest increase of 0.05)

— Minimal changes to delays (largest increase of 0.3s)

— Minimal changes to queue lengths (largest increase of 0.2m).

Table 4.21 AM Peak –SIDRA Modelling Outputs for Opening Year (2026)

Opening Year 2026			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	East: Oxford Downs Sarina Road	Through	17	A	0.01	0	0	17	A	0.01	0	0
		Right	5	A	0.01	6	0	5	A	0.01	6	0
	North: Braeside Road	Left	6	A	0.01	6	0	6	A	0.02	6	1
		Right	5	A	0.01	6	0	19	A	0.02	6	1
	West: Oxford Downs Sarina Road	Left	6	A	0.02	6	0	99	A	0.07	6	0
		Through	19	A	0.02	0	0	19	A	0.07	0	0
	Overall (Worst)	West (Left)		A	0.02	6	0		A	0.07	6	0

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

- No change in intersection LOS
- Minimal changes to approach DOS (largest increase of 0.08)
- Minimal changes to delays (largest increase of 0.1s)
- Minimal changes to queue lengths (largest increase of 1.8m).

Table 4.22 PM Peak – SIDRA Modelling Outputs for Opening Year (2026)

Opening Year 2026			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
PM	East: Oxford Downs Sarina Road	Through	20	A	0.02	0	0	20	A	0.02	0	0
		Right	6	A	0.02	6	0	6	A	0.02	6	0
	North: Braeside Road	Left	7	A	0.01	6	0	7	A	0.09	6	2
		Right	6	A	0.01	6	0	99	A	0.09	6	2
	West: Oxford Downs Sarina Road	Left	7	A	0.02	6	0	21	A	0.03	6	0
		Through	22	A	0.02	0	0	22	A	0.03	0	0
	Overall (Worst)	North (Right)		A	0.01	6	0		A	0.09	6	2

The results of operational stage AM and PM Peak assessment for the without and with operation generated traffic scenarios for the 2036 future year horizon are shown in Table 4.23 and Table 4.24. Further detailed SIDRA modelling outputs are attached in **Appendix B.**

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the AM peak period shows that with the addition of the heaviest expected peak period operational traffic the intersection continues to operate in an acceptable manner with:

— No change in intersection LOS

— Minimal changes to approach DOS (largest increase of 0.05)

— Minimal changes to delays (largest increase of 0.4s)

— Minimal changes to queue lengths (largest increase of 0.3m).

Table 4.23 AM Peak – SIDRA Modelling Outputs for Opening Year (2036)

Future Year Horizon 2036			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
AM	East: Oxford Downs Sarina Road	Through	19	A	0.02	0	0	19	A	0.02	0	0
		Right	6	A	0.02	6	0	6	A	0.02	6	0
	North: Braeside Road	Left	7	A	0.01	6	0	7	A	0.02	6	1
		Right	6	A	0.01	6	0	20	A	0.02	6	1
	West: Oxford Downs Sarina Road	Left	7	A	0.02	6	0	100	A	0.07	6	0
		Through	21	A	0.02	0	0	21	A	0.07	0	0
	Overall (Worst)	West (Left)		A	0.02	6	0		A	0.07	6	0

The assessment of the operation of Oxford Downs Sarina Road / Braeside Road intersection in the PM peak period shows that with the addition of the heaviest expected peak period construction traffic the intersection continues to operate in an acceptable manner with:

- No change in intersection LOS
- Minimal changes to approach DOS (largest increase of 0.08)
- Minimal changes to delays (largest increase of 0.1s)
- Minimal changes to queue lengths (largest increase of 1.8m).

Table 4.24 PM Peak – SIDRA Modelling Outputs for Opening Year (2036)

Future Year Horizon 2036			Base					With project				
Peak	**Approach**	**Movement**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**	**Traffic Volumes**	**LoS**	**DoS**	**Average Delay (s)**	**95th Percentile Queues (m)**
PM	East: Oxford Downs Sarina Road	Through	22	A	0.02	0	0	22	A	0.02	0	0
		Right	7	A	0.02	6	0	7	A	0.02	6	0
	North: Braeside Road	Left	8	A	0.01	6	0	8	A	0.09	6	2
		Right	7	A	0.01	6	0	100	A	0.09	6	2
	West: Oxford Downs Sarina Road	Left	8	A	0.02	6	0	22	A	0.03	6	0
		Through	25	A	0.02	0	0	25	A	0.03	0	0
	Overall (Worst)	North (Right)		A	0.01	6	0		A	0.09	6	2

4.2.4.3 Other Transport Network Impacts

Based on the outcomes of the intersection and link capacity assessment, it is not expected that the operational traffic generated by the Project will have impacts on the operation of:

- Heavy vehicles routes
- Public transport infrastructure
- Active transport infrastructure.

4.2.5 Road safety assessment

Based on the outcomes of the link and intersection assessments and the type of vehicles generated by the operation of the project. it is not expected that any additional risks will be associated with The Project construction activities:

5 Summary

This Traffic Report has defined The Project's activities and associated trip generation during its construction and operational phases, identified access routes, and collated road network traffic data. Based on this information the report provides an assessment as per the *Guide to Traffic Impact Assessment* (GTIA) (TMR 2018) of likely impacts of The Project on the SCR network associated with intersection capacity, freight network, public transport, active transport and road safety during the construction and operational stages. The key findings of this assessment are summarised as:

- The Project is expected to generate:
  - A peak daily traffic generation of 27 heavy and 40 light vehicles trips (in and out) accessing the construction site with a maximum peak hour flow of 5 heavy and 8 light vehicles (in or out) movements.
  - During operations, a peak daily traffic generation of an average of 214 light vehicle trips (in and out) accessing the site with a maximum peak hour flow of 101 light vehicles (in and out) movements.
- Due to the low traffic volumes generated by the construction and operation of The Project, no impacts to the SCR network, intersections, pavement condition or public and active transport facilities are expected as:
  - Increases to link volumes on Peak Downs Highway are less than 5% increase to daily AADT or do not result in a change of LoS. Although link volumes on Oxford Downs Sarina Road increase by more than 5%, the impacts to link capacity are negligible with no change to operational Los.
  - Increases to link SAR4s during the year of construction are less than 5% of annual SARs.
  - Although turn movements at the intersections of Oxford Downs Sarina Road / Braeside Road and Peak Downs Highway / Oxford Downs Sarina Road increase by more than 5%, the impacts to intersection performance are negligible with no change to operational LoS.
  - No dedicated active or public transport infrastructure is located in vicinity of The Project site and increases to traffic volumes are not expected to impact active or public transport networks in the regional centres along the Peak Downs Highway.
- Increased safety risks are associated with construction The Project. To mitigate the identified increased road safety risk from increases in traffic associated with The Project, the following mitigation is recommended:
  - Temporary warning signs are recommended be introduced on the approaches to intersections in the vicinity of The Project during construction to provide road users advanced warning of additional turning vehicles during the construction stages.

Appendix A

AADT

A1 Daily Traffic Demands and Hourly Profile

Peak Downs Highway (Section 82884)			
Time	Northbound	Southbound	Two way
0 to 1	7	12	19
1 to 2	14	13	27
2 to 3	20	12	32
3 to 4	49	17	66
4 to 5	175	33	208
5 to 6	169	87	256
6 to 7	189	166	355
7 to 8	**193**	**175**	**368**
8 to 9	151	155	306
9 to 10	137	149	286
10 to 11	138	151	289
11 to 12	134	148	282
12 to 13	134	160	294
13 to 14	163	177	340
14 to 15	180	182	362
15 to 16	201	195	396
16 to 17	**228**	**206**	**434**
17 to 18	166	254	420
18 to 19	118	228	346
19 to 20	67	128	195
20 to 21	37	59	96
21 to 22	23	32	55
22 to 23	17	25	42
23 to 24	10	15	25

Peak Downs Highway (Section 80197)			
Time	Northbound	Southbound	Two way
0 to 1	8	12	20
1 to 2	12	12	24
2 to 3	17	12	29
3 to 4	45	17	62
4 to 5	152	37	189
5 to 6	163	114	277
6 to 7	169	189	358
7 to 8	**183**	**171**	**354**
8 to 9	147	151	298
9 to 10	143	150	293
10 to 11	140	148	288
11 to 12	140	157	297
12 to 13	137	171	308
13 to 14	160	183	343
14 to 15	183	189	372
15 to 16	216	206	422
16 to 17	**229**	**212**	**441**
17 to 18	188	264	452
18 to 19	129	226	355
19 to 20	81	118	199
20 to 21	41	48	89
21 to 22	25	31	56
22 to 23	18	24	42
23 to 24	10	13	23

Oxford Downs Sarina Road (Section 82782)			
Time	Eastbound	Westbound	Two way
0 to 1	1	1	2
1 to 2	2	1	3
2 to 3	2	1	4
3 to 4	6	2	8
4 to 5	21	4	24
5 to 6	20	10	30
6 to 7	22	19	41
7 to 8	**23**	**20**	**43**
8 to 9	18	18	36
9 to 10	16	17	33
10 to 11	16	17	34
11 to 12	16	17	33
12 to 13	16	18	34
13 to 14	19	20	39
14 to 15	21	21	42
15 to 16	24	22	46
16 to 17	**27**	**23**	**50**
17 to 18	20	29	49
18 to 19	14	26	40
19 to 20	8	15	23
20 to 21	4	7	11
21 to 22	3	4	6
22 to 23	2	3	5
23 to 24	1	2	3

Figure A.1 Peak hour traffic volume

Source: Qld Traffic Data Average by Hour by Day 2023

Appendix B

Detailed SIDRA Modelling Outputs

B1 SIDRA Site Reports

B1.1 Peak Downs Highway / Oxford Downs Sarina Road intersection

B1.1.1 Base year (2023)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	180	36.3	180	36.3	0.114	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	12	36.4	12	36.4	0.013	7.3	LOS A	0	0.4	0.35	0.57	0.35	50.3
Approach			192	36.3	192	36.3	0.114	0.5	NA	0	0.4	0.02	0.03	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	12	18.2	12	18.2	0.033	6.8	LOS A	0.1	0.9	0.43	0.62	0.43	50.1
6	R2	All MCs	11	20	11	20	0.033	10.5	LOS B	0.1	0.9	0.43	0.62	0.43	50.1
Approach			22	19	22	19	0.033	8.6	LOS A	0.1	0.9	0.43	0.62	0.43	50.1
North: Peak Downs Highway (N)															
7	L2	All MCs	13	16.7	13	16.7	0.008	5.7	LOS A	0	0	0	0.57	0	52.2
8	T1	All MCs	203	19.2	203	19.2	0.117	0	LOS A	0	0	0	0	0	59.9
Approach			216	19	216	19	0.117	0.4	NA	0	0	0	0.03	0	59.4
All Vehicles			429	26.7	429	26.7	0.117	0.8	NA	0.1	0.9	0.03	0.06	0.03	58.8

Figure B.1 SIDRA movement summary – AM Peak

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	223	35.8	223	35.8	0.141	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	38.5	14	38.5	0.016	7.7	LOS A	0.1	0.6	0.39	0.59	0.39	50
Approach			237	36	237	36	0.141	0.5	NA	0.1	0.6	0.02	0.03	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	13	16.7	13	16.7	0.042	7	LOS A	0.1	1.2	0.48	0.66	0.48	49.6
6	R2	All MCs	13	16.7	13	16.7	0.042	11.8	LOS B	0.1	1.2	0.48	0.66	0.48	49.6
Approach			25	16.7	25	16.7	0.042	9.4	LOS A	0.1	1.2	0.48	0.66	0.48	49.6
North: Peak Downs Highway (N)															
7	L2	All MCs	15	21.4	15	21.4	0.009	5.8	LOS A	0	0	0	0.57	0	52
8	T1	All MCs	240	18.9	240	18.9	0.138	0	LOS A	0	0	0	0	0	59.9
Approach			255	19	255	19	0.138	0.4	NA	0	0	0	0.03	0	59.4
All Vehicles			517	26.7	517	26.7	0.141	0.9	NA	0.1	1.2	0.03	0.06	0.03	58.8

Figure B.2 SIDRA movement summary – PM Peak

B1.1.2 Construction year (2025)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	191	36	191	36	0.121	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	12	36	12	36	0.013	7.4	LOS A	0	0.4	0.37	0.58	0.37	50.3
Approach			202	36	202	36	0.121	0.5	NA	0	0.4	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	12	17	12	17	0.034	6.9	LOS A	0.1	0.9	0.44	0.63	0.44	50.1
6	R2	All MCs	11	17	11	17	0.034	10.7	LOS B	0.1	0.9	0.44	0.63	0.44	50.1
Approach			22	17	22	17	0.034	8.7	LOS A	0.1	0.9	0.44	0.63	0.44	50.1
North: Peak Downs Highway (N)															
7	L2	All MCs	13	19	13	19	0.008	5.8	LOS A	0	0	0	0.57	0	52.1
8	T1	All MCs	217	19	217	19	0.125	0	LOS A	0	0	0	0	0	59.9
Approach			229	19	229	19	0.125	0.3	NA	0	0	0	0.03	0	59.4
All Vehicles			454	26.5	454	26.5	0.125	0.8	NA	0.1	0.9	0.03	0.06	0.03	58.8

Figure B.3 SIDRA movement summary – AM Peak - Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	191	35.9	191	35.9	0.121	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	13	41.7	13	41.7	0.015	7.7	LOS A	0.1	0.5	0.39	0.59	0.39	49.9
Approach			203	36.3	203	36.3	0.121	0.5	NA	0.1	0.5	0.02	0.04	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	13	25	13	25	0.036	7.1	LOS A	0.1	1.1	0.45	0.63	0.45	49.7
6	R2	All MCs	11	20	11	20	0.036	11.1	LOS B	0.1	1.1	0.45	0.63	0.45	49.9
Approach			23	22.7	23	22.7	0.036	8.9	LOS A	0.1	1.1	0.45	0.63	0.45	49.8
North: Peak Downs Highway (N)															
7	L2	All MCs	34	6.3	34	6.3	0.019	5.6	LOS A	0	0	0	0.57	0	52.6
8	T1	All MCs	217	18.9	217	18.9	0.125	0	LOS A	0	0	0	0	0	59.9
Approach			251	17.2	251	17.2	0.125	0.8	NA	0	0	0	0.08	0	58.8
All Vehicles			477	25.6	477	25.6	0.125	1.1	NA	0.1	1.1	0.03	0.09	0.03	58.5

Figure B.4 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	236	36	236	36	0.149	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	36	14	36	0.016	7.7	LOS A	0.1	0.6	0.4	0.6	0.4	50
Approach			249	36	249	36	0.149	0.5	NA	0.1	0.6	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	14	17	14	17	0.046	7.2	LOS A	0.2	1.3	0.5	0.67	0.5	49.4
6	R2	All MCs	13	17	13	17	0.046	12.4	LOS B	0.2	1.3	0.5	0.67	0.5	49.4
Approach			26	17	26	17	0.046	9.7	LOS A	0.2	1.3	0.5	0.67	0.5	49.4
North: Peak Downs Highway (N)															
7	L2	All MCs	15	19	15	19	0.009	5.8	LOS A	0	0	0	0.57	0	52.1
8	T1	All MCs	256	19	256	19	0.147	0	LOS A	0	0	0	0	0	59.9
Approach			271	19	271	19	0.147	0.4	NA	0	0	0	0.03	0	59.4
All Vehicles			546	26.7	546	26.7	0.149	0.9	NA	0.2	1.3	0.03	0.06	0.03	58.8

Figure B.5 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	236	36.2	236	36.2	0.149	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	15	42.9	15	42.9	0.018	7.9	LOS A	0.1	0.6	0.41	0.6	0.41	49.7
Approach			251	36.6	251	36.6	0.149	0.5	NA	0.1	0.6	0.02	0.04	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	15	21.4	15	21.4	0.089	7.3	LOS A	0.3	2.5	0.54	0.73	0.54	48.8
6	R2	All MCs	34	6.3	34	6.3	0.089	11.6	LOS B	0.3	2.5	0.54	0.73	0.54	49.4
Approach			48	10.9	48	10.9	0.089	10.3	LOS B	0.3	2.5	0.54	0.73	0.54	49.2
North: Peak Downs Highway (N)															
7	L2	All MCs	15	21.4	15	21.4	0.009	5.8	LOS A	0	0	0	0.57	0	52
8	T1	All MCs	256	18.9	256	18.9	0.147	0	LOS A	0	0	0	0	0	59.9
Approach			271	19.1	271	19.1	0.147	0.4	NA	0	0	0	0.03	0	59.4
All Vehicles			569	26.1	569	26.1	0.149	1.3	NA	0.3	2.5	0.06	0.09	0.06	58.3

Figure B.6 SIDRA movement summary – PM Peak – With Project

B1.1.3 Opening Year (2026)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	196	36	196	36	0.124	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	12	36.4	12	36.4	0.013	7.4	LOS A	0	0.4	0.37	0.58	0.37	50.2
Approach			207	36	207	36	0.124	0.4	NA	0	0.4	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	12	18.2	12	18.2	0.035	7	LOS A	0.1	1	0.46	0.63	0.46	49.9
6	R2	All MCs	11	20	11	20	0.035	11.1	LOS B	0.1	1	0.46	0.63	0.46	49.8
Approach			22	19	22	19	0.035	9	LOS A	0.1	1	0.46	0.63	0.46	49.9
North: Peak Downs Highway (N)															
7	L2	All MCs	13	16.7	13	16.7	0.008	5.7	LOS A	0	0	0	0.57	0	52.2
8	T1	All MCs	224	18.8	224	18.8	0.129	0	LOS A	0	0	0	0	0	59.9
Approach			237	18.7	237	18.7	0.129	0.3	NA	0	0	0	0.03	0	59.5
All Vehicles			466	26.4	466	26.4	0.129	0.8	NA	0.1	1	0.03	0.06	0.03	58.8

Figure B.7 SIDRA movement summary – AM Peak – Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	196	36	196	36	0.124	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	12	36.4	12	36.4	0.015	8.1	LOS A	0.1	0.5	0.44	0.61	0.44	49.7
Approach			207	36	207	36	0.124	0.5	NA	0.1	0.5	0.02	0.03	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	12	18.2	12	18.2	0.062	7	LOS A	0.2	1.7	0.51	0.69	0.51	49.3
6	R2	All MCs	24	8.7	24	8.7	0.062	11	LOS B	0.2	1.7	0.51	0.69	0.51	49.7
Approach			36	11.8	36	11.8	0.062	9.7	LOS A	0.2	1.7	0.51	0.69	0.51	49.6
North: Peak Downs Highway (N)															
7	L2	All MCs	105	2	105	2	0.057	5.6	LOS A	0	0	0	0.58	0	52.8
8	T1	All MCs	224	18.8	224	18.8	0.129	0	LOS A	0	0	0	0	0	59.9
Approach			329	13.4	329	13.4	0.129	1.8	NA	0	0	0	0.18	0	57.4
All Vehicles			573	21.5	573	21.5	0.129	1.8	NA	0.2	1.7	0.04	0.16	0.04	57.5

Figure B.8 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	243	35.9	243	35.9	0.154	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	38.5	14	38.5	0.017	7.9	LOS A	0.1	0.6	0.41	0.6	0.41	49.8
Approach			257	36.1	257	36.1	0.154	0.5	NA	0.1	0.6	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	14	15.4	14	15.4	0.047	7.2	LOS A	0.2	1.3	0.51	0.67	0.51	49.4
6	R2	All MCs	13	16.7	13	16.7	0.047	12.7	LOS B	0.2	1.3	0.51	0.67	0.51	49.3
Approach			26	16	26	16	0.047	9.8	LOS A	0.2	1.3	0.51	0.67	0.51	49.3
North: Peak Downs Highway (N)															
7	L2	All MCs	15	21.4	15	21.4	0.009	5.8	LOS A	0	0	0	0.57	0	52
8	T1	All MCs	264	19.1	264	19.1	0.152	0	LOS A	0	0	0	0	0	59.9
Approach			279	19.2	279	19.2	0.152	0.3	NA	0	0	0	0.03	0	59.4
All Vehicles			562	26.8	562	26.8	0.154	0.8	NA	0.2	1.3	0.03	0.06	0.03	58.8

Figure B.9 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	243	35.9	243	35.9	0.154	0	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	38.5	14	38.5	0.017	8	LOS A	0.1	0.6	0.42	0.61	0.42	49.8
Approach			257	36.1	257	36.1	0.154	0.5	NA	0.1	0.6	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	14	15.4	14	15.4	0.239	7.5	LOS A	1	6.9	0.61	0.82	0.64	48.1
6	R2	All MCs	105	2	105	2	0.239	12.2	LOS B	1	6.9	0.61	0.82	0.64	48.6
Approach			119	3.5	119	3.5	0.239	11.7	LOS B	1	6.9	0.61	0.82	0.64	48.5
North: Peak Downs Highway (N)															
7	L2	All MCs	28	11.1	28	11.1	0.017	5.7	LOS A	0	0	0	0.57	0	52.4
8	T1	All MCs	264	19.1	264	19.1	0.152	0	LOS A	0	0	0	0	0	59.9
Approach			293	18.3	293	18.3	0.152	0.6	NA	0	0	0	0.06	0	59.1
All Vehicles			668	22.5	668	22.5	0.239	2.5	NA	1	6.9	0.12	0.18	0.12	56.9

Figure B.10 SIDRA movement summary – PM Peak – With Project

B1.1.4 Future Horizon Year (2036)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	260	36	260	36	0.165	0.1	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	38.5	14	38.5	0.018	8.3	LOS A	0.1	0.6	0.44	0.62	0.44	49.6
Approach			274	36.2	274	36.2	0.165	0.5	NA	0.1	0.6	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	14	15.4	14	15.4	0.05	7.5	LOS A	0.2	1.3	0.54	0.7	0.54	48.8
6	R2	All MCs	12	18.2	12	18.2	0.05	14.4	LOS B	0.2	1.3	0.54	0.7	0.54	48.7
Approach			25	16.7	25	16.7	0.05	10.7	LOS B	0.2	1.3	0.54	0.7	0.54	48.8
North: Peak Downs Highway (N)															
7	L2	All MCs	15	21.4	15	21.4	0.009	5.8	LOS A	0	0	0	0.57	0	52
8	T1	All MCs	308	19.1	308	19.1	0.178	0.1	LOS A	0	0	0	0	0	59.9
Approach			323	19.2	323	19.2	0.178	0.3	NA	0	0	0	0.03	0	59.5
All Vehicles			622	26.6	622	26.6	0.178	0.8	NA	0.2	1.3	0.03	0.06	0.03	58.9

Figure B.11 SIDRA movement summary – AM Peak – Base

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	260	36	260	36	0.165	0.1	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	14	38.5	14	38.5	0.02	9.1	LOS A	0.1	0.7	0.5	0.66	0.5	49
Approach			274	36.2	274	36.2	0.165	0.5	NA	0.1	0.7	0.02	0.03	0.02	59.2
East: Oxford Downs Sarina Road															
4	L2	All MCs	14	15.4	14	15.4	0.086	7.6	LOS A	0.3	2.3	0.59	0.77	0.59	48
6	R2	All MCs	25	8.3	25	8.3	0.086	14.2	LOS B	0.3	2.3	0.59	0.77	0.59	48.3
Approach			39	10.8	39	10.8	0.086	11.8	LOS B	0.3	2.3	0.59	0.77	0.59	48.2
North: Peak Downs Highway (N)															
7	L2	All MCs	107	2.9	107	2.9	0.059	5.6	LOS A	0	0	0	0.58	0	52.8
8	T1	All MCs	308	19.1	308	19.1	0.178	0.1	LOS A	0	0	0	0	0	59.9
Approach			416	14.9	416	14.9	0.178	1.5	NA	0	0	0	0.15	0	57.9
All Vehicles			728	22.7	728	22.7	0.178	1.7	NA	0.3	2.3	0.04	0.14	0.04	57.7

Figure B.12 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	322	35.9	322	35.9	0.204	0.1	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	16	40	16	40	0.023	9	LOS A	0.1	0.8	0.49	0.66	0.49	49
Approach			338	36.1	338	36.1	0.204	0.5	NA	0.1	0.8	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	16	13.3	16	13.3	0.073	7.9	LOS A	0.2	1.9	0.6	0.77	0.6	47.7
6	R2	All MCs	15	14.3	15	14.3	0.073	17.5	LOS C	0.2	1.9	0.6	0.77	0.6	47.7
Approach			31	13.8	31	13.8	0.073	12.6	LOS B	0.2	1.9	0.6	0.77	0.6	47.7
North: Peak Downs Highway (N)															
7	L2	All MCs	18	17.6	18	17.6	0.011	5.7	LOS A	0	0	0	0.57	0	52.2
8	T1	All MCs	364	19.1	364	19.1	0.21	0.1	LOS A	0	0	0	0	0	59.9
Approach			382	19	382	19	0.21	0.3	NA	0	0	0	0.03	0	59.5
All Vehicles			751	26.5	751	26.5	0.21	0.9	NA	0.2	1.9	0.03	0.06	0.03	58.8

Figure B.13 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peak Downs Highway (S)															
2	T1	All MCs	322	35.9	322	35.9	0.204	0.1	LOS A	0	0	0	0	0	59.9
3	R2	All MCs	16	40	16	40	0.024	9.1	LOS A	0.1	0.8	0.49	0.66	0.49	49
Approach			338	36.1	338	36.1	0.204	0.5	NA	0.1	0.8	0.02	0.03	0.02	59.3
East: Oxford Downs Sarina Road															
4	L2	All MCs	16	13.3	16	13.3	0.343	9.6	LOS A	1.5	10.7	0.74	0.95	0.94	45.1
6	R2	All MCs	107	2	107	2	0.343	17.9	LOS C	1.5	10.7	0.74	0.95	0.94	45.4
Approach			123	3.4	123	3.4	0.343	16.9	LOS C	1.5	10.7	0.74	0.95	0.94	45.4
North: Peak Downs Highway (N)															
7	L2	All MCs	32	10	32	10	0.018	5.7	LOS A	0	0	0	0.57	0	52.5
8	T1	All MCs	364	19.1	364	19.1	0.21	0.1	LOS A	0	0	0	0	0	59.9
Approach			396	18.4	396	18.4	0.21	0.5	NA	0	0	0	0.05	0	59.2
All Vehicles			857	23.2	857	23.2	0.343	2.9	NA	1.5	10.7	0.12	0.17	0.14	56.7

Figure B.14 SIDRA movement summary – PM Peak – With Project

B1.2 Oxford Downs Sarina Road / Braeside Road Intersection

B1.2.1 Base year (2023)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	16	20	16	20	0.013	0	LOS A	0	0.3	0.05	0.15	0.05	58.5
6	R2	All MCs	5	20	5	20	0.013	5.7	LOS A	0	0.3	0.05	0.15	0.05	54.8
Approach			21	20	21	20	0.013	1.5	NA	0	0.3	0.05	0.15	0.05	57.5
North: Braeside Road															
7	L2	All MCs	6	33.3	6	33.3	0.009	6	LOS A	0	0.3	0.09	0.55	0.09	51.3
9	R2	All MCs	5	20	5	20	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.5
Approach			12	27.3	12	27.3	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.4
West: Oxford Downs Sarina Road															
10	L2	All MCs	6	33.3	6	33.3	0.015	5.9	LOS A	0	0	0	0.15	0	54.7
11	T1	All MCs	18	29.4	18	29.4	0.015	0	LOS A	0	0	0	0.15	0	58.7
Approach			24	30.4	24	30.4	0.015	1.5	NA	0	0	0	0.15	0	57.6
All Vehicles			57	25.9	57	25.9	0.015	2.4	NA	0	0.3	0.04	0.23	0.04	56.2

Figure B.15 SIDRA movement summary – AM Peak

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	19	16.7	19	16.7	0.015	0	LOS A	0	0.3	0.06	0.15	0.06	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.7	LOS A	0	0.3	0.06	0.15	0.06	54.9
Approach			25	16.7	25	16.7	0.015	1.5	NA	0	0.3	0.06	0.15	0.06	57.5
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.011	6	LOS A	0	0.3	0.1	0.55	0.1	51.5
9	R2	All MCs	6	16.7	6	16.7	0.011	5.8	LOS A	0	0.3	0.1	0.55	0.1	51.6
Approach			14	23.1	14	23.1	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.5
West: Oxford Downs Sarina Road															
10	L2	All MCs	7	28.6	7	28.6	0.017	5.9	LOS A	0	0	0	0.15	0	54.9
11	T1	All MCs	21	25	21	25	0.017	0	LOS A	0	0	0	0.15	0	58.7
Approach			28	25.9	28	25.9	0.017	1.5	NA	0	0	0	0.15	0	57.6
All Vehicles			67	21.9	67	21.9	0.017	2.4	NA	0	0.3	0.04	0.23	0.04	56.2

Figure B.16 SIDRA movement summary – PM Peak

B1.2.2 Construction year (2025)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	17	18.8	17	18.8	0.013	0	LOS A	0	0.3	0.05	0.15	0.05	58.6
6	R2	All MCs	5	20	5	20	0.013	5.7	LOS A	0	0.3	0.05	0.15	0.05	54.9
Approach			22	19	22	19	0.013	1.4	NA	0	0.3	0.05	0.15	0.05	57.6
North: Braeside Road															
7	L2	All MCs	6	33.3	6	33.3	0.009	6	LOS A	0	0.3	0.09	0.55	0.09	51.3
9	R2	All MCs	5	20	5	20	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.5
Approach			12	27.3	12	27.3	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.4
West: Oxford Downs Sarina Road															
10	L2	All MCs	6	33.3	6	33.3	0.015	5.9	LOS A	0	0	0	0.15	0	54.7
11	T1	All MCs	18	29.4	18	29.4	0.015	0	LOS A	0	0	0	0.15	0	58.7
Approach			24	30.4	24	30.4	0.015	1.5	NA	0	0	0	0.15	0	57.6
All Vehicles			58	25.5	58	25.5	0.015	2.4	NA	0	0.3	0.04	0.23	0.04	56.2

Figure B.17 SIDRA movement summary – AM Peak – Base

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	17	18.8	17	18.8	0.013	0	LOS A	0	0.3	0.05	0.15	0.05	58.6
6	R2	All MCs	5	20	5	20	0.013	5.8	LOS A	0	0.3	0.05	0.15	0.05	54.9
Approach			22	19	22	19	0.013	1.4	NA	0	0.3	0.05	0.15	0.05	57.6
North: Braeside Road															
7	L2	All MCs	7	42.9	7	42.9	0.012	6.1	LOS A	0	0.4	0.09	0.55	0.09	50.9
9	R2	All MCs	6	33.3	6	33.3	0.012	6.1	LOS A	0	0.4	0.09	0.55	0.09	50.9
Approach			14	38.5	14	38.5	0.012	6.1	LOS A	0	0.4	0.09	0.55	0.09	50.9
West: Oxford Downs Sarina Road															
10	L2	All MCs	7	42.9	7	42.9	0.016	6	LOS A	0	0	0	0.17	0	54.3
11	T1	All MCs	18	29.4	18	29.4	0.016	0	LOS A	0	0	0	0.17	0	58.7
Approach			25	33.3	25	33.3	0.016	1.8	NA	0	0	0	0.17	0	57.3
All Vehicles			61	29.3	61	29.3	0.016	2.6	NA	0	0.4	0.04	0.25	0.04	55.8

Figure B.18 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	19	16.7	19	16.7	0.015	0	LOS A	0	0.3	0.06	0.15	0.06	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.7	LOS A	0	0.3	0.06	0.15	0.06	54.9
Approach			25	16.7	25	16.7	0.015	1.5	NA	0	0.3	0.06	0.15	0.06	57.5
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.011	6	LOS A	0	0.3	0.1	0.55	0.1	51.5
9	R2	All MCs	6	16.7	6	16.7	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.6
Approach			14	23.1	14	23.1	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.5
West: Oxford Downs Sarina Road															
10	L2	All MCs	7	28.6	7	28.6	0.018	5.9	LOS A	0	0	0	0.15	0	54.9
11	T1	All MCs	21	30	21	30	0.018	0	LOS A	0	0	0	0.15	0	58.6
Approach			28	29.6	28	29.6	0.018	1.5	NA	0	0	0	0.15	0	57.6
All Vehicles			67	23.4	67	23.4	0.018	2.4	NA	0	0.3	0.04	0.23	0.04	56.2

Figure B.19 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	19	16.7	19	16.7	0.015	0	LOS A	0	0.3	0.06	0.16	0.06	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.7	LOS A	0	0.3	0.06	0.16	0.06	54.9
Approach			25	16.7	25	16.7	0.015	1.5	NA	0	0.3	0.06	0.16	0.06	57.5
North: Braeside Road															
7	L2	All MCs	8	37.5	8	37.5	0.013	6.1	LOS A	0	0.4	0.1	0.55	0.1	51.1
9	R2	All MCs	7	28.6	7	28.6	0.013	6	LOS A	0	0.4	0.1	0.55	0.1	51.1
Approach			16	33.3	16	33.3	0.013	6	LOS A	0	0.4	0.1	0.55	0.1	51.1
West: Oxford Downs Sarina Road															
10	L2	All MCs	8	37.5	8	37.5	0.019	6	LOS A	0	0	0	0.17	0	54.5
11	T1	All MCs	21	30	21	30	0.019	0	LOS A	0	0	0	0.17	0	58.6
Approach			29	32.1	29	32.1	0.019	1.7	NA	0	0	0	0.17	0	57.3
All Vehicles			71	26.9	71	26.9	0.019	2.6	NA	0	0.4	0.04	0.25	0.04	55.9

Figure B.20 SIDRA movement summary – PM Peak – With Project

B1.2.3 Opening Year (2026)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	17	18.8	17	18.8	0.013	0	LOS A	0	0.3	0.05	0.15	0.05	58.6
6	R2	All MCs	5	20	5	20	0.013	5.8	LOS A	0	0.3	0.05	0.15	0.05	54.9
Approach			22	19	22	19	0.013	1.4	NA	0	0.3	0.05	0.15	0.05	57.6
North: Braeside Road															
7	L2	All MCs	6	33.3	6	33.3	0.009	6	LOS A	0	0.3	0.09	0.55	0.09	51.3
9	R2	All MCs	5	20	5	20	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.5
Approach			12	27.3	12	27.3	0.009	5.9	LOS A	0	0.3	0.09	0.55	0.09	51.4
West: Oxford Downs Sarina Road															
10	L2	All MCs	6	33.3	6	33.3	0.016	5.9	LOS A	0	0	0	0.15	0	54.8
11	T1	All MCs	19	27.8	19	27.8	0.016	0	LOS A	0	0	0	0.15	0	58.7
Approach			25	29.2	25	29.2	0.016	1.5	NA	0	0	0	0.15	0	57.7
All Vehicles			59	25	59	25	0.016	2.3	NA	0	0.3	0.04	0.23	0.04	56.3

Figure B.21 SIDRA movement summary – AM Peak – Base

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	17	18.8	17	18.8	0.013	0.1	LOS A	0	0.3	0.12	0.17	0.12	58.3
6	R2	All MCs	5	20	5	20	0.013	6.1	LOS A	0	0.3	0.12	0.17	0.12	54.6
Approach			22	19	22	19	0.013	1.6	NA	0	0.3	0.12	0.17	0.12	57.4
North: Braeside Road															
7	L2	All MCs	6	33.3	6	33.3	0.021	6	LOS A	0.1	0.5	0.12	0.56	0.12	51.2
9	R2	All MCs	19	5.6	19	5.6	0.021	5.8	LOS A	0.1	0.5	0.12	0.56	0.12	52.1
Approach			25	12.5	25	12.5	0.021	5.9	LOS A	0.1	0.5	0.12	0.56	0.12	51.9
West: Oxford Downs Sarina Road															
10	L2	All MCs	99	2.1	99	2.1	0.066	5.6	LOS A	0	0	0	0.49	0	53.3
11	T1	All MCs	19	27.8	19	27.8	0.066	0	LOS A	0	0	0	0.49	0	55.5
Approach			118	6.3	118	6.3	0.066	4.7	NA	0	0	0	0.49	0	53.7
All Vehicles			165	8.9	165	8.9	0.066	4.5	NA	0.1	0.5	0.04	0.46	0.04	53.8

Figure B.22 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	20	15.8	20	15.8	0.015	0	LOS A	0	0.3	0.06	0.15	0.06	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.7	LOS A	0	0.3	0.06	0.15	0.06	55
Approach			26	16	26	16	0.015	1.4	NA	0	0.3	0.06	0.15	0.06	57.6
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.011	6	LOS A	0	0.3	0.1	0.55	0.1	51.5
9	R2	All MCs	6	16.7	6	16.7	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.6
Approach			14	23.1	14	23.1	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.5
West: Oxford Downs Sarina Road															
10	L2	All MCs	7	28.6	7	28.6	0.018	5.9	LOS A	0	0	0	0.15	0	54.9
11	T1	All MCs	22	28.6	22	28.6	0.018	0	LOS A	0	0	0	0.15	0	58.7
Approach			29	28.6	29	28.6	0.018	1.5	NA	0	0	0	0.15	0	57.7
All Vehicles			69	22.7	69	22.7	0.018	2.3	NA	0	0.3	0.04	0.23	0.04	56.3

Figure B.23 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	20	15.8	20	15.8	0.015	0.1	LOS A	0	0.3	0.07	0.15	0.07	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.8	LOS A	0	0.3	0.07	0.15	0.07	54.9
Approach			26	16	26	16	0.015	1.4	NA	0	0.3	0.07	0.15	0.07	57.6
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.087	6	LOS A	0.3	2.1	0.13	0.57	0.13	51.4
9	R2	All MCs	99	1.1	99	1.1	0.087	5.7	LOS A	0.3	2.1	0.13	0.57	0.13	52.2
Approach			106	3	106	3	0.087	5.7	LOS A	0.3	2.1	0.13	0.57	0.13	52.2
West: Oxford Downs Sarina Road															
10	L2	All MCs	21	10	21	10	0.026	5.7	LOS A	0	0	0	0.29	0	54.4
11	T1	All MCs	22	28.6	22	28.6	0.026	0	LOS A	0	0	0	0.29	0	57.1
Approach			43	19.5	43	19.5	0.026	2.8	NA	0	0	0	0.29	0	55.8
All Vehicles			176	9	176	9	0.087	4.3	NA	0.3	2.1	0.09	0.44	0.09	53.8

Figure B.24 SIDRA movement summary – PM Peak – With Project

B1.2.4 Future Horizon Year (2036)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	19	16.7	19	16.7	0.015	0	LOS A	0	0.3	0.06	0.15	0.06	58.5
6	R2	All MCs	6	16.7	6	16.7	0.015	5.7	LOS A	0	0.3	0.06	0.15	0.06	54.9
Approach			25	16.7	25	16.7	0.015	1.5	NA	0	0.3	0.06	0.15	0.06	57.5
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.011	6	LOS A	0	0.3	0.1	0.55	0.1	51.5
9	R2	All MCs	6	16.7	6	16.7	0.011	5.8	LOS A	0	0.3	0.1	0.55	0.1	51.6
Approach			14	23.1	14	23.1	0.011	5.9	LOS A	0	0.3	0.1	0.55	0.1	51.5
West: Oxford Downs Sarina Road															
10	L2	All MCs	7	28.6	7	28.6	0.017	5.9	LOS A	0	0	0	0.15	0	54.9
11	T1	All MCs	21	25	21	25	0.017	0	LOS A	0	0	0	0.15	0	58.7
Approach			28	25.9	28	25.9	0.017	1.5	NA	0	0	0	0.15	0	57.6
All Vehicles			67	21.9	67	21.9	0.017	2.4	NA	0	0.3	0.04	0.23	0.04	56.2

Figure B.25 SIDRA movement summary – AM Peak – Base

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	19	16.7	19	16.7	0.015	0.2	LOS A	0	0.3	0.13	0.18	0.13	58.2
6	R2	All MCs	6	16.7	6	16.7	0.015	6.1	LOS A	0	0.3	0.13	0.18	0.13	54.7
Approach			25	16.7	25	16.7	0.015	1.6	NA	0	0.3	0.13	0.18	0.13	57.3
North: Braeside Road															
7	L2	All MCs	7	28.6	7	28.6	0.023	6	LOS A	0.1	0.6	0.13	0.56	0.13	51.4
9	R2	All MCs	20	5.3	20	5.3	0.023	5.9	LOS A	0.1	0.6	0.13	0.56	0.13	52.1
Approach			27	11.5	27	11.5	0.023	5.9	LOS A	0.1	0.6	0.13	0.56	0.13	51.9
West: Oxford Downs Sarina Road															
10	L2	All MCs	100	2.1	100	2.1	0.067	5.6	LOS A	0	0	0	0.48	0	53.4
11	T1	All MCs	21	25	21	25	0.067	0	LOS A	0	0	0	0.48	0	55.6
Approach			121	6.1	121	6.1	0.067	4.6	NA	0	0	0	0.48	0	53.8
All Vehicles			174	8.5	174	8.5	0.067	4.4	NA	0.1	0.6	0.04	0.45	0.04	53.9

Figure B.26 SIDRA movement summary – AM Peak – With Project

Vehicle Movement Performance																	
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	22	19	22	19	0.017	0	LOS A	0	0.3	0.06	0.16	0.06	58.4
6	R2	All MCs	7	14.3	7	14.3	0.017	5.7	LOS A	0	0.3	0.06	0.16	0.06	55
Approach			29	17.9	29	17.9	0.017	1.5	NA	0	0.3	0.06	0.16	0.06	57.5
North: Braeside Road															
7	L2	All MCs	8	25	8	25	0.012	5.9	LOS A	0	0.4	0.11	0.55	0.11	51.6
9	R2	All MCs	7	14.3	7	14.3	0.012	5.9	LOS A	0	0.4	0.11	0.55	0.11	51.7
Approach			16	20	16	20	0.012	5.9	LOS A	0	0.4	0.11	0.55	0.11	51.6
West: Oxford Downs Sarina Road															
10	L2	All MCs	8	25	8	25	0.02	5.8	LOS A	0	0	0	0.15	0	55.1
11	T1	All MCs	25	25	25	25	0.02	0	LOS A	0	0	0	0.15	0	58.7
Approach			34	25	34	25	0.02	1.5	NA	0	0	0	0.15	0	57.7
All Vehicles			79	21.3	79	21.3	0.02	2.3	NA	0	0.4	0.04	0.23	0.04	56.3

Figure B.27 SIDRA movement summary – PM Peak – Base

Vehicle Movement Performance																	
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	95% Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Downs Sarina Road															
5	T1	All MCs	22	19	22	19	0.017	0.1	LOS A	0	0.3	0.07	0.16	0.07	58.3
6	R2	All MCs	7	14.3	7	14.3	0.017	5.8	LOS A	0	0.3	0.07	0.16	0.07	54.9
Approach			29	17.9	29	17.9	0.017	1.5	NA	0	0.3	0.07	0.16	0.07	57.5
North: Braeside Road															
7	L2	All MCs	8	25	8	25	0.089	5.9	LOS A	0.3	2.2	0.14	0.57	0.14	51.5
9	R2	All MCs	100	1.1	100	1.1	0.089	5.7	LOS A	0.3	2.2	0.14	0.57	0.14	52.2
Approach			108	2.9	108	2.9	0.089	5.7	LOS A	0.3	2.2	0.14	0.57	0.14	52.2
West: Oxford Downs Sarina Road															
10	L2	All MCs	22	9.5	22	9.5	0.028	5.7	LOS A	0	0	0	0.27	0	54.6
11	T1	All MCs	25	25	25	25	0.028	0	LOS A	0	0	0	0.27	0	57.3
Approach			47	17.8	47	17.8	0.028	2.6	NA	0	0	0	0.27	0	56
All Vehicles			185	9.1	185	9.1	0.089	4.3	NA	0.3	2.2	0.09	0.43	0.09	53.9

Figure B.28 SIDRA movement summary – PM Peak – With Project

250315A

VIEW INDICATIVE ONLY

DRAWING LIST		
SHEET NUMBER	SHEET NAME	CURRENT REVISION
A000	TITLE PAGE	A
A200	PLAN	A
A300	ELEVATIONS	A
A301	ELEVATIONS - INTERNAL	A
A500	SALES SCHEDULES	A

PACIFIC NATIONAL PTY LTD
BRAESIDE ROAD, NEBO QLD 4742

51.0 x 19.2m ADMIN BUILDING

ATCO STRUCTURES & LOGISTICS PTY. LTD.
56 TONKA STREET,
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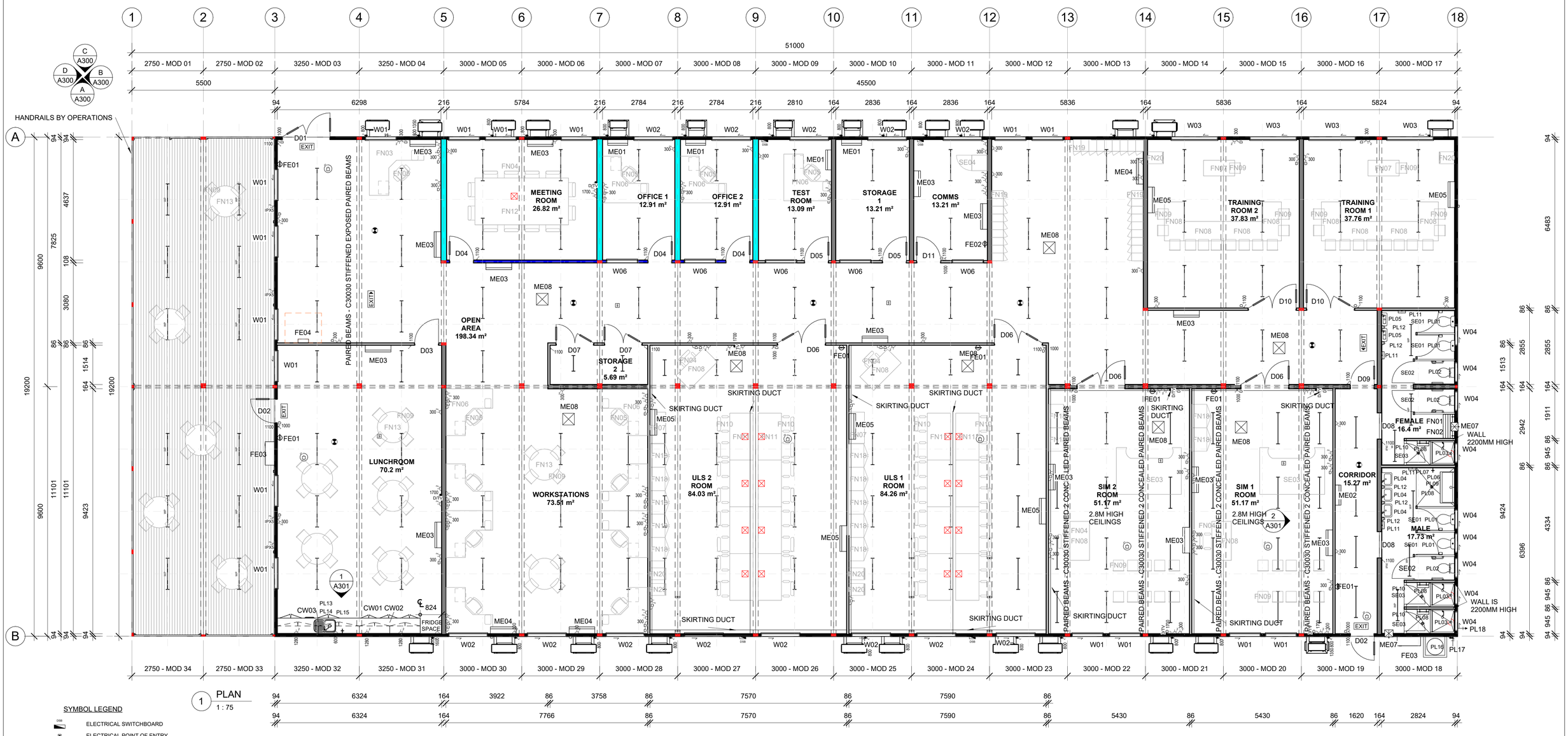
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

ISSUED FOR APPROVAL
SIGNATURE:



1 PLAN
1 : 75

SYMBOL LEGEND

- ELECTRICAL SWITCHBOARD
- ELECTRICAL POINT OF ENTRY
- LIGHT SWITCH, SINGLE
- LIGHT SWITCH, TWO WAY
- LIGHT SWITCH, SINGLE IPX5
- ISOLATION SWITCH
- GPO, SINGLE POLE - 1x10A
- GPO, SINGLE POLE - 2x10A
- GPO, SINGLE POLE - 2x10A IPX5
- - INDICATES CEILING MOUNTING
- DRAW WIRE - 'D' DENOTES DATA
- TV ANTENNA SOCKET
- SMOKE ALARM 240V
- LIGHT - 600mm LED BATTEN
- LIGHT - 1200mm LED BATTEN
- LIGHT, EMERGENCY (SPITFIRE). C0 = D40, C90 = D40
- LIGHT, EXIT. C0 = E2.0, C90 = E2.0, 24m VIEW DISTANCE
- LIGHT, EXIT, WEATHERPROOF. C0 = E2.0, C90 = E1.6, 24m VIEW DISTANCE
- LIGHT, WEATHERPROOF - 1 x 20W LED
- PHOTO ELECTRIC CELL

ITEM LIST		
ITEM	QTY	DESCRIPTION
Casework		
CW01	1	BENCHTOP, LAMINATED - 32mm, 600D, 5500MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET, SPACE FOR DISHWASHER UNDER
CW02	1	CUPBOARD, MELAMINE OVERHEAD - 2344W x 600h x 300d
CW03	1	CUPBOARD, MELAMINE OVERHEAD - 3156W x 600h x 300d
Fire Alarm Devices		
FE01	7	FIRE EXTINGUISHER - 9.0Kg ABE c/w SIGNAGE
FE02	1	FIRE EXTINGUISHER - 5.0Kg CO2 C/W SIGNAGE
FE03	2	FIRE HOSE REEL & CABINET - 36m
FE04	1	FIRE DETECTION CONTROL AND INDICATING EQUIPMENT (FDCIE)
Furniture		
FN01	1	BENCH SEAT, SLATTED TIMBER - 450mm WIDE, 930MM LONG
FN02	1	COAT HOOKS ON TIMBER RAIL, 930MM LONG
FN03	1	RECEPTION DESK- 2100 x 2100 x 750 (BY OTHERS)
FN04	16	CHAIR - SWIVEL w/ ARMS (BY OTHERS)
FN05	12	CHAIR, CLERICAL w/ ARMS (BY OTHERS)
FN06	11	WORKSTATION - 1800 x 1800 x 750 (BY OTHERS)
FN07	4	DESK - 1200 x 600 x 727H (BY OTHERS)
FN08	12	DESK - 1500 x 750 x 727H (BY OTHERS)
FN09	94	CHAIR, PVC, STACKABLE (BY OTHERS)
FN10	32	ULS CHAIRS (BY OTHERS)
FN11	16	ULS STATIONS - 1800 x 900 x 727H (BY OTHERS)

ITEM LIST		
ITEM	QTY	DESCRIPTION
FN12	1	TABLE, CONFERENCE w/ CHAIRS (12) - 3600L x 1800W (BY OTHERS)
FN13	12	TABLE - 1200Ø (BY OTHERS)
FN18	14	STORAGE CUPBOARD - 900W x 580D x 2100H (BY OTHERS)
FN19	27	LOCKER, SINGLE TIER - 300 WIDE (BY OTHERS)
FN20	6	FILING CABINET - 4 DRAWER (BY OTHERS)
Plumbing Fixtures		
PL01	4	WC SUITE, CAROMA CARAVELLE c/w TOILET ROLL HOLDER
PL02	3	WC SUITE, CAROMA CARE 660, AMBULANT DISABLED COMPLIANT
PL03	3	SHOWER CUBICLE, FIBREGLASS - 945 x 945
PL04	3	HAND BASIN, STAINLESS STEEL w/ OVERFLOW (HOT & COLD FLICKMIXER) w/ 300mm SPLASHBACK & MIRROR
PL05	2	HAND BASIN, COMPACT, STAINLESS STEEL w/ OVERFLOW (FLICKMIXER, HOT & COLD) w/ MIRROR
PL06	1	FREESTANDING DELUXE SLAB FLOOR URINAL 1200MM WITH PULL CHAIN CISTERN ABOVE
PL07	1	HOSE COCK w/ SHROUD
PL08	4	FLOOR WASTE
PL09	1	GRADED FLOOR IN FRONT OF URINAL

ITEM LIST		
ITEM	QTY	DESCRIPTION
PL10	3	GRADED FLOOR IN FRONT OF SHOWER
PL11	4	WOLFEN PAPER TOWEL DISPENSER STAINLESS STEEL
PL12	5	WOLFEN SOAP DISPENSER STAINLESS STEEL LOCKABLE
PL13	1	SINK, 1 BOWL, 1 DRAIN - 850mm LONG
PL14	1	ZIP HYDRO TAP G4 - BC (160 CUPS/Hr BOILING, 175 CUPS/Hr CHILLED)
PL15	1	HOSE COCK (DISWASHER PROVISION)
PL16	1	HOT WATER SYSTEM, MOUNTED EXTERNALLY - 315Ltr, 3x3.6kW
PL17	1	WATER INLET
PL18	1	WASTE MANIFOLD OUTLET
Specialty Equipment		
SE01	4	WC CUBICLE, TOILET CAROMA CARAVELLE, PLY LINED
SE02	3	WC TOILET CAROMA CARE 660 - PLY LINED AMBULANT CUBICLE c/w GRABRAILS, TOILET ROLL HOLDER & COAT HOOK
SE03	3	SHOWER ENCLOSURE, PLY LINED c/w BENCH SEAT & COAT HOOKS
SE03	2	SIMULATOR MACHINE (BY OTHERS)
SE04	1	DATA RACK - 48RU (BY OTHERS)

FINISHES SCHEDULE	
FLOOR COVERING	2mm VINYL
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm
FLOOR COVERING	CARPET TILES (TO MEETING & OFFICE ROOMS ONLY)
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
WALL LINING - INTERNAL (FINISHED LAYER)	3.6mm POLYESTER COATED PLYWOOD
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS)
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS BOTH SIDES)
CEILING LINING	3.6mm COATED PLYWOOD
CEILING LINING	6mm FIBRE CEMENT, PAINTED
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING

WIND REGION:	C	NORTH
TERRAIN CATEGORY:	2	
IMPORTANCE LEVEL:	2	
SHIELDING FACTOR:	NS	
BUILDING CLASS:	5	
FLOOR LOADS — DISTRIBUTED (kPa):	3.0	
FLOOR LOADS — CONCENTRATED (kN):	2.7	
CLIMATE ZONE:	2	

FLOOR LOADS CALCULATED FROM AS1170.1 - 2002. WIND SPEED CALCULATED FROM AS1170.2 - 2021. BUILDING CLASS, IMPORTANCE LEVEL, PROBABILITY OF EXCEEDANCE, WIND REGION, TERRAIN CATEGORY, TOPOGRAPHIC CLASIFICATION, SHIELDING FACTOR, CLIMATE ZONE & NORTH POINT ARE ASSUMED UNLESS OTHERWISE ADVISED BY CLIENT.

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS OVERALL DIMENSIONS EXCLUDE EXTERNAL CLADDINGS U.N.O.

ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CH'D
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET,
LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

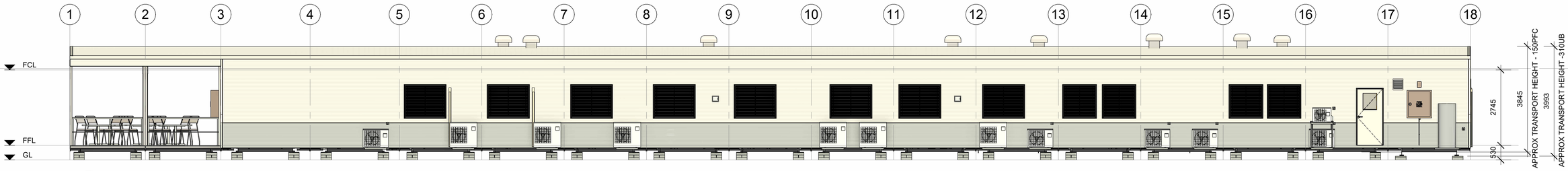
CLIENT: PACIFIC NATIONAL PTY LTD
DESCRIPTION: 51.0 x 19.2m ADMIN BUILDING
ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: PLAN
PROJECT No.: -
SCALE AT A1: As indicated
DRAWING NUMBER: 250315A-A200
REVISION: A

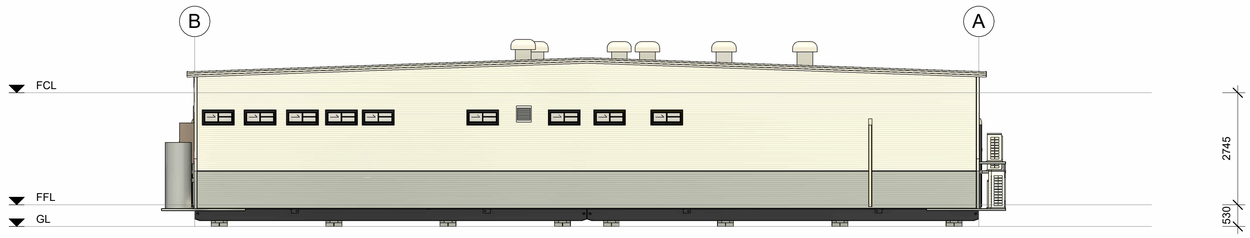
15/04/2025 8:24:40 AM

Autodesk Docs://250315_Pacific National Pty Ltd_MKY/250315A_51.0 x 19.2m ADMIN BUILDING.rvt

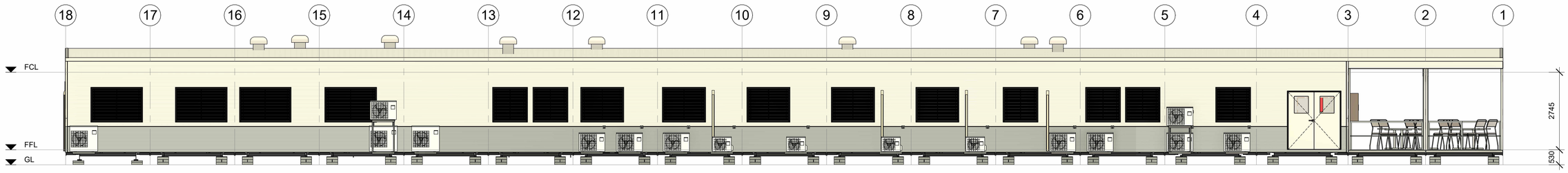
ISSUED FOR APPROVAL
SIGNATURE:



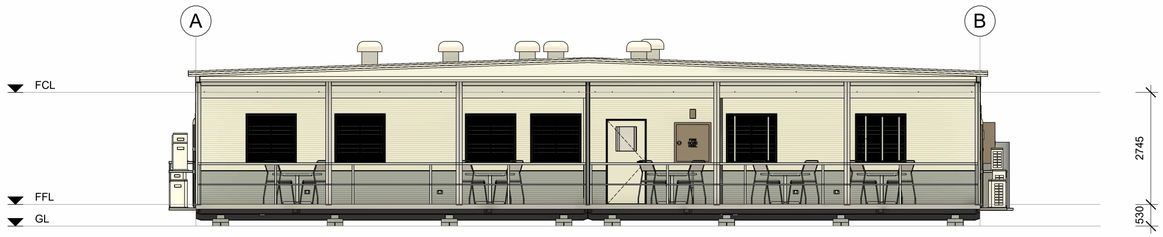
A A200 ELEVATION
1 : 75



B A200 ELEVATION
1 : 75



C A200 ELEVATION
1 : 75



D A200 ELEVATION
1 : 75

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS OVERALL DIMENSIONS EXCLUDE EXTERNAL CLADDINGS U.N.O.

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REV	DESCRIPTION	DATE	BY	CHK'D
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET, LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 339
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD

DESCRIPTION: 51.0 x 19.2m ADMIN BUILDING

ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: ELEVATIONS

PROJECT No.: -

SCALE AT A1: 1 : 75

DRAWING NUMBER: 250315A-A300

REVISION: A

15/04/2025 8:26:05 AM

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ISSUED FOR APPROVAL
SIGNATURE:

BASEFRAME SCHEDULE

DESCRIPTION	BACK TO BACK
150 PFC SKID BEAMS	2000
310 UB SKID BEAMS	2000

FLOORING SCHEDULE

ITEM	DESCRIPTION
FLOOR - 75mm JOISTS, 17mm PLY WITH SLIP RESISTANT VINYL E/E (MALE & FEMALE AMENITIES ONLY)	
FLOOR FRAMING	75mm STEEL JOIST
INSULATION - UNDER FLOOR	R2.1 HEAVY DUTY FOIL FACED BATTS
FLOORING	17mm F11 T&G PLYWOOD
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm
FLOOR - 75mm JOISTS, 17mm PLY WITH VINYL E/E	
FLOOR FRAMING	75mm STEEL JOIST
INSULATION - UNDER FLOOR	R2.1 HEAVY DUTY FOIL FACED BATTS
FLOORING	17mm F11 T&G PLYWOOD
FLOOR COVERING	2mm VINYL
FLOOR COVERING	CARPET TILES (TO MEETING & OFFICE ROOMS ONLY)
FLOOR - DECK	
DECKING	88 x 19mm SHOTEDGE DECKING

WALL SCHEDULE

ITEM	DESCRIPTION
WALL - EXT PLY WHITE / TWO TONE MRIB E/E	
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
THERMAL BREAK BETWEEN FRAMING & CLADDING	
FRAMING	90mm STEEL STUD
INSULATION	R2.7 HP BATTS
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - INT PLY / PLY	
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
FRAMING	78mm STEEL STUD
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - SR INT PLY + PBD / PLY INSULATED - MEETING ROOM & OFFICE 1 & 2 ONLY	
WALL LINING - INTERNAL (FINISHED LAYER)	3.6mm POLYESTER COATED PLYWOOD
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS)
FRAMING	78mm STEEL STUD
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - INT DBL PLY / PLY	
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
FRAMING	78mm STEEL STUD
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - SR INT DBL PLY + PBD / PLY INSULATED - MEETING ROOM, OFFICE 1 & OFFICE 2 ONLY	
WALL LINING - INTERNAL (FINISHED LAYER)	3.6mm POLYESTER COATED PLYWOOD
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS BOTH SIDES)
FRAMING	78mm STEEL STUD
INSULATION	R2.7 HP BATTS
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA

CEILING & ROOF SCHEDULE

ITEM	DESCRIPTION
CEILING - 75mm w/ FC LINING (DECK)	
CEILING LINING	6mm FIBRE CEMENT, PAINTED
JOIST	75mm JOIST
CEILING - 75mm w/ PLY LINING	
CEILING LINING	3.6mm COATED PLYWOOD
JOIST	75mm JOIST
CEILING - 75mm w/ PLY LINING (SIM ROOM 1 & 2 CEILNG 2.8M HIGH)	
CEILING LINING	3.6mm COATED PLYWOOD
JOIST	75mm JOIST
ROOF - SUPERDEK (0.42mm)	
INSULATION	R2.3 FOIL BACKED FIBREGLASS INSULATION
BIRD PROOFING	
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING

FINISHES SCHEDULE

ITEM	DESCRIPTION	COLOUR/ TREATMENT
BASEFRAME FINISH	HIGH BUILD ALKYD GLOSS PRIMER	BLACK
DECKING	88 x 19mm SHOTEDGE DECKING	
FLOOR COVERING	2mm VINYL	GREY
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm	VENUS
FLOOR COVERING	CARPET TILES (TO MEETING & OFFICE ROOMS ONLY)	
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL	SURFMIST
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL	WINDSPRAY
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD	WHITE EMBOSSED
WALL LINING - INTERNAL (FINISHED LAYER)	3.6mm POLYESTER COATED PLYWOOD	WHITE EMBOSSED
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS)	
WALL LINING - INTERNAL	13mm PLASTERBOARD (2 LAYERS BOTH SIDES)	
SKIRTING	PVC	WHITE
WALL JOINT - PLY LINING	PVC	WHITE
WALL JOINT - PLY LINING	PVC	WHITE
CORNICE	SCOTIA	BLACK
CEILING LINING	3.6mm COATED PLYWOOD	SILVER CLOUD
CEILING LINING	6mm FIBRE CEMENT, PAINTED	WHITE
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING	SURFMIST
EXTERNAL DOOR	COLORBOND	SURFMIST
EXTERNAL DOOR FRAME	COLORBOND	NIGHT SKY
INTERNAL DOOR LEAF	PAINTED	TO MATCH SHALE GREY
INTERNAL DOOR FRAME	COLORBOND	NIGHT SKY
WINDOW FRAME	ALUMINIUM, POWDERCOATED	BLACK
WINDOW ARCHITRAVE	PVC	WHITE
FASCIA	COLORBOND	SURFMIST
GUTTER	COLORBOND	SURFMIST
VERTICAL CORNER ANGLE	COLORBOND	SURFMIST
VERTICAL CORNER ANGLE	COLORBOND	WINDSPRAY
BENCHTOP	LAMINATED	WHITE
CUPBOARD DOORS	MELAMINE	GREY
SHOWER CUBICLE PARTITION	PAINTED	GREY
SHOWER CUBICLE PARTITION	3.6mm POLYESTER COATED PLYWOOD	GREY
SHOWER CUBICLE POST	PAINTED	GREY
TOILET CUBICLE DOOR	PAINTED	GREY
TOILET CUBICLE PARTITION	3.6mm POLYESTER COATED PLYWOOD	GREY
TOILET CUBICLE POST	PAINTED	GREY
TOILET CUBICLE POST (AMBULANT)	PAINTED	BLACK

DOOR SCHEDULE

No.	DOOR LEAF	GLASS	SIZE H	SIZE W	DOOR FRAME	DOOR HARDWARE: HANDLE TYPE	LOCKING	CLOSER	SEALS	QTY	COMMENTS
D01	HOLLOW CORE MC	HALF GLASS	2040	1840	COLORBOND	LEVER	ENTRANCE	Yes	E/E	1	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT
D02	HOLLOW CORE MC	HALF GLASS	2040	920	COLORBOND	LEVER	ENTRANCE	Yes	E/E	2	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT
D03	HOLLOW CORE	NONE	2040	920	COLORBOND	LEVER	PASSAGE	No		1	
D04	SOLID CORE	HALF GLASS	2040	920	COLORBOND	LEVER	PASSAGE	No		3	500W x 600H HALF GLASS
D05	HOLLOW CORE	HALF GLASS	2040	920	COLORBOND	LEVER	PASSAGE	No		2	500W x 600H HALF GLASS, UNDERCUT TO DOOR - 30MM
D06	HOLLOW CORE	HALF GLASS	2040	1840	COLORBOND	LEVER	PASSAGE	No		4	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT, UNDERCUT TO DOOR - 30MM
D07	HOLLOW CORE	HALF GLASS	2040	1440	COLORBOND	LEVER	PASSAGE	No		2	500W x 600H HALF GLASS, UNDERCUT TO DOOR - 30MM
D08	OPENING ONLY	OPENING ONLY	2040	1000	COLORBOND					2	
D09	HOLLOW CORE	HALF GLASS	2040	920	COLORBOND	LEVER	PASSAGE	Yes		1	500W x 600H HALF GLASS
D10	HOLLOW CORE	HALF GLASS	2040	1840	COLORBOND	LEVER	PASSAGE	No		2	500W x 600H HALF GLASS, UNDERCUT TO DOOR - 30MM
D11	HOLLOW CORE	HALF GLASS	2040	920	COLORBOND	LEVER	PASSAGE	No		1	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT, UNDERCUT TO DOOR - 30MM

WINDOW SCHEDULE

No.	TYPE	GLAZING TYPE	SIZE H	SIZE W	SILL HEIGHT	MOULDS	CURTAINS	QTY	COMMENTS
W01	SLIDING	6.38mm SOLECT PEWTER 129 LAMINATE	1200	1208	1000	PVC WHITE	BLINDS	16	VENETIAN BLINDS
W02	SLIDING	6.38mm SOLECT PEWTER 129 LAMINATE	1200	1508	1000	PVC WHITE	BLINDS	13	VENETIAN BLINDS
W03	SLIDING	6.38mm SOLECT PEWTER 129 LAMINATE	1200	1808	1000	PVC WHITE	BLINDS	4	VENETIAN BLINDS
W04	SLIDING, PV	3mm OBSCURE	350	750	1960	PVC WHITE	-	9	
W06	FIXED	6.38mm CLEAR LAMINATE	1200	1208	1000	PVC WHITE	BLINDS	5	VENETIAN BLINDS

MECHANICAL SCHEDULE

No.	DESCRIPTION	SUPPLIER	MODEL	SILL HEIGHT	QTY	COMMENTS
ME01	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 2.5kW R/C	DAIKIN	FTXV25WVMA AND RXV25WVMA	2035	4	
ME02	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 3.5kW R/C	DAIKIN	FTXV35WVMA AND RXV35WVMA	2035	1	
ME03	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 7.1kW R/C	DAIKIN	FTXV71WVMA AND RXV71WVMA	2025	14	
ME04	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 8.0kW R/C	DAIKIN	FTXV80WVMA AND RXV80WVMA	2025	3	
ME05	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 9.0kW R/C	DAIKIN	FTXV90WVMA AND RXV90WVMA	2025	6	
ME07	EXHAUST FAN, WALL MOUNTED	FANTECH	HV-300AE	2055	2	
ME08	SUPPLY AIR FAN, CEILING MOUNTED	FANTECH	MV306S & SPEED CONTROLLER		8	

FITTINGS SCHEDULE

ITEM	DESCRIPTION	QTY
Casework		
CW01	BENCHTOP, LAMINATED - 32mm, 600D, 5500MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET, SPACE FOR DISHWASHER UNDER	1
CW02	CUPBOARD, MELAMINE OVERHEAD - 2344W x 600h x 300d	1
CW03	CUPBOARD, MELAMINE OVERHEAD - 3156W x 600h x 300d	1
Electrical Fixtures		
	DRAW WIRE, CEILING MOUNTED, DATA - SINGLE (FOR SECURITY CAMERA BY OTHERS)	7
	DRAW WIRE, DATA	69
	ELECTRICAL - SWITCHBOARD	4
	ELECTRICAL FLOOR BOX, RECESSED, HOSTS GPO, SINGLE POLE - 2x10A & DRAW WIRE	17
	GPO, SINGLE POLE - 1x10A	7
	GPO, SINGLE POLE - 2x10A	99
	GPO, SINGLE POLE - 2x10A IPX5	4
	ISOLATION SWITCH FOR AIR CONDITIONER	27
	ISOLATION SWITCH FOR HOT WATER SYSTEM	1
	SMOKE DETECTOR 240V	5
	TV ANTENNA SOCKET & DATA OUTLET w/ RJ45 FACEPLATE	7
Fire Alarm Devices		
FE01	FIRE EXTINGUISHER - 9.0Kg ABE c/w SIGNAGE	7
FE02	FIRE EXTINGUISHER - 5.0Kg CO2 C/W SIGNAGE	1
FE03	FIRE HOSE REEL & CABINET - 36m	2
FE04	FIRE DETECTION CONTROL AND INDICATING EQUIPMENT (FDCIE)	1
Furniture		
FN01	BENCH SEAT, SLATTED TIMBER - 450mm WIDE, 930MM LONG	1
FN02	COAT HOOKS ON TIMBER RAIL, 930MM LONG	1
FN03	RECEPTION DESK- 2100 x 2100 x 750 (BY OTHERS)	1
FN04	CHAIR - SWIVEL w/ ARMS (BY OTHERS)	16
FN05	CHAIR, CLERICAL w/ ARMS (BY OTHERS)	12
FN06	WORKSTATION - 1800 x 1800 x 750 (BY OTHERS)	11
FN07	DESK - 1200 x 600 x 727H (BY OTHERS)	4
FN08	DESK - 1500 x 750 x 727H (BY OTHERS)	12
FN09	CHAIR, PVC, STACKABLE (BY OTHERS)	94
FN10	ULS CHAIRS (BY OTHERS)	32
FN11	ULS STATIONS - 1800 x 900 x 727H (BY OTHERS)	16
FN12	TABLE, CONFERENCE w/ CHAIRS (12) - 3600L x 1800W (BY OTHERS)	1
FN13	TABLE - 1200Ø (BY OTHERS)	12
FN18	STORAGE CUPBOARD - 900W x 580D x 2100H (BY OTHERS)	14
FN19	LOCKER, SINGLE TIER - 300 WIDE (BY OTHERS)	27
FN20	FILING CABINET - 4 DRAWER (BY OTHERS)	6
Lighting Fixtures		
	LIGHT - 600mm LED BATTEN	8
	LIGHT - 1200mm LED BATTEN	113
	LIGHT - 1200mm LED BATTEN - WEATHERPROOF	18
	LIGHT SWITCH, SINGLE	14
	LIGHT SWITCH, SINGLE IPX5	2
	LIGHT SWITCH, SINGLE, DIMMABLE (TO TRAINING ROOM ONLY)	2
	LIGHT SWITCH, TWO WAY	3
	LIGHT, EMERGENCY (SPITFIRE) - CEILING MOUNTED. C0 = D40, C90 = D40	7
	LIGHT, EXIT - CEILING MOUNTED & DIRECTIONAL. C0 = E2.5, C90 = E2.0	2
	LIGHT, EXIT - CEILING MOUNTED. C0 = E2.5, C90 = E2.0	3
Plumbing Fixtures		
PL01	WC SUITE, CAROMA CARAVELLE c/w TOILET ROLL HOLDER	4
PL02	WC SUITE, CAROMA CARE 660, AMBULANT DISABLED COMPLIANT	3
PL03	SHOWER CUBICLE, FIBREGLASS - 945 x 945	3
PL04	HAND BASIN, STAINLESS STEEL w/ OVERFLOW (HOT & COLD FLICKMIXER) w/ 300mm SPLASHBACK & MIRROR	3
PL05	HAND BASIN, COMPACT, STAINLESS STEEL w/ OVERFLOW (FLICKMIXER, HOT & COLD) w/ MIRROR	2
PL06	FREESTANDING DELUXE SLAB FLOOR URINAL 1200MM WITH PULL CHAIN CISTERN ABOVE	1
PL07	HOSE COCK w/ SHROUD	1
PL08	FLOOR WASTE	4
PL09	GRADED FLOOR IN FRONT OF URINAL	1
PL10	GRADED FLOOR IN FRONT OF SHOWER	3
PL11	WOLFEN PAPER TOWEL DISPENSER STAINLESS STEEL	4
PL12	WOLFEN SOAP DISPENSER STAINLESS STEEL LOCKABLE	5
PL13	SINK, 1 BOWL, 1 DRAIN - 850mm LONG	1
PL14	ZIP HYDRO TAP G4 - BC (160 CUPS/Hr BOILING, 175 CUPS/Hr CHILLED)	1
PL15	HOSE COCK (DISWASHER PROVISION)	1
PL16	HOT WATER SYSTEM, MOUNTED EXTERNALLY - 315Ltr, 3x3.6kW	1
PL17	WATER INLET	1
PL18	WASTE MANIFOLD OUTLET	1
Specialty Equipment		
SE01	WC CUBICLE, TOILET CAROMA CARAVELLE, PLY LINED	4
SE02	WC TOILET CAROMA CARE 660 - PLY LINED AMBULANT CUBICLE c/w GRABRAILS, TOILET ROLL HOLDER & COAT HOOK	3
SE03	SHOWER ENCLOSURE, PLY LINED c/w BENCH SEAT & COAT HOOKS	3
SE03	SIMULATOR MACHINE (BY OTHERS)	2
SE04	DATA RACK - 48RU (BY OTHERS)	1

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS OVERALL DIMENSIONS EXCLUDE EXTERNAL CLADDINGS U.N.O.

ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CH'KD
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET, LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD

DESCRIPTION: 51.0 x 19.2m ADMIN BUILDING

ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: SALES SCHEDULES

PROJECT No.: -

SCALE AT A1

DRAWING NUMBER: 250315A-A500

REVISION: A

15/04/2025 8:26:05 AM

ISSUED FOR APPROVAL
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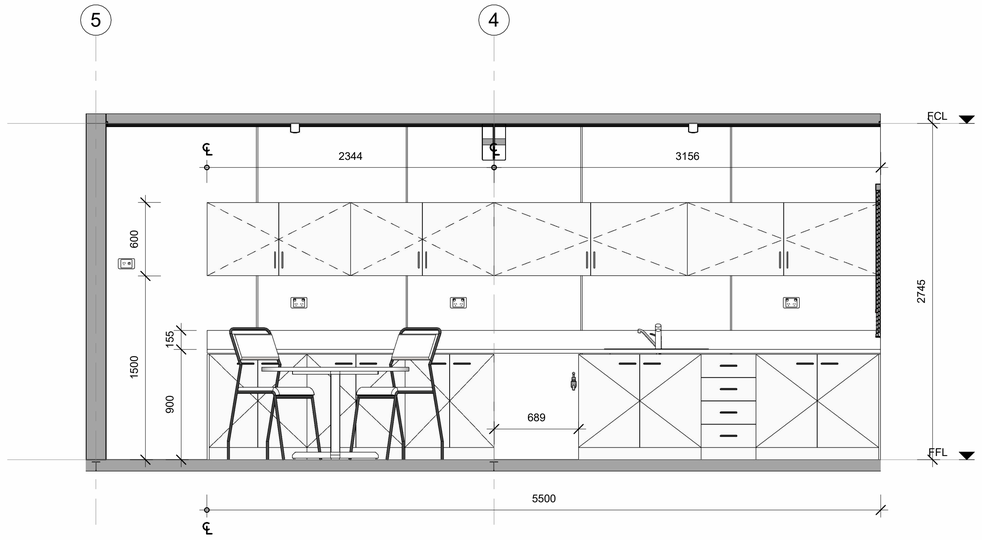
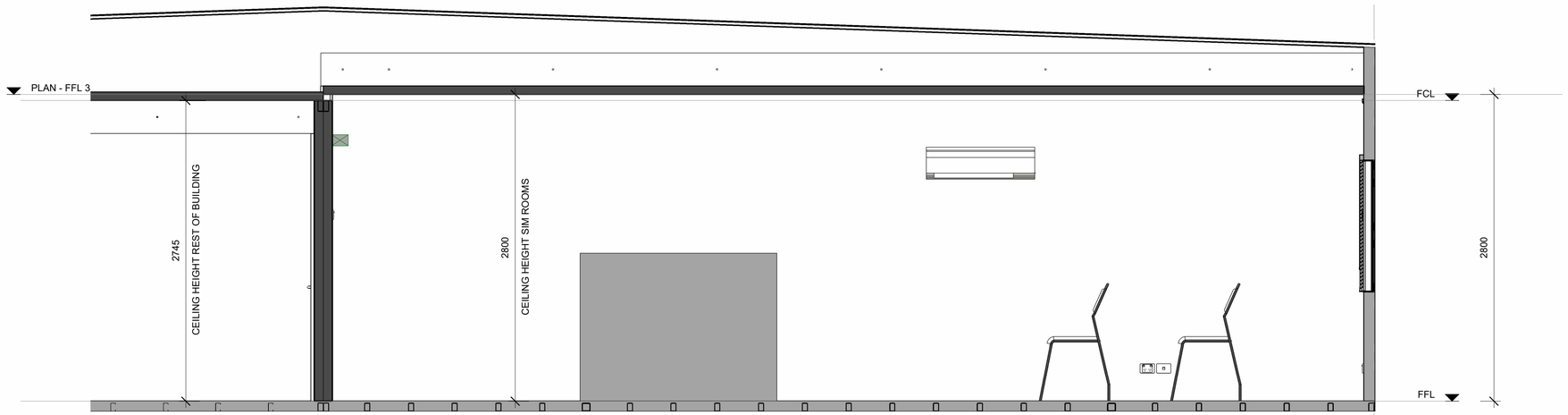


1 / A200 Elevation 1 - a

1 : 25



2 / A200 Elevation 2 - a

1 : 25

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

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ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CHK'D
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET, LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 339
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD

DESCRIPTION: 51.0 x 19.2m ADMIN BUILDING

ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: ELEVATIONS - INTERNAL

PROJECT No.: -

SCALE AT A1: 1 : 25

DRAWING NUMBER: 250315A-A301

REVISION: A

15/04/2025 8:29:09 AM

Autodesk Docs://250315_Pacific National Pty Ltd_MKY/250315A_51.0 x 19.2m ADMIN BUILDING.rvt

250315B

PACIFIC NATIONAL PTY LTD
BRAESIDE ROAD, NEBO QLD 4742

24.0 x 18.0m TRAIN CREW FACILITY

VIEW INDICATIVE ONLY

DRAWING LIST		
SHEET NUMBER	SHEET NAME	CURRENT REVISION
A000	TITLE PAGE	A
A200	PLAN	A
A300	ELEVATIONS	A
A301	ELEVATIONS - INTERNAL	A
A500	SALES SCHEDULES	A

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET,
LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

ISSUED FOR APPROVAL
SIGNATURE:

WIND REGION:		C
TERRAIN CATEGORY:		2
IMPORTANCE LEVEL:		2
SHIELDING FACTOR:		NS
BUILDING CLASS:		5
FLOOR LOADS	DISTRIBUTED (kPa):	3.0
	CONCENTRATED (kN):	2.7
CLIMATE ZONE:		2

NORTH

FLOOR LOADS CALCULATED FROM AS1170.1 - 2002. WIND SPEED CALCULATED FROM AS1170.2 - 2021. BUILDING CLASS, IMPORTANCE LEVEL, PROBABILITY OF EXCEEDANCE, WIND REGION, TERRAIN CATEGORY, TOPOGRAPHIC CLASIFICATION, SHIELDING FACTOR, CLIMATE ZONE & NORTH POINT ARE ASSUMED UNLESS OTHERWISE ADVISED BY CLIENT.

1 PLAN
1 : 75

FINISHES SCHEDULE	
FLOOR COVERING	2mm VINYL
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
CEILING LINING	3.6mm COATED PLYWOOD
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING

ITEM LIST		
ITEM	QTY	DESCRIPTION
Casework		
CW01	1	BENCHTOP, LAMINATED - 32mm, 600D, 3600MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET, SPACE FOR DISHWASHER UNDER
CW02	1	CUPBOARD, MELAMINE OVERHEAD - 2144W x 600h x 300d
CW03	1	CUPBOARD, MELAMINE OVERHEAD - 1456W x 600h x 300d
CW04	1	BENCHTOP, LAMINATED - 32mm, 600D, 2836MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET
CW05	1	BENCHTOP, LAMINATED - 32mm, 600D, 2000MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER
CW06	1	CUPBOARD, MELAMINE OVERHEAD -2000W x 600h x 300d
CW07	1	PANTRY, 1 DOOR & 4 SHELVES - 600W x 600D x 2100H
CW08	2	BENCHTOP, LAMINATED - 32mm, 600D, 7100MM LONG, CUPBOARDS UNDER
CW09	1	BENCHTOP, LAMINATED - 32mm, 600D, 1800MM LONG, CUPBOARDS UNDER
CW10	1	CUPBOARD, MELAMINE OVERHEAD -1200W x 600h x 300d
Fire Alarm Devices		
FE01	4	FIRE EXTINGUISHER - 9.0Kg ABE c/w SIGNAGE
Plumbing Fixtures		
PL01	5	WC SUITE, CAROMA CARAVELLE c/w TOILET ROLL HOLDER
PL02	2	WC SUITE, CAROMA CARE 660, AMBULANT DISABLED COMPLIANT
PL03	3	SHOWER CUBICLE, FIBREGLASS - 945 x 945
PL04	4	HAND BASIN, STAINLESS STEEL w/ OVERFLOW (HOT & COLD FLICKMIXER) w/ 300mm SPLASHBACK & MIRROR
PL05	2	HAND BASIN, COMPACT, STAINLESS STEEL w/ OVERFLOW (FLICKMIXER, HOT & COLD) w/ MIRROR
PL06	1	FREESTANDING DELUXE SLAB FLOOR URINAL 1200MM WITH PULL CHAIN CISTERN ABOVE
PL07	1	HOSE COCK w/ SHROUD
PL08	4	FLOOR WASTE
PL09	1	GRADED FLOOR IN FRONT OF URINAL
PL10	3	GRADED FLOOR IN FRONT OF SHOWER
PL11	4	WOLFEN PAPER TOWEL DISPENSER STAINLESS STEEL
PL12	6	WOLFEN SOAP DISPENSER STAINLESS STEEL LOCKABLE
PL13	2	SINK, 1 BOWL, 1 DRAIN - 850mm LONG
PL14	1	ZIP HYDRO TAP G4 - BC (160 CUPS/Hr BOILING, 175 CUPS/Hr CHILLED)
PL15	1	HOSE COCK (DISWASHER PROVISION)
PL16	1	SINK, CLEANERS w/ OVERFLOW, HINGED GRATE (HOT & COLD TAPS)
PL17	1	HOT WATER SYSTEM, MOUNTED INTERNALLY ON SAFE TRAY - 125Ltr, 1x3.6kW
PL18	1	HOT WATER SYSTEM, MOUNTED INTERNALLY ON SAFE TRAY - 50Ltr, 1x3.6kW
PL19	1	HOT WATER SYSTEM, MOUNTED EXTERNALLY - 315Ltr, 3x3.6kW
Specialty Equipment		

SYMBOL LEGEND

- DBB — ELECTRICAL SWITCHBOARD
- POE — ELECTRICAL POINT OF ENTRY
- LIGHT SWITCH, SINGLE
- LIGHT SWITCH, TWO WAY
- IPX5 — LIGHT SWITCH, SINGLE IPX5
- ISOLATION SWITCH
- GPO, SINGLE POLE - 1x10A
- GPO, SINGLE POLE - 2x10A
- IPX5 — GPO, SINGLE POLE - 2x10A IPX5
- INDICATES CEILING MOUNTING
- DATA — DRAW WIRE - 'D' DENOTES DATA
- TV — TV ANTENNA SOCKET
- SMOKE ALARM 240V
- LIGHT - 600mm LED BATTEN
- LIGHT - 1200mm LED BATTEN
- LIGHT, EMERGENCY (SPITFIRE). C0 = D40, C90 = D40
- EXIT — LIGHT, EXIT. C0 = E2.0, C90 = E2.0, 24m VIEW DISTANCE
- WP EXIT — LIGHT, EXIT, WEATHERPROOF. C0 = E2.0, C90 = E1.6, 24m VIEW DISTANCE

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

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ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CHK'D
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET, LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD
DESCRIPTION: 24.0 x 18.0m TRAIN CREW FACILITY
ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: PLAN
PROJECT No.: -
SCALE AT A1: As indicated
DRAWING NUMBER: 250315B-A200
REVISION: A

15/04/2025 8:25:51 AM

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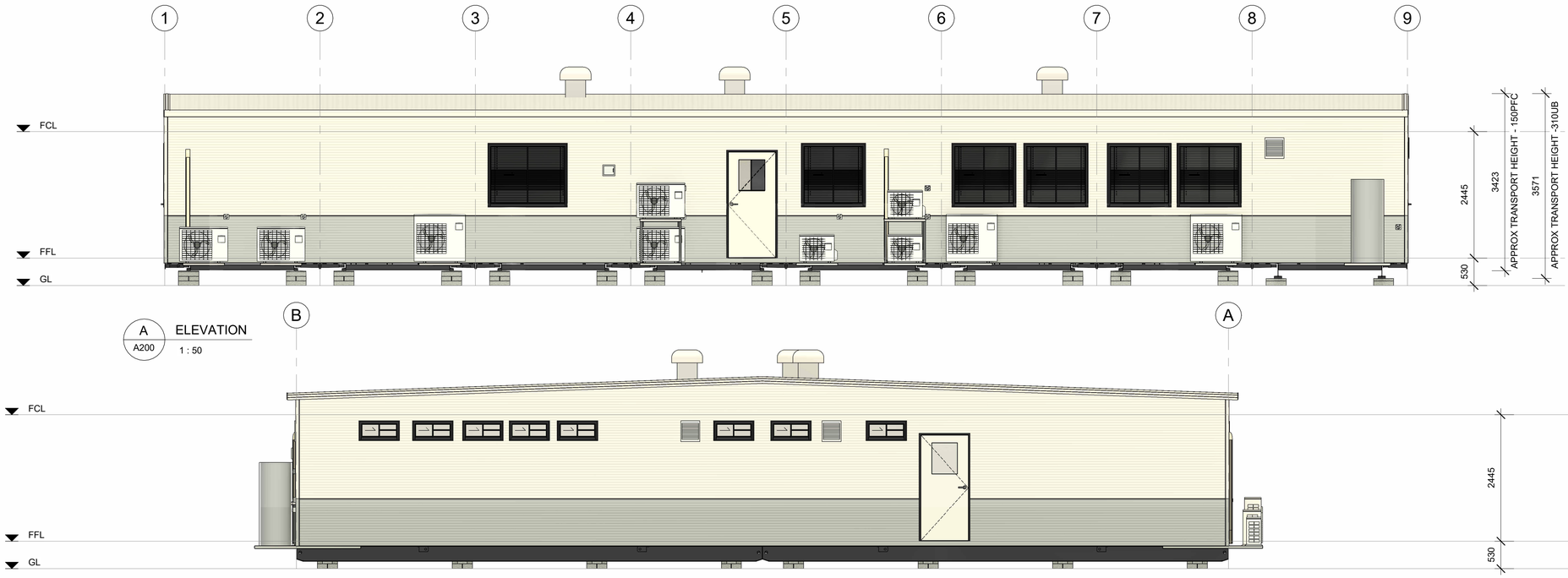
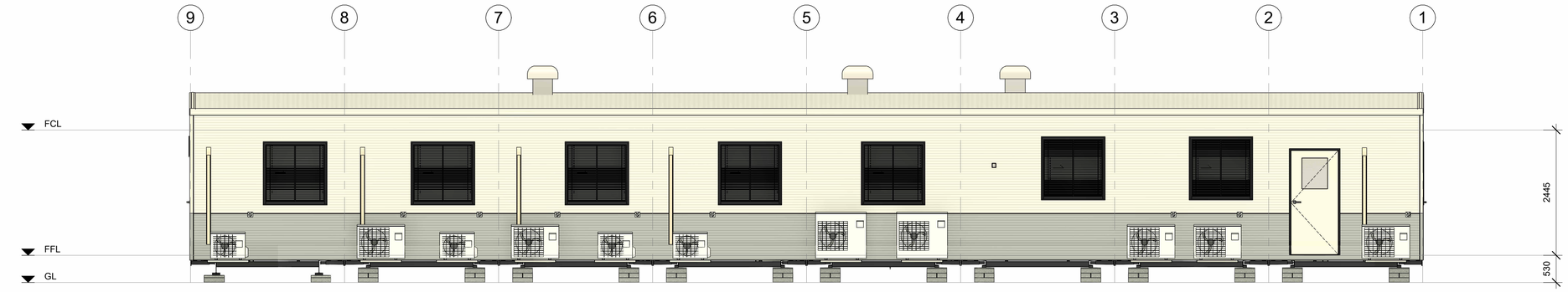


A A200 ELEVATION
1 : 50

B A200 ELEVATION
1 : 50



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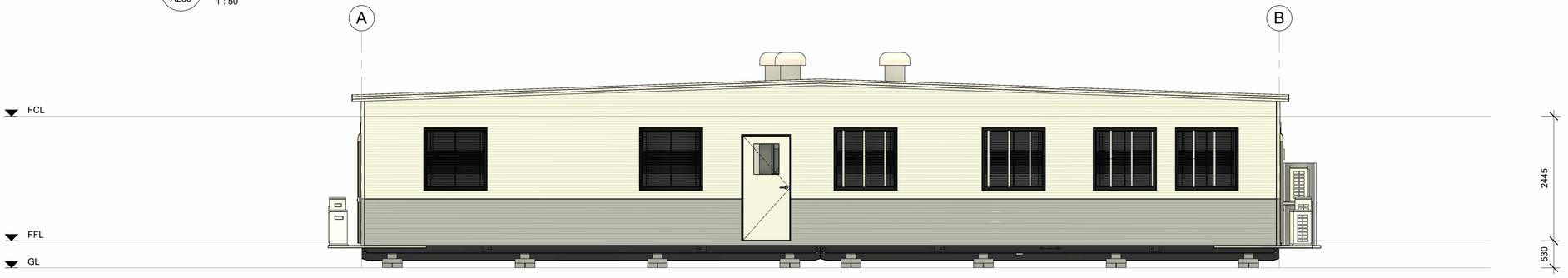
1 : 50



D A200 ELEVATION
1 : 50

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

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ATCO STRUCTURES & LOGISTICS PTY. LTD.
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P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD

DESCRIPTION: 24.0 x 18.0m TRAIN CREW FACILITY

ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: ELEVATIONS

PROJECT No.: -

SCALE AT A1: 1 : 50

DRAWING NUMBER: 250315B-A300

REVISION: A

15/04/2025 8:29:37 AM

ISSUED FOR APPROVAL
SIGNATURE:

BASEFRAME SCHEDULE	
DESCRIPTION	BACK TO BACK
150 PFC SKID BEAMS	2000
310 UB SKID BEAMS	2000

FLOORING SCHEDULE	
ITEM	DESCRIPTION
FLOOR - 75mm JOISTS, 17mm PLY WITH SLIP RESISTANT VINYL E/E (MALE & FEMALE AMENITIES & CLEANERS & ROOM 4 ONLY)	
FLOOR FRAMING	75mm STEEL JOIST
INSULATION - UNDER FLOOR	R2.1 HEAVY DUTY FOIL FACED BATTS
FLOORING	17mm F11 T&G PLYWOOD
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm
FLOOR - 75mm JOISTS, 17mm PLY WITH VINYL E/E	
FLOOR FRAMING	75mm STEEL JOIST
INSULATION - UNDER FLOOR	R2.1 HEAVY DUTY FOIL FACED BATTS
FLOORING	17mm F11 T&G PLYWOOD
FLOOR COVERING	2mm VINYL

WALL SCHEDULE	
ITEM	DESCRIPTION
WALL - EXT PLY WHITE / TWO TONE MRIB E/E	
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
THERMAL BREAK BETWEEN FRAMING & CLADDING	
FRAMING	90mm STEEL STUD
INSULATION	R2.7 HP BATTS
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - INT PLY / PLY	
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
FRAMING	78mm STEEL STUD
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA
WALL - INT DBL PLY / PLY	
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD
FRAMING	78mm STEEL STUD
SKIRTING	PVC
WALL JOINT - PLY LINING	PVC
CORNICE	SCOTIA

CEILING & ROOF SCHEDULE	
ITEM	DESCRIPTION
CEILING - 75mm w/ PLY LINING	
CEILING LINING	3.6mm COATED PLYWOOD
JOIST	75mm JOIST
ROOF - SUPERDEK (0.42mm)	
INSULATION	R2.3 FOIL BACKED FIBREGLASS INSULATION
BIRD PROOFING	
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING

FINISHES SCHEDULE		
ITEM	DESCRIPTION	COLOUR/ TREATMENT
BASEFRAME FINISH	HIGH BUILD ALKYD GLOSS PRIMER	BLACK
FLOOR COVERING	2mm VINYL	GREY
FLOOR COVERING	2mm VINYL - SLIP RESISTANT, COVED 150mm	VENUS
CLADDING - EXTERNAL (UPPER)	COLORBOND MAXIRIB - HORIZONTAL	SURFMIST
CLADDING - EXTERNAL (LOWER)	COLORBOND MAXIRIB - HORIZONTAL	WINDSPRAY
WALL LINING - INTERNAL	3.6mm POLYESTER COATED PLYWOOD	WHITE EMBOSSED
SKIRTING	PVC	WHITE
WALL JOINT - PLY LINING	PVC	WHITE
WALL JOINT - PLY LINING	PVC	WHITE
CORNICE	SCOTIA	BLACK
CEILING LINING	3.6mm COATED PLYWOOD	SILVER CLOUD
ROOF SHEETING	0.42mm BMT SUPERDEK COLORBOND ROOFING	SURFMIST
EXTERNAL DOOR	COLORBOND	SURFMIST
EXTERNAL DOOR FRAME	COLORBOND	NIGHT SKY
INTERNAL DOOR LEAF	PAINTED	TO MATCH SHALE GREY
INTERNAL DOOR FRAME	COLORBOND	NIGHT SKY
WINDOW FRAME	ALUMINIUM, POWDERCOATED	BLACK
WINDOW ARCHITRAVE	PVC	WHITE
FASCIA	COLORBOND	SURFMIST
GUTTER	COLORBOND	SURFMIST
VERTICAL CORNER ANGLE	COLORBOND	SURFMIST
VERTICAL CORNER ANGLE	COLORBOND	WINDSPRAY
BENCHTOP	LAMINATED	WHITE
CUPBOARD DOORS	MELAMINE	GREY
SHOWER CUBICLE PARTITION	PAINTED	GREY
SHOWER CUBICLE PARTITION	3.6mm POLYESTER COATED PLYWOOD	GREY
SHOWER CUBICLE POST	PAINTED	GREY
TOILET CUBICLE DOOR	PAINTED	GREY
TOILET CUBICLE PARTITION	3.6mm POLYESTER COATED PLYWOOD	GREY
TOILET CUBICLE POST	PAINTED	GREY
TOILET CUBICLE POST (AMBULANT)	PAINTED	BLACK

DOOR SCHEDULE

No.	DOOR LEAF	GLASS	DOOR GRILLE			SIZE		DOOR FRAME	DOOR HARDWARE							QTY	COMMENTS
			GRILLE	H	W	H	W	FRAME	HANDLE TYPE	LOCKING	CLOSER	PANIC BAR	KICK PLATE	SECURITY	SEALS		
D01	HOLLOW CORE MC	HALF GLASS	No	[redacted]		2040	920	COLORBOND	LEVER	ENTRANCE	Yes	No	No			4	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT
D02	HOLLOW CORE	HALF GLASS	No			2040	920	COLORBOND	LEVER	PASSAGE	No	No	No			8	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT
D03	HOLLOW CORE	HALF GLASS	Yes	300	600	2040	920	COLORBOND	LEVER	PASSAGE	Yes	No	No			4	500W x 600H HALF GLASS
D04	HOLLOW CORE	HALF GLASS	Yes	300	600	2040	920	COLORBOND	LEVER	PASSAGE	No	No	No			2	500W x 600H HALF GLASS, DRAW WIRE ONLY, KEYPAD & DOOR STRIKE BY CLIENT
D05	OPENING ONLY	OPENING ONLY				2040	1000	COLORBOND								2	

WINDOW SCHEDULE									
No.	TYPE	GLAZING TYPE	SIZE H	SIZE W	SILL HEIGHT	MOULDS	CURTAINS	QTY	COMMENTS
W01	SLIDING	6.38mm SOLECT PEWTER 129 LAMINATE	1200	1208	1000	PVC WHITE	BLINDS	16	VENETIAN BLINDS
W02	SLIDING	6.38mm SOLECT PEWTER 129 LAMINATE	1200	1508	1000	PVC WHITE	BLINDS	1	VENETIAN BLINDS
W03	SLIDING, PV	3mm OBSCURE	350	750	1960	PVC WHITE	-	8	
W04	SLIDING	5mm GREY	1200	1208	1100	PVC WHITE	BLINDS	2	VENETIAN BLINDS

MECHANICAL SCHEDULE						
No.	DESCRIPTION	SUPPLIER	MODEL	SILL HEIGHT	QTY	COMMENTS
ME01	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 2.5kW R/C	DAIKIN	FTXV25WVMA AND RXV25WVMA	2035	3	
ME02	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 3.5kW R/C	DAIKIN	FTXV35WVMA AND RXV35WVMA	2035	4	
ME03	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 5.0kW R/C	DAIKIN	FTXV50WVMA AND RXV50WVMA	2025	12	
ME04	AIR CONDITIONER, SPLIT SYSTEM, INVERTER - 7.1kW R/C	DAIKIN	FTXV71WVMA AND RXV71WVMA	2025	2	
ME05	EXHAUST FAN, WALL MOUNTED	FANTECH	HV-300AE	1960	3	
ME06	DOOR GRILLE				6	
ME08	SUPPLY AIR FAN, CEILING MOUNTED	FANTECH	MV306S & SPEED CONTROLLER		3	

FITTINGS SCHEDULE		
ITEM	DESCRIPTION	QTY
Casework		
CW01	BENCHTOP, LAMINATED - 32mm, 600D, 3600MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET, SPACE FOR DISHWASHER UNDER	1
CW02	CUPBOARD, MELAMINE OVERHEAD - 2144W x 600h x 300d	1
CW03	CUPBOARD, MELAMINE OVERHEAD - 1456W x 600h x 300d	1
CW04	BENCHTOP, LAMINATED - 32mm, 600D, 2836MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER, 4 DRAWERS WITH CUTLERY SET	1
CW05	BENCHTOP, LAMINATED - 32mm, 600D, 2000MM LONG, C/W 155MM SPLASHBACK, CUPBOARDS UNDER	1
CW06	CUPBOARD, MELAMINE OVERHEAD -2000W x 600h x 300d	1
CW07	PANTRY, 1 DOOR & 4 SHELVES - 600W x 600D x 2100H	1
CW08	BENCHTOP, LAMINATED - 32mm, 600D, 7100MM LONG, CUPBOARDS UNDER	2
CW09	BENCHTOP, LAMINATED - 32mm, 600D, 1800MM LONG, CUPBOARDS UNDER	1
CW10	CUPBOARD, MELAMINE OVERHEAD -1200W x 600h x 300d	1
Electrical Fixtures		
	DRAW WIRE, CEILING MOUNTED, DATA - SINGLE (FOR SECURITY CAMERA BY OTHERS)	4
	DRAW WIRE, DATA	48
	ELECTRICAL - SWITCHBOARD	1
	ELECTRICAL - SWITCHBOARD & POINT OF ENTRY	1
	GPO, SINGLE POLE - 1x10A	10
	GPO, SINGLE POLE - 2x10A	56
	ISOLATION SWITCH FOR AIR CONDITIONER	21
	ISOLATION SWITCH FOR HOT WATER SYSTEM	3
	SMOKE DETECTOR 240V	5
Fire Alarm Devices		
FE01	FIRE EXTINGUISHER - 9.0Kg ABE c/w SIGNAGE	4
Lighting Fixtures		
	LIGHT - 600mm LED BATTEN	4
	LIGHT - 600mm LED BATTEN - WEATHERPROOF	1
	LIGHT - 1200mm LED BATTEN	63
	LIGHT - 1200mm LED BATTEN - WEATHERPROOF	7
	LIGHT SWITCH, SINGLE	15
	LIGHT SWITCH, SINGLE IPX5	2
	LIGHT SWITCH, TWO WAY	3
	LIGHT, EMERGENCY (SPITFIRE) - CEILING MOUNTED. C0 = D40, C90 = D40	9
	LIGHT, EXIT - CEILING MOUNTED & DIRECTIONAL. C0 = E2.5, C90 = E2.0	5
	LIGHT, EXIT - CEILING MOUNTED. C0 = E2.5, C90 = E2.0	4
Plumbing Fixtures		
PL01	WC SUITE, CAROMA CARAVELLE c/w TOILET ROLL HOLDER	5
PL02	WC SUITE, CAROMA CARE 660, AMBULANT DISABLED COMPLIANT	2
PL03	SHOWER CUBICLE, FIBREGLASS - 945 x 945	3
PL04	HAND BASIN, STAINLESS STEEL w/ OVERFLOW (HOT & COLD FLICKMIXER) w/ 300mm SPLASHBACK & MIRROR	4
PL05	HAND BASIN, COMPACT, STAINLESS STEEL w/ OVERFLOW (FLICKMIXER, HOT & COLD) w/ MIRROR	2
PL06	FREESTANDING DELUXE SLAB FLOOR URINAL 1200MM WITH PULL CHAIN CISTERN ABOVE	1
PL07	HOSE COCK w/ SHROUD	1
PL08	FLOOR WASTE	4
PL09	GRADED FLOOR IN FRONT OF URINAL	1
PL10	GRADED FLOOR IN FRONT OF SHOWER	3
PL11	WOLFEN PAPER TOWEL DISPENSER STAINLESS STEEL	4
PL12	WOLFEN SOAP DISPENSER STAINLESS STEEL LOCKABLE	6
PL13	SINK, 1 BOWL, 1 DRAIN - 850mm LONG	2
PL14	ZIP HYDRO TAP G4 - BC (160 CUPS/Hr BOILING, 175 CUPS/Hr CHILLED)	1
PL15	HOSE COCK (DISWASHER PROVISION)	1
PL16	SINK, CLEANERS w/ OVERFLOW, HINGED GRATE (HOT & COLD TAPS)	1
PL17	HOT WATER SYSTEM, MOUNTED INTERNALLY ON SAFE TRAY - 125Ltr, 1x3.6kW	1
PL18	HOT WATER SYSTEM, MOUNTED INTERNALLY ON SAFE TRAY - 50Ltr, 1x3.6kW	1
PL19	HOT WATER SYSTEM, MOUNTED EXTERNALLY - 315Ltr, 3x3.6kW	1
Specialty Equipment		
SE01	WC CUBICLE, TOILET CAROMA CARAVELLE, PLY LINED	5
SE02	WC, TOILET CAROMA CARE 660 - PLY LINED AMBULANT CUBICLE c/w GRABRAILS, TOILET ROLL HOLDER & COAT HOOK	2
SE03	SHOWER ENCLOSURE, PLY LINED c/w BENCH SEAT & COAT HOOKS	3

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS OVERALL DIMENSIONS EXCLUDE EXTERNAL CLADDINGS U.N.O.

ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CHK'D
A	ISSUED FOR APPROVAL	11.04.25	AS	SL

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET,
LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

CLIENT: PACIFIC NATIONAL PTY LTD

DESCRIPTION: 24.0 x 18.0m TRAIN CREW FACILITY

ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: SALES SCHEDULES

PROJECT No.: -

SCALE AT A1

DRAWING NUMBER: 250315B-A500

REVISION: A

15/04/2025 8:29:37 AM

ISSUED FOR APPROVAL
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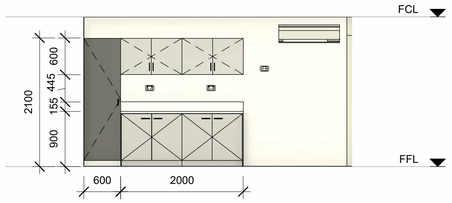

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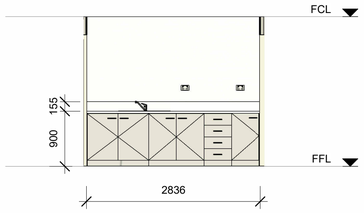

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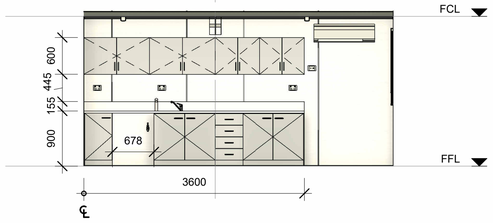
2



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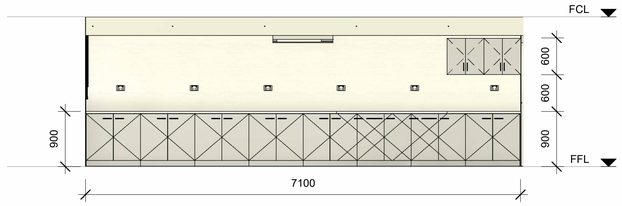

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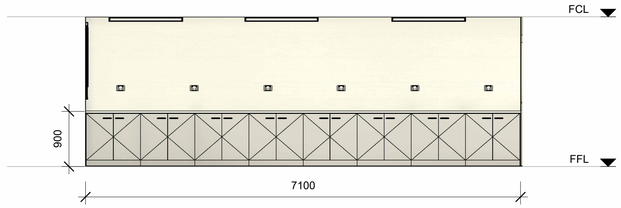

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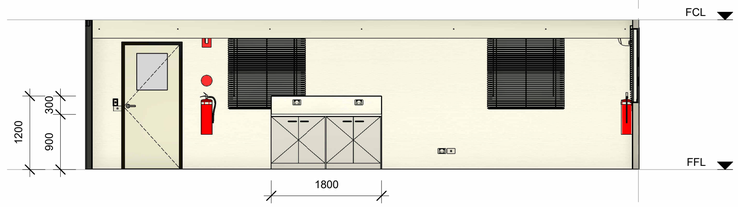

6 A200 Elevation 7 - a
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ADDRESS: BRAESIDE ROAD, NEBO QLD 4742

TITLE: ELEVATIONS - INTERNAL

PROJECT No.: -

SCALE AT A1: 1 : 50

DRAWING NUMBER: 250315B-A301

REVISION: A

15/04/2025 8:29:42 AM

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