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16 June 2026

Our File Ref: B26157LT001_RevA

Contact: Mark Booth

BCC DS
RECEIVED
15/07/2026
APPLICATION REF
A006967609

Embrace 03 Pty Ltd
Level 1, 241 Adelaide St
BRISBANE QLD 4000

Attention: Jason Marriott

RE: PROPOSED CHILDCARE CENTRE DEVELOPMENT - 1489 WYNNUM ROAD, TINGALPA
TRAFFIC ENGINEERING TECHNICAL NOTE

This Traffic Statement has been prepared as part of a Minor Change Application for the proposed Childcare Centre development located at 1489 Wynnum Road, Tingalpa QLD 4173, formally known as Lot 5 on RP58963. This Minor Change Application is in relation to the approved parking layout titled 'Concept Site Plan SK02K', submitted as part of a previously approved Minor Application dated 26 June 2025 (BCC Ref: A006739773).

This minor change is in relation to the approved staff parking layout, which does not appear functional for staff vehicles parking on-site. Specifically, the approved staff parking layout accessed from Eisley Street has a tandem parking space which is perpendicular to the parking spaces behind it. Figure 1 below is an excerpt from these approved plans and demonstrates the parking space noted above.

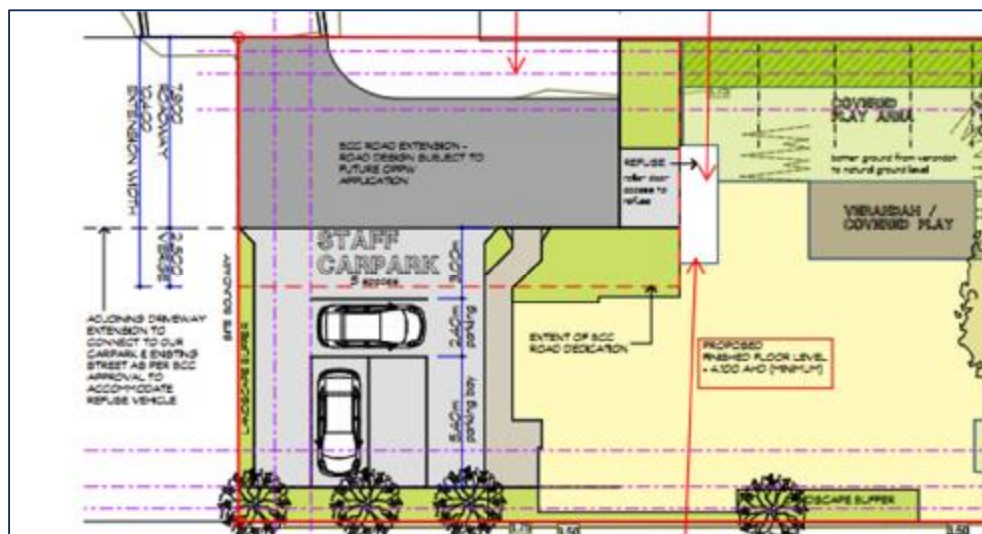


Figure 1 – Approved Minor Change Plans

The current arrangement demonstrated on the plans is not suitable for use, with the provision of a parallel bay in tandem with two perpendicular bays being impractical and not in accordance with typical traffic engineering practices.

Entering this parking space is not appropriate from a manoeuvring standpoint, as it is either too difficult or would require excessive turning movements in order to enter and exit the parking space. This parking arrangement would also block multiple staff members concurrently, which is a worsened outcome than a typical tandem arrangement.

L+R have provided this Traffic Statement supporting changes to this Eisle Street parking arrangement in order to provide a more appropriate traffic engineering outcome for the development, with considerations for manoeuvring and the nature of the surrounding road network.

This proposed Eisle Street parking layout is shown as Figure 2.

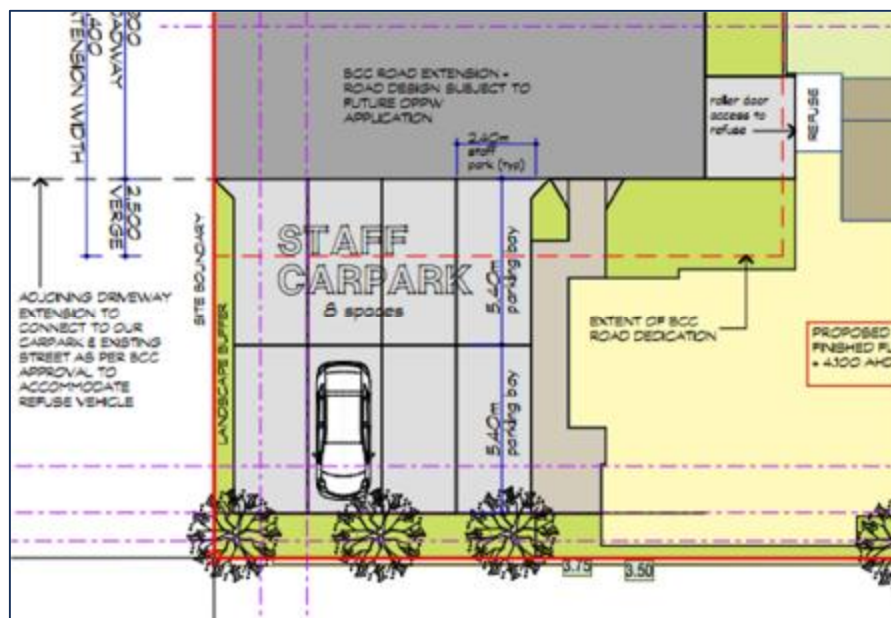


Figure 2 – Proposed Minor Change Plans

This arrangement is deemed acceptable in this specific provision given the location of the development, and nature of the surrounding network. Further information of this is as follows:

Development Location

The development has two access points, with the main entrance from Wynnum Road and the secondary staff-only access point from Eisle Street. The nature of the Eisle Street staff access is at the termination of the street, which is in the form of a T-head intersection. The ultimate form of the T-head intersection is to be formed by the development, as per the road widening diagrams provided in the previous applications (BCC Ref: A006244458).

Satellite imagery demonstrating the nature of Eisle Street prior to the proposed Childcare Centre development is shown as Figure 3 below.



Figure 3 – Aerial Imagery of Easley Street (Source: Nearmap)

Review of the satellite imagery of the surrounding area against the development plans show that no connections to the wider pedestrian network are found on Easley Street, and as such the street itself is effectively a closed catchment. This means that no pedestrians would use the verge at the Easley Street site frontage given it is located at the termination of the street (dead-end).

Nature of Parking

As noted above, the only demand for verge usage at the site frontage would be for staff for the childcare centre development outside of those parked within the staff parking area. This is given that the childcare centre entry and associated parking is located via Wynnum Road at the site frontage, and all parents, guardians and children would be asked to enter via this primary Wynnum Road access.

Parents and guardians would therefore have no reason to utilise the Easley Street access, and associated verge, which further demonstrates the minimal usage of the area.

When noting the parking rates for the development, BCC denotes that a 'Childcare centre' requires 1 space per 5 children with 60% of these spaces being dedicated to staff and can be provided in tandem. We note that the overall desire of BCC to minimise the number of vehicles parked on-street where possible. By providing this outcome, this increases the ability for staff to park on-site which are the largest anticipated parking requirement as per the above rate, and provides a functional outcome as opposed to the approved outcome which is very unlikely to be adopted in practice.

Function of the Verge

The typical function of a verge is to allow for BCC services, and to allow for unobstructed pedestrian traffic in the vicinity. An overlay of the proposed development plans onto the aerial imagery is shown in Figure 4 below.



Figure 4 – Indicative Site Plan overlaid onto Nearmap Imagery (Source: Nearmap)

As noted, pedestrian traffic at the verge would not be anticipated by the site given its location and lack of connections. Any postal delivery would also be from the Wynnum Road access, and given the lack of footpath provisions in the vicinity, would be able to bypass the verge at the site without impacting safety or travel abilities.

Servicing

Servicing is to occur to the rear of the site, as noted on the provided plans. Servicing is to occur on-street as per the plans provided, which can be undertaken given the nature of the T-head turnaround. Service vehicles would forward into the southern portion of the T-Head, before reversing to be parallel with the site. All of these movements would occur clear of the crossover, and as such the verge parking overhang would not impact this.

Familiarity of Users

Given the dead-end nature, no pedestrians would use the verge at the Eisley Street site frontage given it is located at the termination of the street aside from any staff walking to the Childcare centre who have

not parked within the parking area. This would result an element of familiarity for all road users and those parking on-site given there would be no demand for unfamiliar users, as no access would be provided from this side outside of the staff access.

Road Rules

It is noted that in typical accordance with the Australian Road Rule 197, a drive must not stopping on a path, dividing strip, nature strip, painted island or traffic island unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Australian Road Rules or the driver is permitted to stop under another law of this jurisdiction. This is similarly backed up by the BCC rules which state that parking on a footpath or nature strip is prohibited.

As noted in the above, Council has the ability to install signage which permits parking on the nature strip/verge. In order to provide this outcome, reference has been taken to the Queensland Manual of Uniform Traffic Control Devices (QMUTCD). An excerpt taken from Part 11 of the QMUTCD indicates potential signage which could be placed at the site parking area, in order to provide a parking outcome which is compliant from a signage standpoint.



Figure 5 – On Verge Only Signage (Source: QUTMCD)

This proposed signage would be on either side of the crossover, in order to demonstrate that parking on the verge is appropriate in this select area.

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Given the above, L+R support the use of the Easley Street verge for parking where necessary for the development.

Yours faithfully,
For and on behalf of
Lambert & Rehbein (SEQ) PTY LTD

A handwritten signature in black ink, appearing to read 'M. Booth'.

M.S. BOOTH BE(Civil), MIEAust
SENIOR TRAFFIC ENGINEER

Authorised by:

A handwritten signature in black ink, appearing to read 'A.W. Green'.

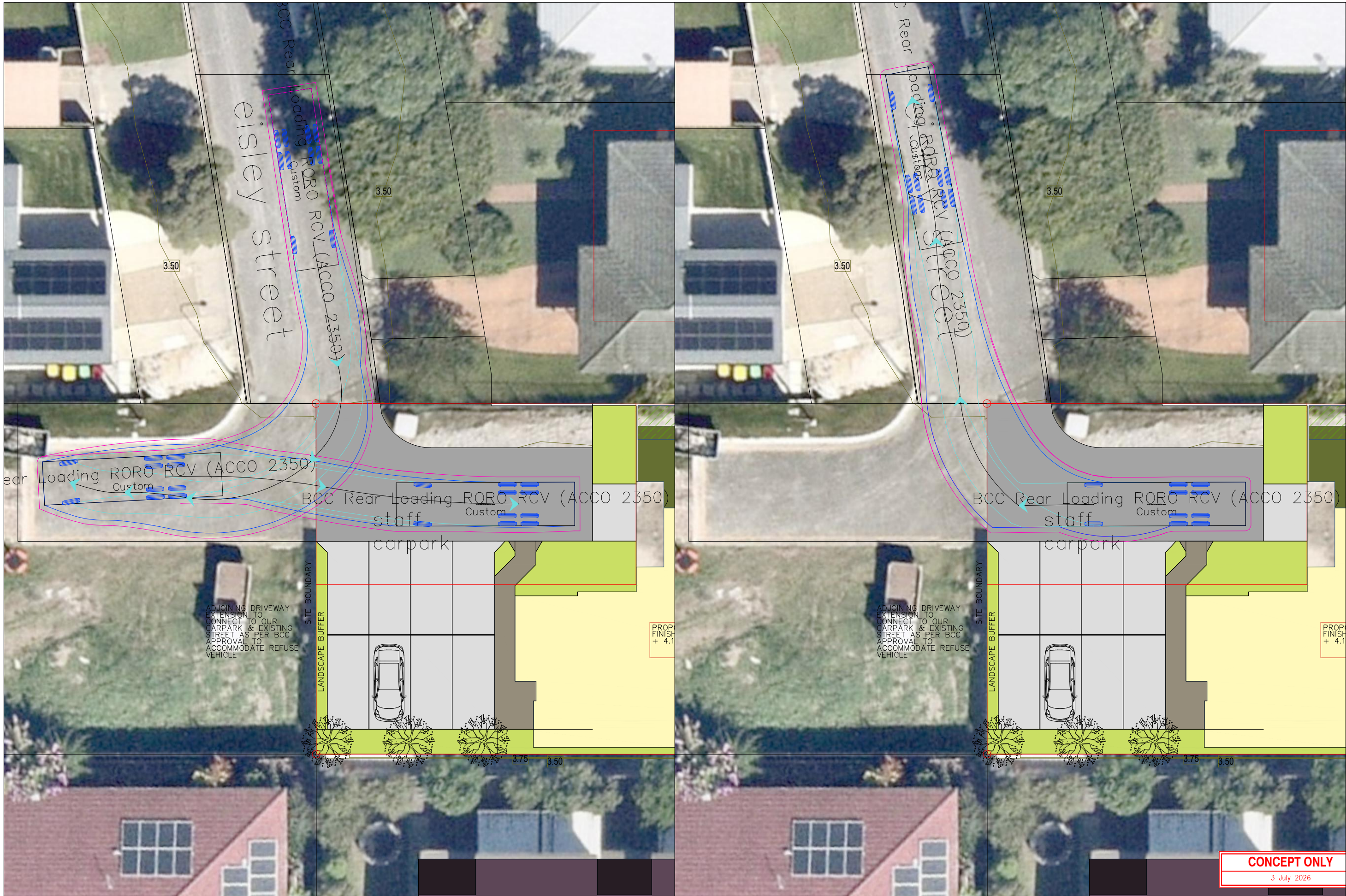
A.W. GREEN BE(Civil & Construction), CPEng
RPEQ NO 31707
DIVISION MANAGER – TRAFFIC AND TRANSPORT

CC: Copied To



RJH PROPERTY GROUP P/L

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CONCEPT ONLY
3 July 2026

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SCALE 1:100 (A1)

Project:
PROPOSED CHILDCARE
1489 WYNNUM ROAD, TINGALPA

Client:
EMBRACE 03 PTY LTD
Title:
RCV MANOEUVRE
SWEEP PATH ASSESSMENT

L+R **ENGINEERS**
MANAGERS
SCIENTISTS

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Figure No: B26157-SK-001		A1 Sheet Size
Scale: AS SHOWN	File Ref: SEE BELOW	
Rev. A	Date 16/06/26	