

Report and schematic design
studies of proposed works for

QUILPIE TRUCKSTOP



for Quilpie Shire Council

Issue A

30 April 2021



Document Quality Control

Project: Quilpie Truckstop
Address: Lot 3 SP258470
Murana Road, Quilpie QLD 4480
Client: Quilpie Shire Council
Project No: 3152RH01

This document has been prepared by:
Fulton Trotter and Partners Architects Pty Ltd trading as
Fulton Trotter Architects
ABN: 71 657 008 791

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Revision History

Issue	Date	Prepared by:	Approved by:
A	30/04/2021	Wendy Hay	Ryan Loveday



SECTION 1

Commission

In November 2020, Fulton Trotter Architects were commissioned by Quilpie Shire Council to undertake consultation and master planning of proposed consolidated trucking facilities in Quilpie, following a successful invitation process.

As background, Council had previously allocated funding for a proposed truck weighbridge, and were seeking broader unput on best use of funds to service the important long distance trucking industry based in Quilpie.

Aspiration for the project included:

- A commercial roadhouse
- Truck fuel stop
- Trucking amenities block (toilets & showers) + external BBQ rest area
- Overnight road train parking- with pedestrian links to town
- Road-train weighbridge facility
- Road-train wash down bay facility
- Associated small vehicle fuel stop
- Improved intersection of Diamantina Development Road with Sommerfield Road and Murana Road



While some of these facilities exist in town, the intensity of complementary uses on one site appropriately engineered for movement of triple-A road trains (53m long), was considered a strong draw-card for industry.

Following first round consultation with council and local industry, FTA developed a basic test-fit concept design for the proposed facility. Further feedback was sought from wider identified stakeholders.

This report represents the outcome of those discussions.



SECTION 2

Site Specifics

The town of Quilpie with a population of about 600, is a regional hub on the Warrego Highway corridor 956km west of Brisbane. The town services rural industries, predominantly cattle and resource extraction. Trucking services form a key industry for the town.

Quilpie also serves a growing far West tourist industry linking by road to destinations further afield, including museums at Eromanga and Winton

The site is described as:

Lot 3 SP258470 Murana Road, Quilpie QLD 4480, comprising 14.98 Ha.

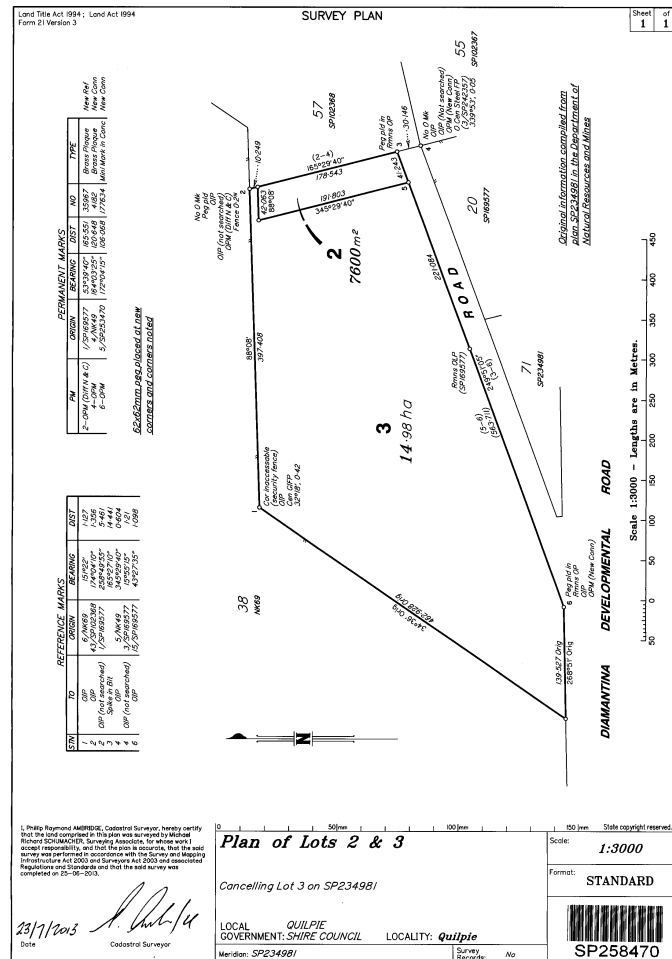
The site is owned by Quilpie Council, currently vacant land with no built improvements. Located just to the North East of the main town centre, with useful frontage to the main connecting highway Diamantina Development Road, and frontage to the minor Murana Road which serves the adjacent private cattle spelling yards. The site adjoins the Quilpie airport property, which implies a height limit on development.

The site is considered very flat, like most of Quilpie. It features exposed sandy red-earth gravels, with very little existing vegetation or tree cover. Climate is semi-arid, very hot summer (37°C) and mild winter (24°C) Rainfall is infrequent (347mm) but intense.

Council records indicate the site is not currently connected to power, town water or town sewer, but reasonably proximate such that these services can be readily extended to the site in future.

TMR records indicate that average numbers of heavy truck movements total 60-70 vehicles through Quilpie every day- which constitutes the likely patronage.

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SECTION 3

Stakeholder Consultation

- Over 26 and 27 November, Ryan Loveday (Director) and Wendy Hay (Senior Associate) flew to Quilpie, visited the site and met with Councillors.
- On the same day Council organised a consultation meeting of local trucking companies and livestock agents at Council
- Former CEO Tim Rose was our primary contact
- Peter See, Director Engineering Services was very helpful regarding existing infrastructure
- Mayor, Stuart Mackenzie chaired, with other Councillors.
- On 8 December, we issued concept plans to Tim for circulation and consideration (refer attached)
- Over December and January FTA approached a number of stakeholders provided by Tim, for their interest and feedback- their details below;
 - Kurt Wockner- Livestock Manager, Oakey Beef Exports
 - Ed Throsby- GDL Rural, Livestock Agents Quilpie
 - Danielle Dunlop- GDL Rural, Livestock Agents Quilpie
 - Peter Daniel- CEO GDL Rural Six Rivers Beef
 - Brad Baker- Corbets Group Trucking



SECTION 4

Responses

Feedback from stakeholders was remarkably consistent

In order of priority:

1. All those approached were generally supportive of any improved facilities for trucking in the region
2. Most saw benefit to the sensible centralisation of trucking facilities for convenience and as a drawcard for economic development
3. A road-house facility (restaurant) generated almost universal support- considered a very high priority!
4. Associated fuel provision was assumed but would need consideration of impacts on other local providers
5. An upgrade to the intersection of Murana/ Sommerfield/ Diamantina Roads considered important for safety and access
6. Overnight truck parking and driver amenities (showers/ toilets/ outdoor rest area) was also very widely supported- definitely needed
7. Truck wash-down was considered an appropriate associated item- with consideration of space for settlement ponds
8. The weigh-bridge yielded quite divided feedback, with discussion of the logistics of the required tare-away function and point of sale for cattle transactions.
9. Inclusion of a loading ramp at the site, considered a useful add

This points to some sensible staging of works to build up facilities over time as resources allow.



SECTION 5

Concept Drawings

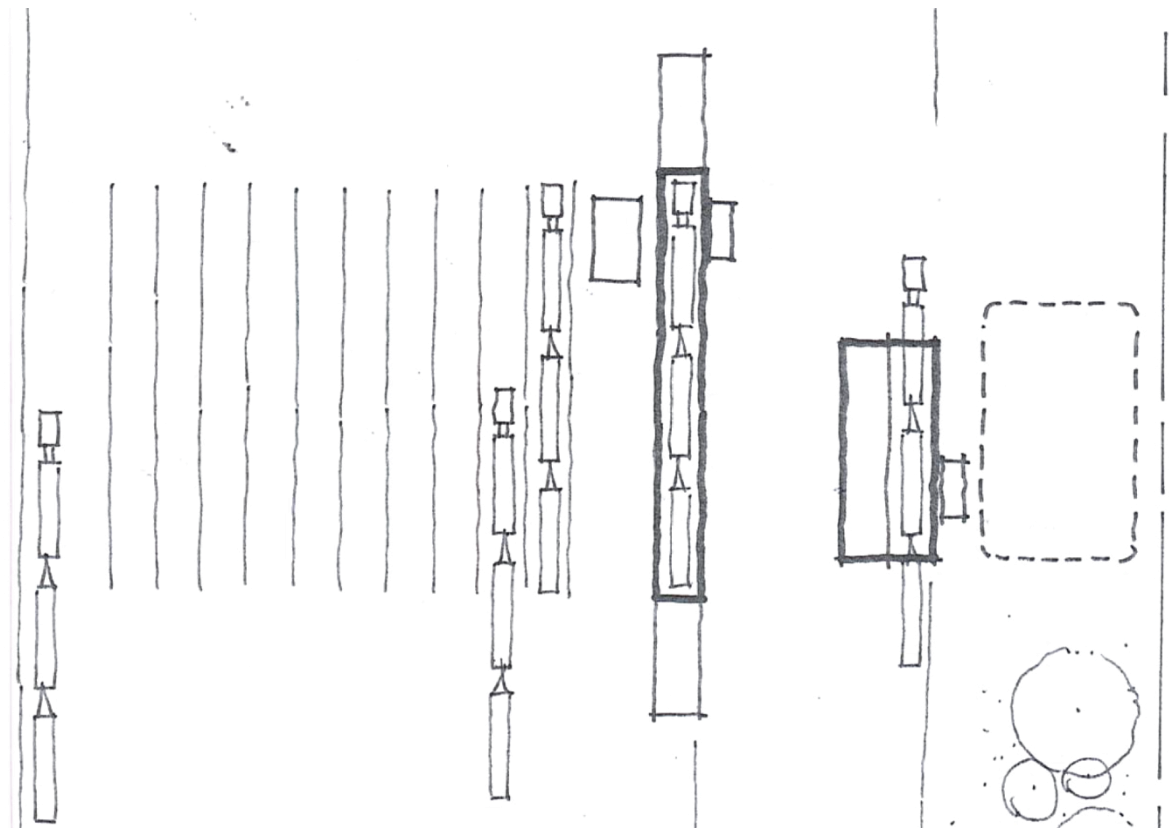


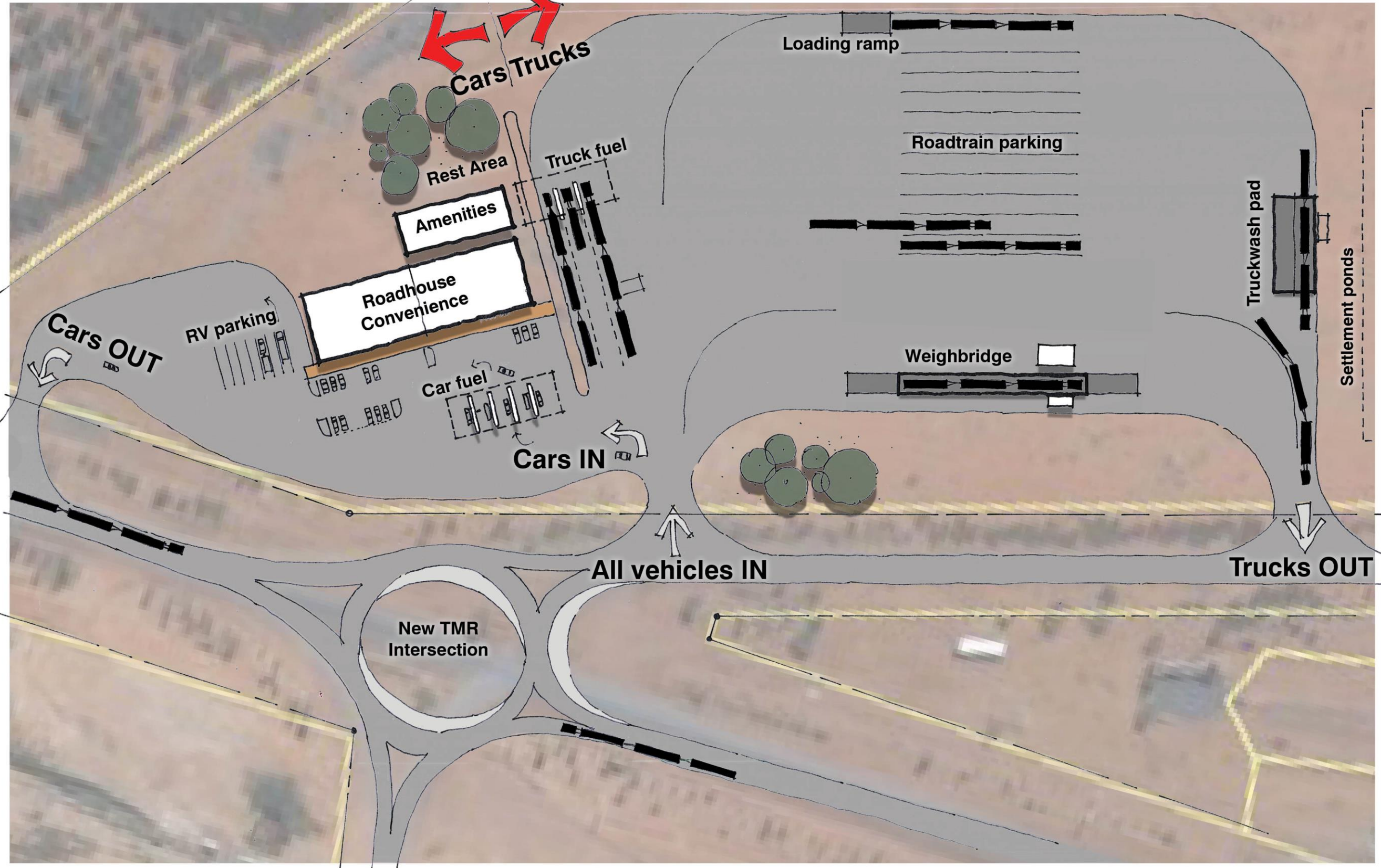
Figure 1. Locality Plan



Figure 2. Concept Plan



Figure 3. Detail Plan



SECTION 6

Recommendations

Early consultation has confirmed an identified need and suggested case for the proposed form of development in Quilpie. The proposed site is well positioned, close to town, with good access and visibility to the highway. Infrastructure and development requirements are relatively low.

Quilpie Council could provide direct investment in the simple components of the scheme, with suitable grants. Council are equipped to develop roadworks, paving and amenities. It is also clear that operating a roadhouse and fuel station are outside of council's core business.

To move forward, we make the following practical recommendations:

1. Council undertake a process to invite expressions of interest from possible commercial development partners for the proposed Fuel Station and Roadhouse. One suggests this corner of the site (say 2Ha) could be offered at effectively nil cost on 90 year lease, in exchange for that partner developing and operating the site on commercial terms. Corbet's Group Fuel Services have already expressed interest.
2. Council retain ownership of the remaining site and develop the proposal for overnight truck parking and amenities as a stand-alone project, such that the roadhouse and other elements can be added to the site in stages. While amenities are best included within the roadhouse component, the timing of development may preclude this and there is benefit in establishing a 'seed project' on the site.
3. Council seek advice from and begin the process of lobbying TMR to consider the upgrades to the junction with Sommerfield Road. In-principal agreement would be critical and a possible deal-breaker for the projects.
4. Further, there is an opportunity to develop the facility as a iconic tourist landmark for travellers, why not?!- refer concept images attached



SECTION 7

Preliminary Budgets

For the purposes of high level discussion and decision-making we suggest the components of the proposed works detailed in the enclosed drawings may fall within these indicative parameters. These are based on very broad assumptions and a locality factor increase of 50%.

Fuel Station and Roadhouse (private development)	\$5mil- \$6mil
Extension of town services to site	\$500k- \$1mil
Truck overnight parking and manoeuvring pad	\$3mil- \$4mil
Amenities block + BBQ rest area	\$900k- \$1.1mil
Road train above ground weigh-bridge	\$500k- \$800k
Wash down pad and gantry	\$500k- \$800k
Settlement ponds & approved water treatment	\$1mil- \$2mil
Paths, landscaping, signage & improvements	\$500k- \$750k
Intersection upgrade (by TMR)	\$1mil- \$1.5mil
Professional Services	10%



SECTION 8

Concept Images

Beyond the functional needs, there is an opportunity to develop the site as an eye catching and iconic landmark for travellers on the western tour.

Figure 4.

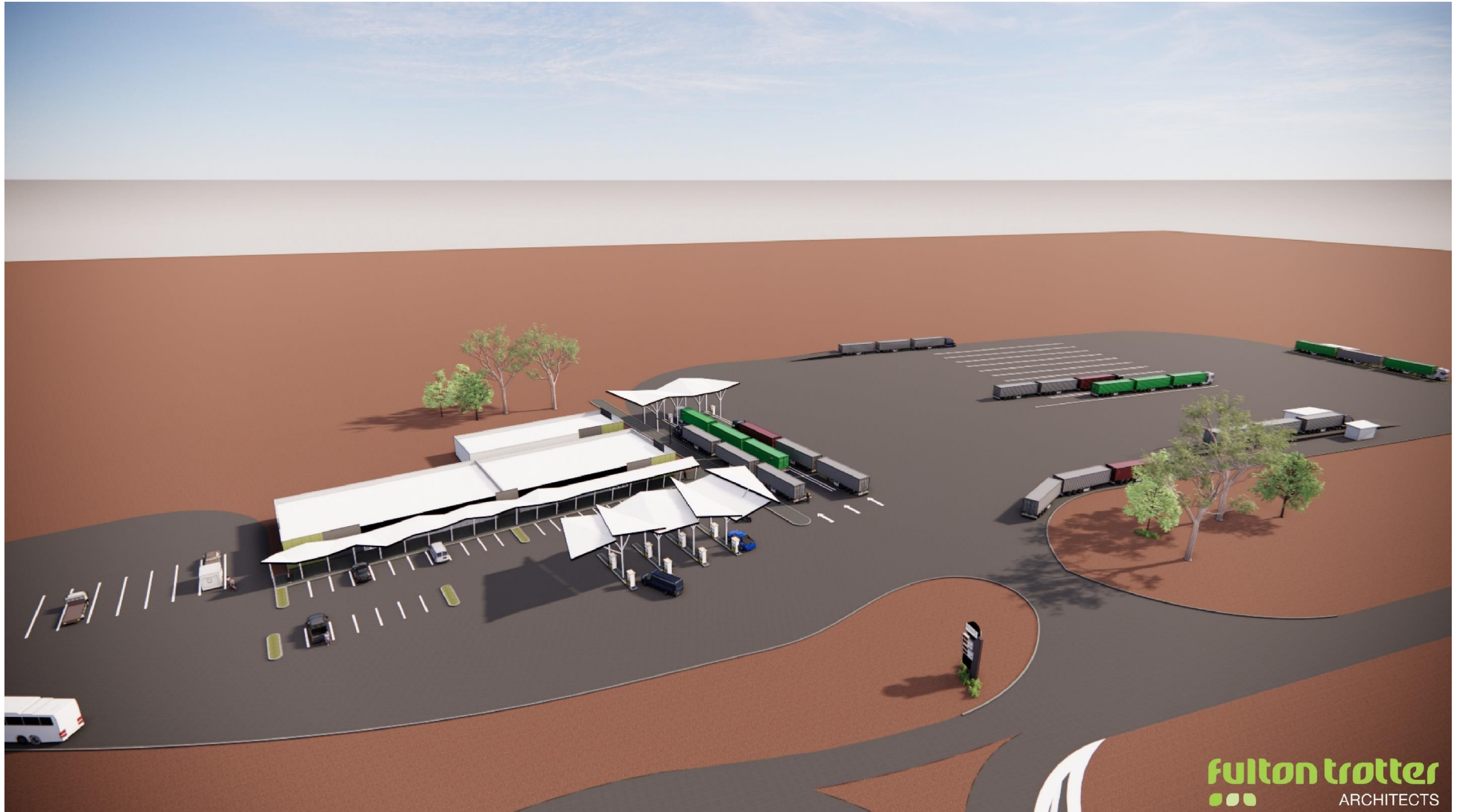


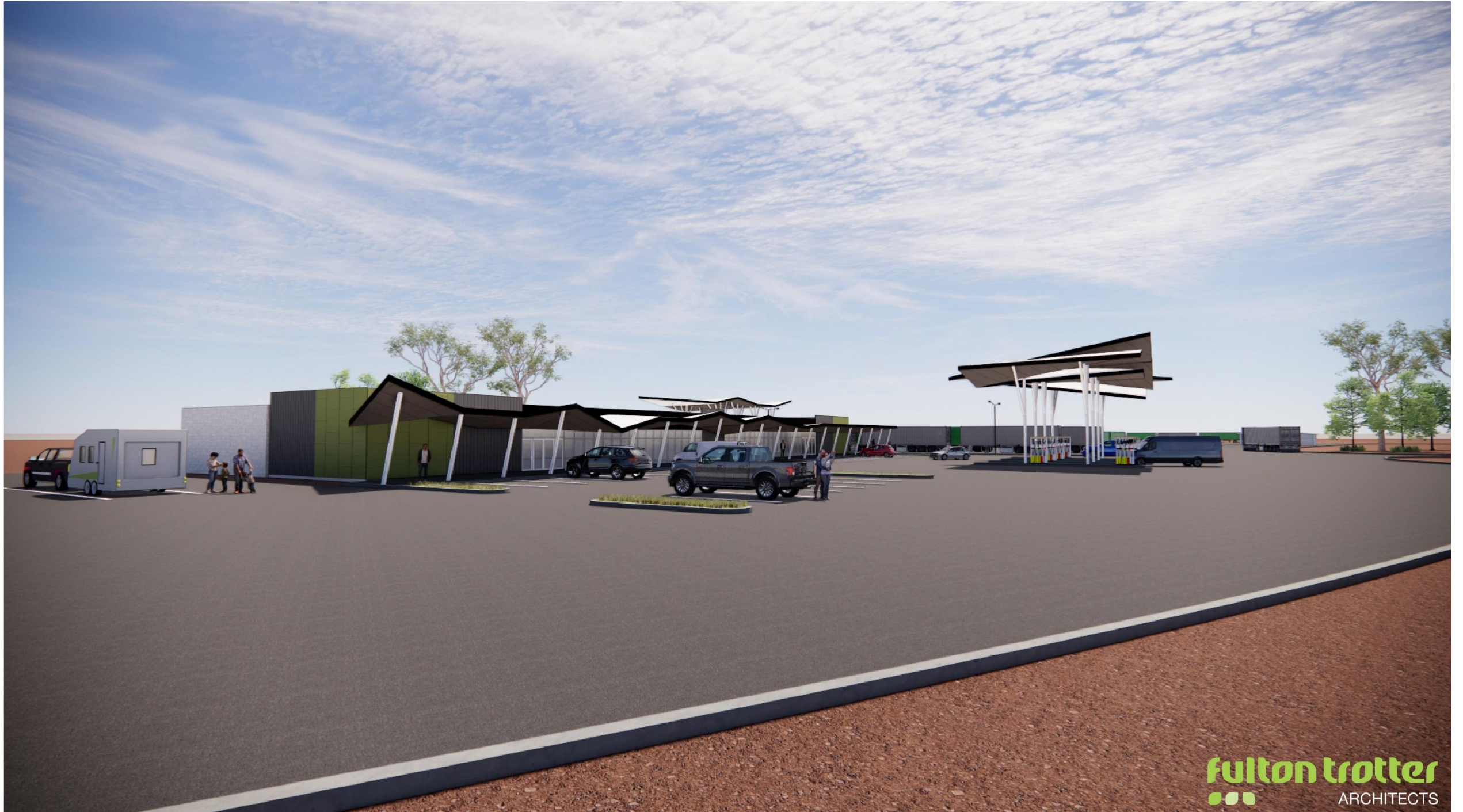
Figure 5.



Figure 6.



Figure 7.



SECTION 9

Summary

The proposal for centralised trucking service facilities in Quilpie is understood to be generally supported by community stakeholders, and Fulton Trotter Architects have provided a concept demonstrating how this might be achieved.

The site is considered close to ideal for the proposed use.

Key to the development will be in attracting a joint venture partner to undertake construction and operation of the fuel stop and roadhouse component of the works. Ideally this would include high quality amenities and showers for drivers. We suggest the next step is a public expression of interest process to invite those to the table.

The balance of works will rely significantly on the outcome of those negotiations. One suggests that should the first elements take time to materialise, Council may choose to initiate a significant quantum of the works themselves in order to create the necessary momentum.

With some of these proposals in place, Council can be in a position to undertake a detailed business case and pursue funding, along with a concerted community engagement strategy. A good news story is certain to be warmly welcomed.

It is our recommendation that Council consider the development as proposed.



Fulton Trotter Architects
April 2021

