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Dear Greg

ADDENDUM TO PROJECT HALOGEN TRAFFIC IMPACT ASSESSMENT

This letter has been prepared as an addendum to the Project Halogen Traffic Impact Assessment (P003805-R01-RevA1) dated 3 November 2025 previously submitted for the proposed development by Grenof Water Technologies of a Chlor-alkali facility at 56 Fishermans Road, Yarwun. This addendum identifies and addresses the effect of relocating the site access from Fishermans Road to Landing Road on the findings of P003805-R01-RevA1. It also provides supporting justification to demonstrate that the "alternative preferred access location" is appropriate and that the development will continue to operate satisfactorily within the surrounding road network.

Except for the access relocation discussed herein, all other aspects, assumptions, and findings of P003805-R01-RevA1 remain valid and unchanged.

Proposed Development Site Access

In the P003805-R01-RevA1, it was proposed to pave and seal approximately 150m of Fishermans Road between Landing Road and the proposed entry gate to provide access to the development (refer Figure 1). In section 5.4.3 of the P003805-R01-RevA1, the Fishermans Road / Landing Road intersection layout indicated that the existing 20m wide Fishermans Road reserve and public utility plant (PUP) presents geometric and spatial constraints that make it difficult to accommodate the required B-double swept paths. Achieving compliant access from Fishermans Road would likely necessitate the relocation of existing PUP within the road reserve. In contrast, Landing Road provides a suitably wide road reserve with appropriate alignment and sight distances to safely accommodate all anticipated vehicle movements associated with the development. Hence an alternative solution put forward was to relocate the proposed development access from Fishermans Road to the alternative preferred access location on Landing Road south of the existing electricity substation.

Figure 1 - Original Site Access on Fishermans Road



As proposed in Figure 26 of P003805-R01-RevA1, the site access is proposed to be relocated to Landing Road approximately 130m south of Fishermans Road generally in accordance with Figure 2 below. The internal site layout remains unchanged apart from extension of the internal roadway connecting internal facilities to the external road network.

Figure 2 – Preferred Alternative Access Location on Landing Road

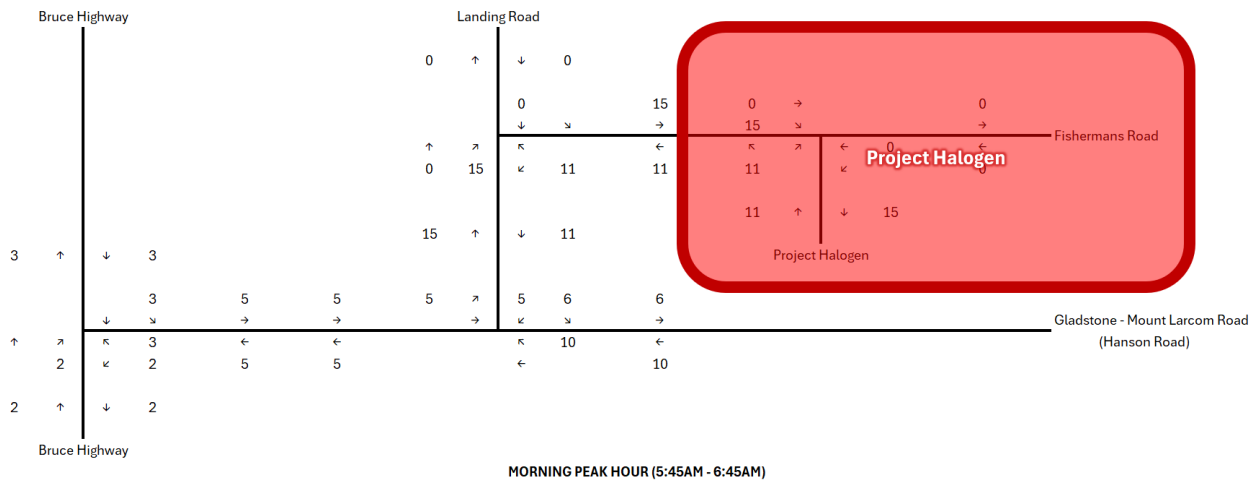


Development Traffic

Relocation of the development site access will not alter the traffic generation or trip distribution of the development.

The only change to development traffic volumes on the network is that development traffic will access Landing Road directly instead of accessing Fishermans Road directly and then accessing Landing Road via Fishermans Road. All traffic diagrams in the report remain valid subject to the change demonstrated by Figure 3. All traffic diagrams from Figure 16 onwards of P003805-R01-RevA1 should be interpreted as having the change demonstrated by Figure 3 below.

Figure 3 – Development Traffic Volumes on the Network Example



Construction Traffic Impact Assessment

As outlined in section 5.2 of the P003805-R01-RevA1, construction activities are not expected to generate:

- > Over-size-over-mass (OSOM) vehicle movements; or
- > More vehicle movements than peak operations traffic

Therefore, assessment of design peak period traffic during operations is considered to provide adequate assessment of construction traffic.

The proposed relocation of the site access from Fishermans Road to the preferred alternative access at Landing Road does not change this expectation, therefore the original Construction Traffic Impact Assessment remains unchanged.

Road Safety Impact Assessment

Over 16 years no crashes were reported on Fishermans Road or at the Landing Road / Fishermans Road intersection. Therefore, the Road Safety Impact Assessment in Section 5.3 of P003805-R01-RevA1 based on development access via Fishermans Road is considered equally valid for the creation of a new access on Landing Road as a direct access to the development. Therefore, the proposed relocation of the site access from Fishermans Road to the alternative preferred access location on Landing Road does not change the conclusions of the Road Safety Impact Assessment that:

- > The proposed development is not expected to increase the risk score of any existing risk items above their “without development” level and no action is required to mitigate existing road safety issues;
- > Site access on Landing Road should be designed in accordance with the recommendations of an Access and Frontage Impact Assessment as per the discussion below based on Section 5.4 of P003805-R01-RevA1; and
- > Changes to the road environment should be subject to a road safety audit by an accredited road safety auditor at the detailed design stage.

Access and Frontage Impact Assessment

The Access and Frontage Impact Assessment contained Section 5.4 of P003805-R01-RevA1 includes turn warrant assessment, intersection analysis and sight distances for the:

- > Originally development access on Fishermans Road;
- > Landing Road / Fishermans Road intersection; and
- > Gladstone – Mount Larcom Road (Hanson Road) / Landing Road intersection.

The relocation of the site access from Fishermans Road to Landing Road renders the previously completed turn warrant and sight distance assessments for Fishermans Road access redundant, and proposed changes to Fishermans Road are not required.

The previously completed assessment of the Landing Road / Fishermans Road intersection provides a conservative assessment of the proposed Landing Road access as the Landing Road / Fishermans Road intersection assessment assumed 4vph as background traffic on Fishermans Road. The previous assessment concluded that the Landing Road / Fishermans Road intersection warranted the minimum standard of turn treatments permitted in the normal design domain (NDD) and that capacity analysis was unnecessary.

Upgrading of the Landing Road / Fishermans Road intersection as shown in Appendix I of P003805-R01-revA1 is not required, however, the general scheme as detailed in Premise Sketch P003805-SKC005-rev3 may still be valid subject to relocation of the access from the northern side of the existing substation (Fishermans Road) to south of the substation as proposed. The relocated access is less geometrically constrained than the Landing Road / Fishermans Road intersection because:

- > The preferred alternative access is to be constructed within a 30m wide corridor which is wider than the 20m wide Fishermans Road reserve; and
- > Relocating the access reduces conflict with PUP.

Sight distance requirements at the preferred alternative access location would be the same as at the Landing Road / Fishermans Road intersection and sight distance at both locations is expected to be compliant.



Even though a concept layout has not been prepared for the preferred alternative access location, the detail provided in this letter and P003805 should be sufficient for conditions of development to be written which support approval of the development with relocation of the access from Fishermans Road to the preferred alternative access location on Landing Road.

Relocation of the development access from Fishermans Road to the preferred alternative access location on Landing Road does not change any of the Gladstone – Mount Larcom Road (Hanson Road) / Landing Road intersection assessment.

Road Link Capacity Assessment

Section 5.5 of P003805-R01-RevA1 outlines the recommended typical section of Fishermans Road between Landing Road and the original development access. Relocation of the site access from Fishermans Road to Landing Road renders the previously completed road link assessment redundant, and proposed changes to Fishermans Road are not required.

Section 5.5 of P003805-R01-RevA1 also states that all other roads in the study area have a cross section which exceeds the minimum standard for a Rural Industrial Road and are currently approved for use by B-doubles up to 26m in length. Relocation of the access from Fishermans Road to the preferred alternative access location on Landing Road does not change this assessment.

Pavement Impact Assessment

Relocation of the development access from Fishermans Road to the preferred alternative access location on Landing Road will not alter development traffic and therefore development pavement impacts as calculated in Appendix J of P003805-R01-RevA1 except that the development will have no impact on Fishermans Road. With respect to the conclusions of the Pavement Impact Assessment contained in Section 5.6 of P003805-R01-RevA1:

- > There is no change to pavement impact assessment for state-controlled roads (SCR) and the conclusion with respect to SCR remains valid that:
 - If the development commences operation prior to 2028, a one (1) off payment of \$20,818.01 would mitigate the development's impact on SCR pavements; but
 - If the development does not commence operation until 2028 or later, the development impact on SCR pavements will not be significant (<5%) and no payment should be made.
- > Fishermans Road does not need to be upgraded as development traffic will not travel on Fishermans Road.
- > Development traffic will continue to impact on Landing Road, however, relocation of the development access from Fishermans Road to the preferred alternative access location on Landing Road will reduce the length of Landing Road impacted by development traffic by approximately 130m, (that is from 800m to 670m). The annual pavement impact on Landing Road between Gladstone – Mount Larcom Road (Hanson Road) and the preferred alternative access location on Landing Road will remain:
 - Outbound (southbound) = 3.49×10^4 ESAs (SAR4s) per annum
 - Inbound (northbound) = 1.32×10^4 ESAs (SAR4s) per annum



Transport Infrastructure Impact Assessment

As the proposed relocation of the site access from Fishermans Road to Landing Road will not change development traffic crossing bridges, culverts or railway lines, Section 5.7 of P003805-R01-RevA1 remains unchanged and there continues to be no significant (<5%) increase in traffic volumes crossing any bridges or culverts on the SCR network, or railway lines.

Conclusions and Recommendations

This addendum to Project Halogen Traffic Impact Assessment (P003805-R01-RevA1) dated 3 November 2025 identifies and addresses the effect of relocating the site access from Fishermans Road to Landing Road on the findings of P003805-R01-RevA1. It also provides supporting justification to demonstrate that the “alternative preferred access location” is appropriate and that the development will continue to operate satisfactorily within the surrounding road network.

Relocation of the development access from Fishermans Road to the preferred alternative access location on Landing Road results in no change to the development’s impacts on the state-controlled road networks.

The findings of the P003805-R01-RevA1 with respect to local government roads remain valid and unchanged except for the following:

- > No changes are required to the existing Landing Road / Fishermans Road intersection or Fishermans Road between Landing Road and the originally proposed development access as relocation of the access avoids all development impacts on Fishermans Road and the Landing Road / Fishermans Road intersection.
- > Conditions of approval for the development can be written based on provision of a rural industrial access for which can accommodate simultaneous entry and exit by B-doubles at the preferred alternative access location on Landing Road. Based on the turn warrant assessment for the Landing Road / Fishermans Road intersection contained in P003805-R01-RevA1, the access warrants the minimum standard of turn treatments permitted in the normal design domain (NDD).
- > The length of Landing Road impacted by development traffic is reduced from 800m to 670m. Other than the avoidance of development impacts on Landing Road north of the preferred alternative access location, there is no change to the development impact on Landing Road between Gladstone – Mount Larcom Road (Hanson Road) and the preferred alternative access location.



BRADLEY JONES (RPEQ 19986)
PRINCIPAL TRAFFIC ENGINEER

