



ENGINEERS
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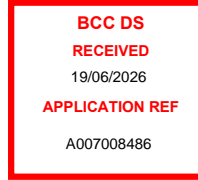
Lambert & Rehbein (SEQ) Pty Ltd

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16 June 2026
Our File Ref: B26047L001_REVA
Contact: Andrew Green



River Quarter No. 3 Development Co. Pty Ltd
3a Cambridge Street
WEST END QLD 4101

Attention: Ben Kewley

RE: PROPOSED RESIDENTIAL DEVELOPMENT – 86 KEONA ROAD, MCDOWALL
TRAFFIC ENGINEERING RESPONSE TO COUNCIL INFORMATION REQUEST

This letter has been prepared in response to Brisbane City Council's (BCC) Information Request dated 20th May 2026 (Ref: A007008486). The Information Request is in relation to a Reconfiguring a Lot (RAL) application for a proposed residential subdivision for one (1) lot into 13 residential lots located at 86 Keona Road, McDowall, QLD 4053 which is formally known as Lot 2 on SP127997.

The traffic engineering issues being addressed are presented below in *italics*. BCC's comments are reproduced with the L+R response following each item.

BCC Item 4 – Access

4. *Whilst the CTS accessway and direct access from Keona Road to Lots 12 and 13 are generally supportable, the proposal increases both the number and frequency of conflict points and reduces available on-street parking due to the multiple access points to Keona Road. In accordance with PO3/AO3.2 and AO3.3 of the Subdivision code, it is recommended that access to Lots 12 and 13 be consolidated to minimise crossovers and conflict points, and to retain greater kerbside space for waste collection and on-street parking.*
 - a) *Provide amended plans and supporting documentation demonstrating the consolidation of access for proposed Lots 12 and 13.*

L+R Response

Keona Road is a neighbourhood road that currently supports direct lot access. The proposed access arrangements for Lots 12 and 13 are consistent with the existing residential access pattern along Keona Road and do not introduce an unacceptable level of conflict or operational inefficiency.

As demonstrated in the Traffic Impact Assessment (TIA) undertaken by L+R and submitted as part of the development application (Ref: B26047TR001 Rev A), the proposed accesses for Lots 12 and 13 are compliant for the following reasons:

- § Sight distance assessments have been undertaken for the Lot 12 and 13 access points, which confirmed that the minimum sight distance requirements are met;
- § The forecast traffic generation associated with Lots 12 and 13 is low in nature and typical of detached residential dwellings. They will not result in a significant increase in the number or frequency of conflict points on Keona Road;
- § The location and spacing of the proposed driveways ensure safe ingress and egress movements and do not adversely affect the safety, efficiency, function or capacity of the surrounding road network, consistent with Performance Outcome PO3.

Given this, L+R maintain the proposed access arrangements for Lots 12 and 13 are adequate without the need for access consolidation.

BCC Item 7 – Refuse Collection

7. *Kerbside collection of the mobile garbage bins (MGBs) presented at the Keona Road kerbside at the frontages of Lots 12 & 13 is supported in principle. The internal swept path diagrams demonstrate that a side loading RCV is able to turn around within the site of the private road. However, the left of the RCV (with the lifting arm) is never presented to the frontage of Lot 7, therefore, the 2 x MGBs for Lot 7 will need to be presented on the frontage of Lots 6 or 8 (preferred) in accordance with PO8 of the Infrastructure design code*
 - a) *Provide amended plans to show the bin presentation/ collection point for Lot 7.*

L+R Response

As per the BCC request, a bin collection location is to be provided for Lot 7 at the preferred Lot 8 frontage. This nominated bin collection location for Lot 7 is indicated in the swept path assessment included in Attachment 1. This location has been selected as it ensures the left-hand side of the RCV is appropriately aligned with the MGB's at the time of collection whilst being on the straight section of the internal private road as demonstrated in the swept path assessment. This location also ensures sufficient space is available for the future crossover provision for Lot 8 on this frontage. The bin pad dimensions have been designed in order to adequately provide space for two (2) 120L bins for Lot 7.

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In our view, there are no further traffic engineering issues that should preclude approval of the proposed development.

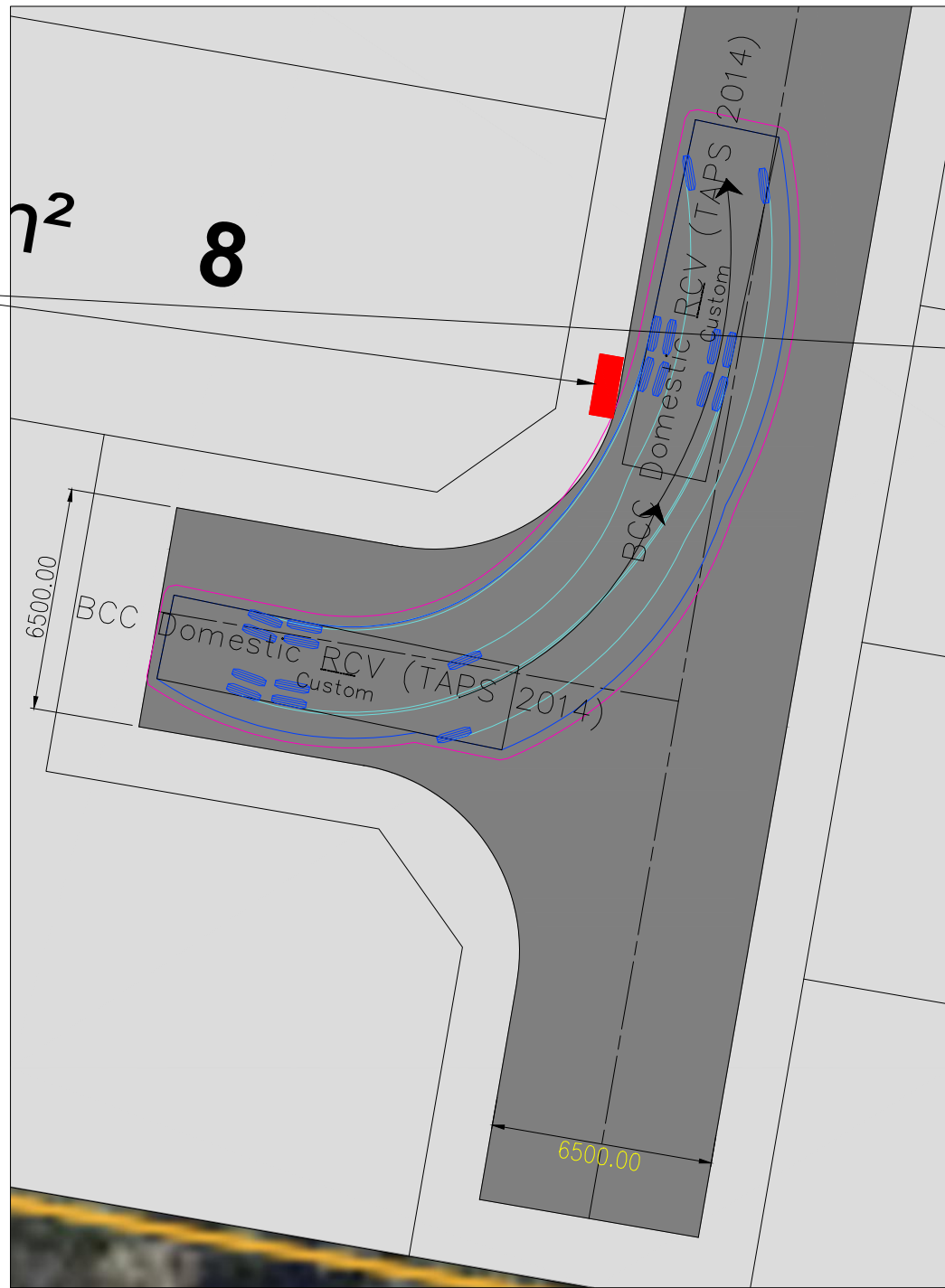
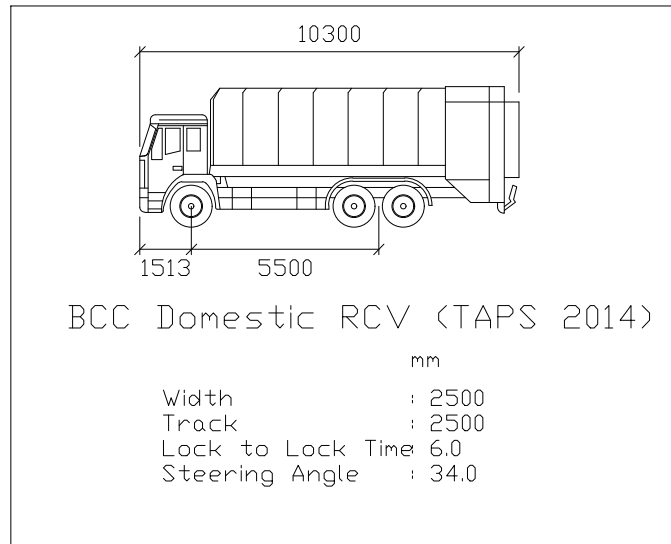
Yours faithfully,
For and on behalf of
Lambert & Rehbein (SEQ) Pty Ltd



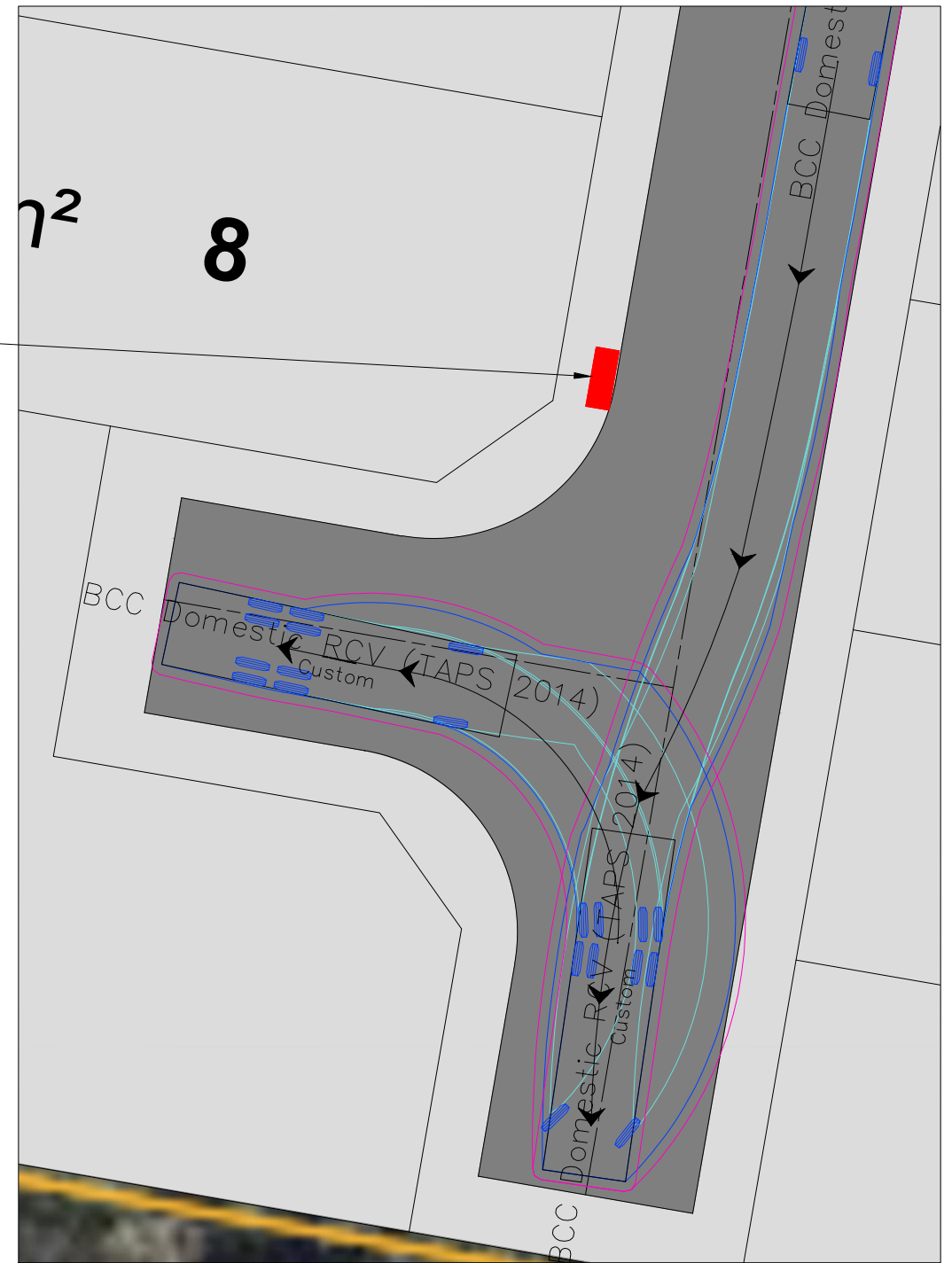
A.W.GREEN BE(Civil & Construction) (Hons), RPEQ #31707, CPEng
DIVISION MANAGER – TRAFFIC AND TRANSPORT

Enc: Attachment 1 – Bin Collection Location Swept Path Assessment

BIN COLLECTION POINT –
(1800mm X 700MM)



RCV FORWARD EXIT AT T-HEAD TURNAROUND



RCV REVERSING INTO T-HEAD TURNAROUND

CONCEPT ONLY
12 June 2026

0 1 2 3 4m
SCALE 1:100 (A1)

Project:
PROPOSED RESIDENTIAL DEVELOPMENT
86 KEONA ROAD, MCDOWALL

Client:
RIVER QUARTER NO.3 DEVELOPMENT CO. PTY LTD

Title:
RCV TURNAROUND AT T-HEAD
SWEEP PATH ASSESSMENT

L+R ENGINEERS
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Drawn: MG Checked: MG Approved: AG

Rev. Date

Figure No.
B26047-SK-001

Scale: AS SHOWN

File Ref: SEE BELOW

Sheet Size: A1