

Town Planning Report

Short-term Accommodation - 10 Hazelmount Street,
Bowen Hills





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1. INTRODUCTION

PSA Consulting has been engaged by Focus Development No 1 to prepare this Development Application seeking a Development Approval for Material Change of Use for Short-term Accommodation on land at 10 Hazelmount Street, Bowen Hills, properly described as Lots 47 & 48 on RP9895.

The proposed development involves the construction of a 15 level building that will contain 104 rooms, a basement for drop-off/pick up facilities, communal spaces and a ground level entry and administration area.

The intent of this project is to provide a well-designed and integrated hotel development that capitalises on the amenity, services and commercial opportunities available within Bowen Hills, as well as efficient access to the Bowen Hills railway station and high frequency bus stops on the surrounding streets. The establishment of the hotel will assist in reducing the chronic undersupply of hotel rooms within Brisbane and the wider south-eastern corner of Queensland.

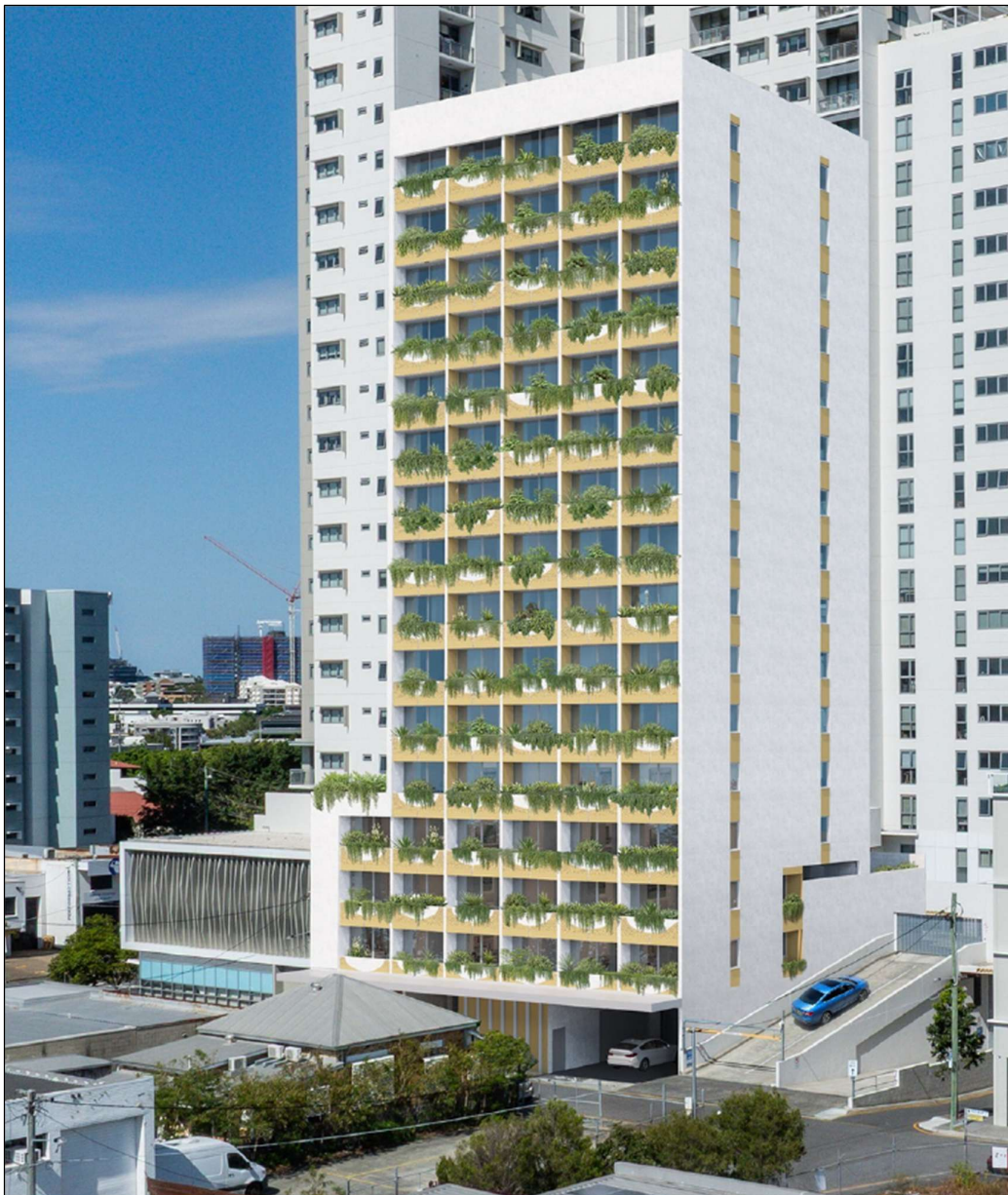


Figure 1: Front Façade Render (Architects Australia, 2025)



While it is acknowledged that the proposed building height exceeds the height specified for the lot size, the proposed development creates a forward thinking and well-designed hotel which aims to capitalise on the opportunities provided by its inclusion within the Mixed use zone as well as the unique locational characteristics of Bowen Hills. The proposed development seeks to add to the limited range of Short-term accommodation available within the locality and to add vibrancy and new investment opportunities within the Mixed use zone.

Bowen Hills is well situated for a development of this type, with guests able to capitalise on healthcare services, shopping, active and passive recreation and public transport all within walking distance of the site. Figures 2 & 3 identify the site and surrounding areas, with further sections of this report describing the site and the proposal in more detail.

The development is considered to comply with EDQ's planning intent for the subject site and its location within Mixed use zone will create a development that responds to its prominent location and the built form of the surrounding properties.



2. THE SITE

2.1 SITE CONTEXT

The subject site is situated within the inner-city suburb of Bowen Hills which contains a mix of high-density residential developments and a diverse range of commercial, medical and industrial uses. The subject site is located a short distance from Bowen Hills railway station (240m) and has access to other major transport corridors including Abbottsford Road, Campbell Street and Bowen Bridge Road. The site is also located 520m from the Royal Brisbane Woman's Hospital (please refer to **Figures 1 & 2**).

The subject site contains two lots with a total area of 608m² and a frontage of 24.2m to Hazelmount Street. The site currently contains a one-storey building that is currently used as an office. This building will be removed as result of this application. **Table 1** provides a summary of the subject site.

Table 1: Site Summary

ADDRESS	10 Hazelmount Street, Bowen Hills
PROPERTY	Lots 47 & 48 on RP9895
AREA	608m ²
APPLICANT	Focus Developments No 1
DEVELOPMENT SCHEME:	Bowen Hills PDA Development Scheme
CATEGORY OF DEVELOPMENT	Permissible development
ZONE	Mixed use zone
PRECINCT	Precinct 1
OVERLAYS	N/A
PROPOSED USE	Short-term accommodation

The subject site is surrounded by the following uses:

- North – The site adjoins the driveway ramp and service driveway for 35 Campbell Street, Bowen Hills. The driveway ramp has a height of 1 storey above ground. Further to the north is Edgar Street and 37 Mayne Road, Bowen Hills which contains a high-rise residential tower with 28 storeys.
- South and West – The site adjoins the three storey podium (predominantly car parking) and the 30 storey residential tower at 35 Campbell Street, Bowen Hills.
- East – The properties on the opposite side of Hazelmount Street currently contain 1 storey buildings used for various commercial purposes. These properties (19-27 Campbell Street, Bowen Hills) have a recent development approval (DEV2021/1193) for multiple dwelling, shop and food and drink outlet within a 31 storey tower.

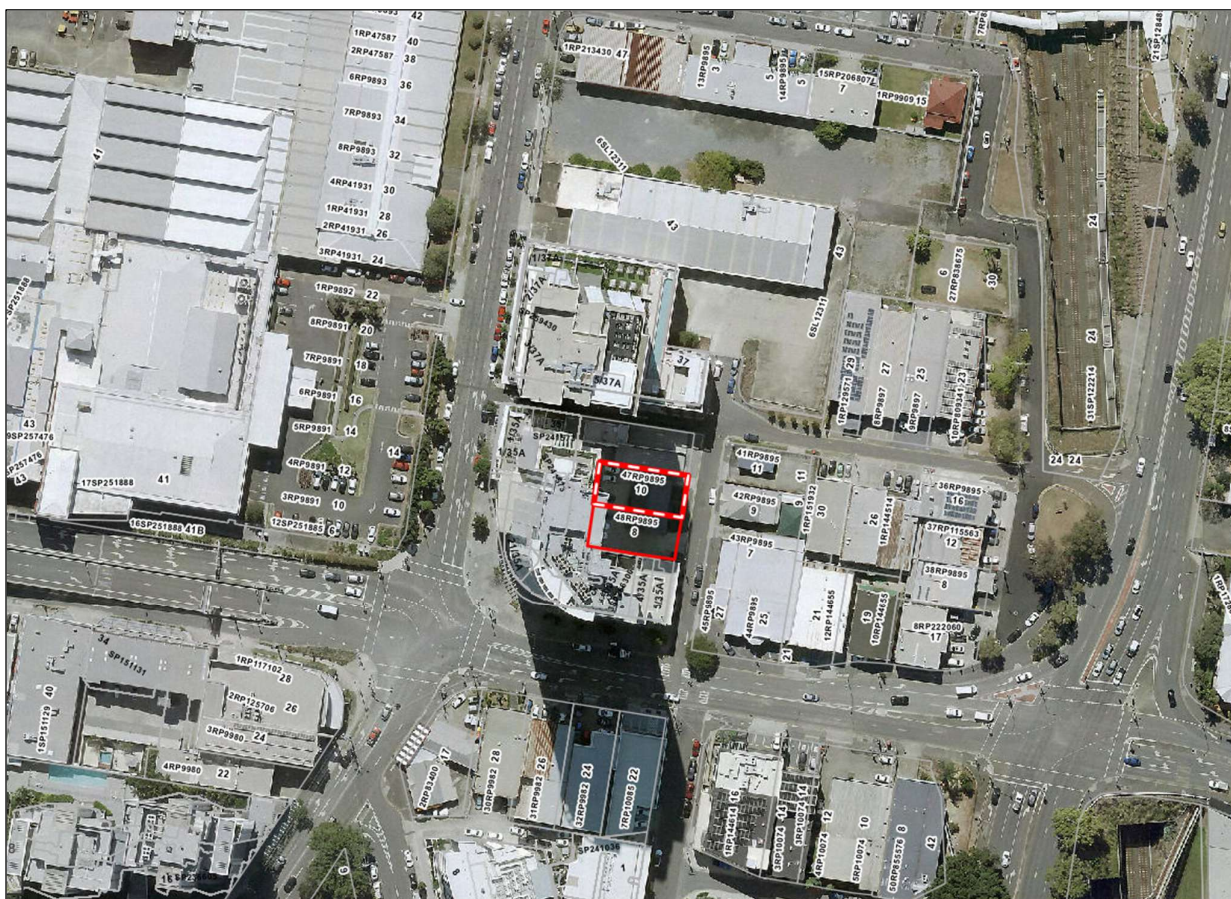


Figure 2: Aerial image of subject site (City Plan 2014 - Mapping)



Figure 3: Aerial Image of Surrounding Area (Metro Map, 2025)



2.2 STORMWATER AND TOPOGRAPHY

The subject site is generally flat with a slight fall from the western boundary at a height of 9.70m AHD down to the eastern boundary (road frontage) at a height of 9.4m AHD. Runoff from the site currently follows the natural fall of the topography to the street frontage. There is no Council stormwater infrastructure within the site itself or within Hazelmount Street.

Based on the Stormwater Management Plan prepared by Morgan Consulting Engineers (**Appendix 6**) the proposed development will maintain per-development flow conditions with the lawful point of discharge being the kerb and channel of Hazelmount Street. It is noted that on-site detention is not warranted for the proposed development as the site currently contains fully impervious surfaces. Overall, the proposed development would not create adverse impacts to the stormwater quality of the site and the surrounding area. Please see Appendix 8 which provides the concept drainage plan for this development.

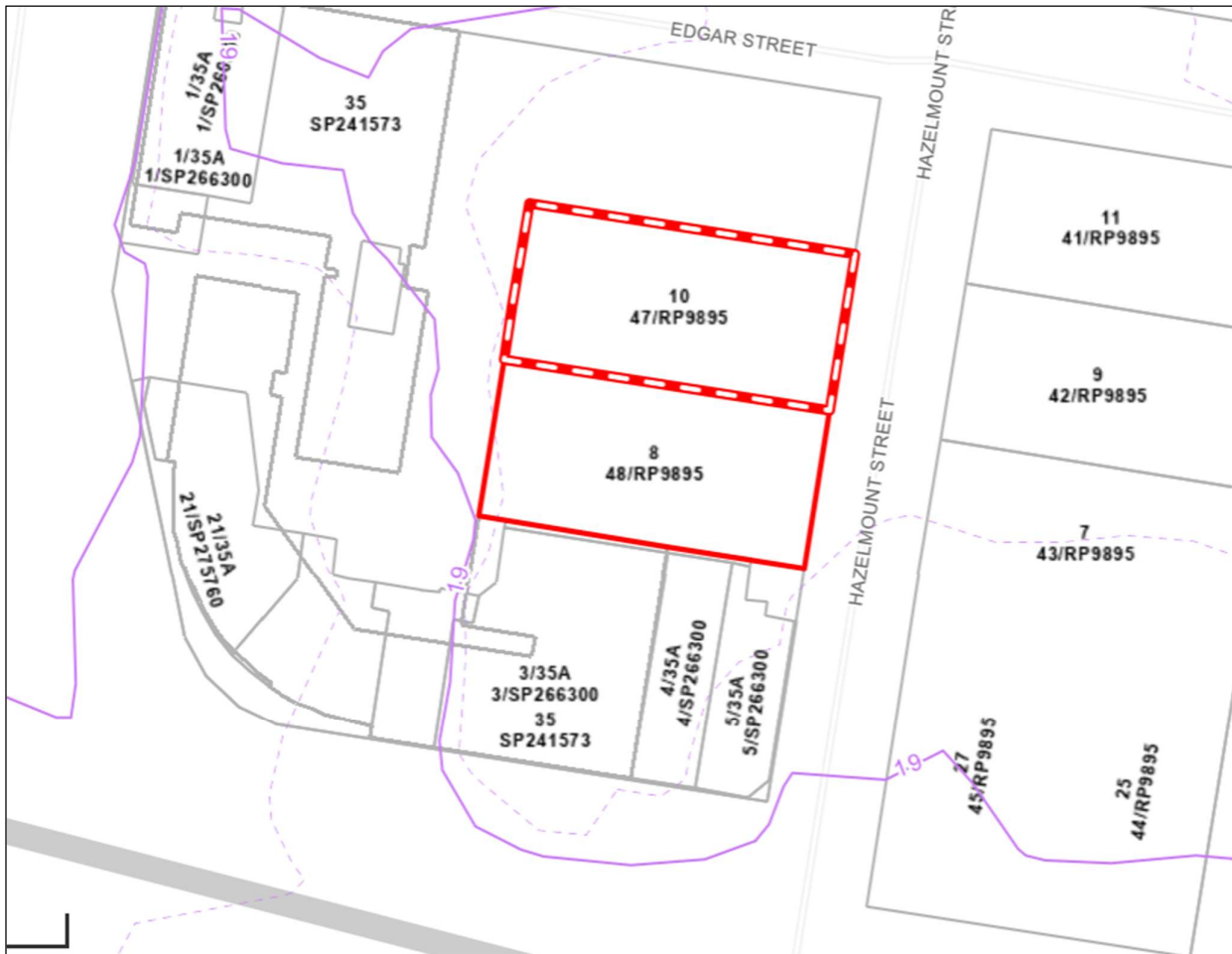


Figure 4: Topography of subject site (Brisbane City Plan 2014)

2.3 TRANSPORT NETWORKS

The subject site has a walking distance of 240m to the pedestrian entrance of Bowen Hills railway station and is also located within a short walking distance of public transport stops on Abbotsford Road and Hamilton Place. The bus routes servicing this locality are well connected and provide efficient access to Brisbane's CBD, the Royal Brisbane Woman's Hospital and many other areas connected to the Translink bus network.

Hazelmount Street is classified as a neighbourhood street and includes a pedestrian pathway that connects with Brisbane City Council's wider pedestrian network.



2.4 ACCESS

The site currently accesses Hazelmount Street via two driveways. One driveway will be closed as part of this proposal.

2.5 EASEMENTS

The site is not subject to any easements.

2.6 VEGETATION

The site does not contain any significant mature vegetation and is not covered by a Brisbane City Council vegetation protection order.

2.7 FLOODING

The subject site is not mapped within the Brisbane City Plan Flood overlay mapping.

2.8 URBAN INFRASTRUCTURE AND SERVICES

The subject site is currently connected to the following infrastructure:

- Reticulated water;
- Reticulated sewerage;
- Electricity; and
- Telecommunications.

2.9 PREVIOUS APPLICATION HISTORY

The site does not have any previous development applications or approvals relevant to this proposal.



3. PROPOSED DEVELOPMENT

3.1 OVERVIEW

This report has been prepared in support of a development application to Economic Development Queensland seeking a Development Approval for a Material Change of Use for Short-term accommodation at 10 Hazelmount Street, Bowen Hills.

The proposed development seeks to establish a 15 level tower that will contain 104 rooms to be used for Short-term accommodation. The development will also include a car parking and drop-off area within the basement, building entrance, reception and administrative areas on the ground floor, dedicated leisure facilities including a pool and gym on Level 2 and hotel rooms within the podium and tower.

A summary of the proposed development is provided in **Table 2**.



Figure 5: Conceptual Image of the proposed development (Architects Australia, 2025)



Table 2: Proposed Development Summary

SITE AREA:	608m ²
PODIUM SITE COVER:	608m ²
TOWER SITE COVER	357m ² (58% of site area)
IMPERVIOUS AREA:	608m ²
ROOMS:	104 Units
BUILDING HEIGHT:	50.25m (15 Levels)
COMMUNAL OPEN SPACE:	220m ²
CAR PARKING SPACES:	8 car parking spaces (include 2 PWD car parking spaces)
MOTORCYCLE PARKING SPACES:	5 Motorcycle parking spaces
BICYCLES SPACES:	36 Bicycle bays
BOUNDARY SETBACKS:	<u>Podium (Ground Level – Level 3)</u> - Front - 0m; - Side – 0m (north & south); - Rear – 0m; <u>Tower (Level 4 - Level 15)</u> - Front – 0m; - Side – 0m (north); - Side – 4.5m (south); - Rear – 6.670m;

3.2 DEVELOPMENT NEED

The proposed Short-term accommodation is proposed in response to the significant undersupply of hotel rooms within Brisbane and the wider south-eastern corner of Queensland. It has been widely reported that Brisbane could face a shortfall of as many as 30,000 hotel rooms ahead of 2032 with only 820 new hotel rooms delivered over the past five years. It has also been cited that the Brisbane hotel capacity is well behind the two preceding host Olympic cities where south-east Queensland has 46,000 hotel rooms, compared to 120,000 in Los Angeles and 133,000 in Paris.

The current supply of rooms is also identified as significantly constrained for accommodation demands during major events which trigger shortfalls in available accommodation and surges in accommodation prices. This shortfall in hotel rooms has been an issue for tourism as far back as 2013 where it was identified that Brisbane was foregoing thousands of room nights each year and millions of dollars in visitor expenditure due to the chronic undersupply of hotel rooms.

A Property Council of Australia report (2025 *Are we there yet? - Tracking Hotel Demand and the Road to Supply*) which provides research on Queensland hotel supply ahead of the Brisbane 2032 Olympic and Paralympic Games provides the following insights:

- *Over the last 5 years only 820 new hotel rooms have been delivered in Brisbane, a fall of 90 per cent compared with the preceding 5-year period.*
- *Events are a major contributor to hotel occupancy and revenue, with this year's NRL Magic Round delivering an increase of 12,100 room nights and \$13.9 million in hotel room revenue.*
- *Recent new international flights into Brisbane are estimated to add more than 267,000 new room nights over the next two years.*
- *Construction and productivity constraints are seen as one of the major barriers to hotel development, with the average build cost for 3-5 star hotels in Brisbane increasing by 39% over the last five years.*



3.3 PLOT RATIO

The proposed development has a GFA of 4420m² of which equates to a plot ratio of 7.2:1. It is acknowledged that the proposal exceeds the plot ratio anticipated for the site, however, the development is wholly surrounded by a high-rise multiple dwelling and the building form of the proposed podium and tower has been designed to integrate with the adjoining development. Furthermore, the proposed building form supports the addition of much needed hotel rooms in the locality which will add to the range uses available in the suburb and enhance the vitality of the surrounding urban setting.

When the proposed development is combined with the adjacent development at 35 Campbell Street the plot ratio equates to 8.3:1 based on a combined site area of 3,266m² and a combined GFA of 27,134m². In this context, the development will remain within a development density that can be reasonably be expected within this inner-city location.

3.4 BUILDING FORM

The proposed building delivers a well-defined podium and tower form. The podium is defined by the landscaped window boxes, perforated metal panels and landscaping on the front façade which will create a visually attractive and engaging appearance.

The podium creates a strong building base and the floorplate of the tower offsets and defines the tower from the podium below. The proposed podium levels being four storeys will be constructed to match the existing podium levels of the adjacent development which surrounds the subject lot on northern, southern and western boundaries. The proposed ground floor level will provide activation to the street frontage with the building entrance and large windows orientated to the street. Podium Levels 1, 2 & 3 will contain hotel rooms which will overlook the street environment and are provided with large, landscaped window boxes that provide extensive greenery.

The tower floorplate presents a slender tower building form with a width of 19.77m (including southern projection) and depth of 18.48m. The tower floorplate and is recessed from the podium on the southern and western elevations with the southern, eastern and western facades provided with landscaped window boxes and metal screens to create variation in the building form. The tower floorplate (Levels 4-15) has a site cover of 58% and setbacks that reflect the site's land area, the adjoining buildings and the approved development not yet constructed on the opposite side of Hazelmount Road.

The Mixed use zone encourages tower and podium building typologies with a range of building heights. While the proposed building height exceeds the typical building height expectation, the development has been designed in consideration of the adjoining buildings and commensurate to subject site's urban context.

The proposed use has incorporated design parameters to provide a quality of visual amenity and interface that does not unduly overshadow or impact privacy to adjoining properties. The southern and western elevations which face the neighbouring properties have been thoughtfully designed to include perforated metal cladding that envelops the south-western corner of the development. This material choice aims to foster a sense of depth and movement, with the perforations varying in size and pattern to respond to the changing position of the sun. With the shift of sunlight throughout the day, the perforated cladding will create dynamic shadows that will create an ever-changing visual experience that enhances the privacy of adjoining residences while maintaining a visual dialogue with the surrounding context. Furthermore, the same perforated metal has been applied to the decorative elements of the window boxes where a recessed façade with cascading planting to street façade and to the rear of the lot has been proposed.

Overall, the proposed architectural design presents a contemporary, slender, well-articulated building form that will positively contribute to the streetscape and the Bowen Hills skyline. The development is orientated to Hazelmount Street and will provide opportunities for activation of the street which is currently dominated by driveways and podium car parks. The western elevation of the tower has been provided with hotel rooms with landscaped window boxes and perforated metal cladding which wraps around part of the southern elevation. This façade treatment will provide a dynamic and textured façade that will interact with the sun throughout the day to create a constantly changing appearance.

The proposed built form is also consistent with the evolving and intended character of Bowen Hills which capitalises on its close proximity to the Brisbane CBD and availability of high frequency public transport services.

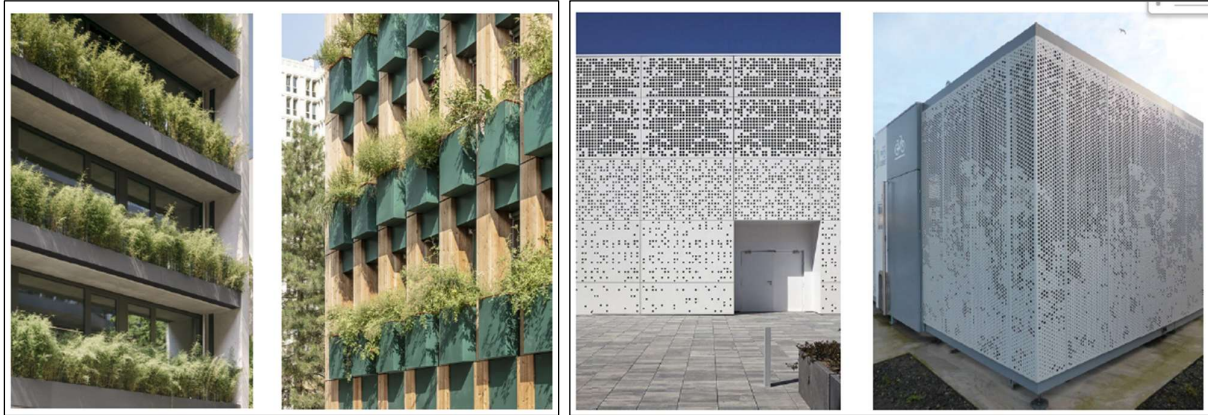


Figure 6: Proposed Tower & Podium Facade Treatment

3.5 LANDSCAPED WINDOW BOX'S

The street facing elevation and parts of the southern and western elevations are provided with landscaped window boxes to create opportunities for shadowing and promoting visual interest in the building form. The landscaped window boxes are a key element of the building's aesthetic and will improve the environmental performance of the building by effectively reducing solar heat gain during the peak sunlight hours and being 750mm deep they will obscure direct views and provide a sense privacy. The landscape outcome created by the window boxes will also reflect the design outcomes approved within development in the surrounding area. The windows box treatments are shown in **Figure 7** below.



Figure 7: Proposed Window Treatments (Architects Australia, 2025)

3.6 BUILDING HEIGHT

The proposed development has a maximum building height of 15 levels. While it is acknowledged that the proposed building exceeds the building height specified for the lot size it is considered that the proposed building height is commensurate of the site's context which is characterised by the built form of the directly adjoining high rise buildings (30 storeys) and the site's close proximity to high frequency public transport and the Brisbane CBD.

The proposed building height is supported by the following:

- The proposed building height is significantly lower than the 30 storey residential tower at 35 Campbell Street, the 28 storey residential at 37 Mayne Road and the approved 34 storey residential tower at 19-25 Campbell Street.
- The proposed building height is proportionate to and commensurate with the site area and frontage width of the subject lots and will not cause significant and undue adverse amenity impacts on adjoining properties.



- The proposed built form includes substantial articulation and variation of materials, finishes and landscaping to create visual interest in the building form and reduce the visual bulk and scale.
- The proposed building height and resulting hotel rooms will assist in reducing the undersupply of short stay accommodation within Brisbane's inner city.
- The proposed building height and built form reflects the emerging character of the Mixed use zone and the demand for higher density development to be positioned in well serviced locations.
- The subject site is well located with regards to commercial activities, recreational areas and public transport which will encourage active transport and reduce reliance on private vehicle use.
- The height and overall scale of the development will not impede or adversely affect existing development or future development in the area.
- The subject site is not impacted by any known natural hazards whereby future guests will be protected from any flooding, bushfire or landslide events.
- The proposed development facilitates a compact urban form and the highly efficient use of physical and community infrastructure which will contribute to economic and social vitality and result in positive economic and social benefits of Bowen Hills.

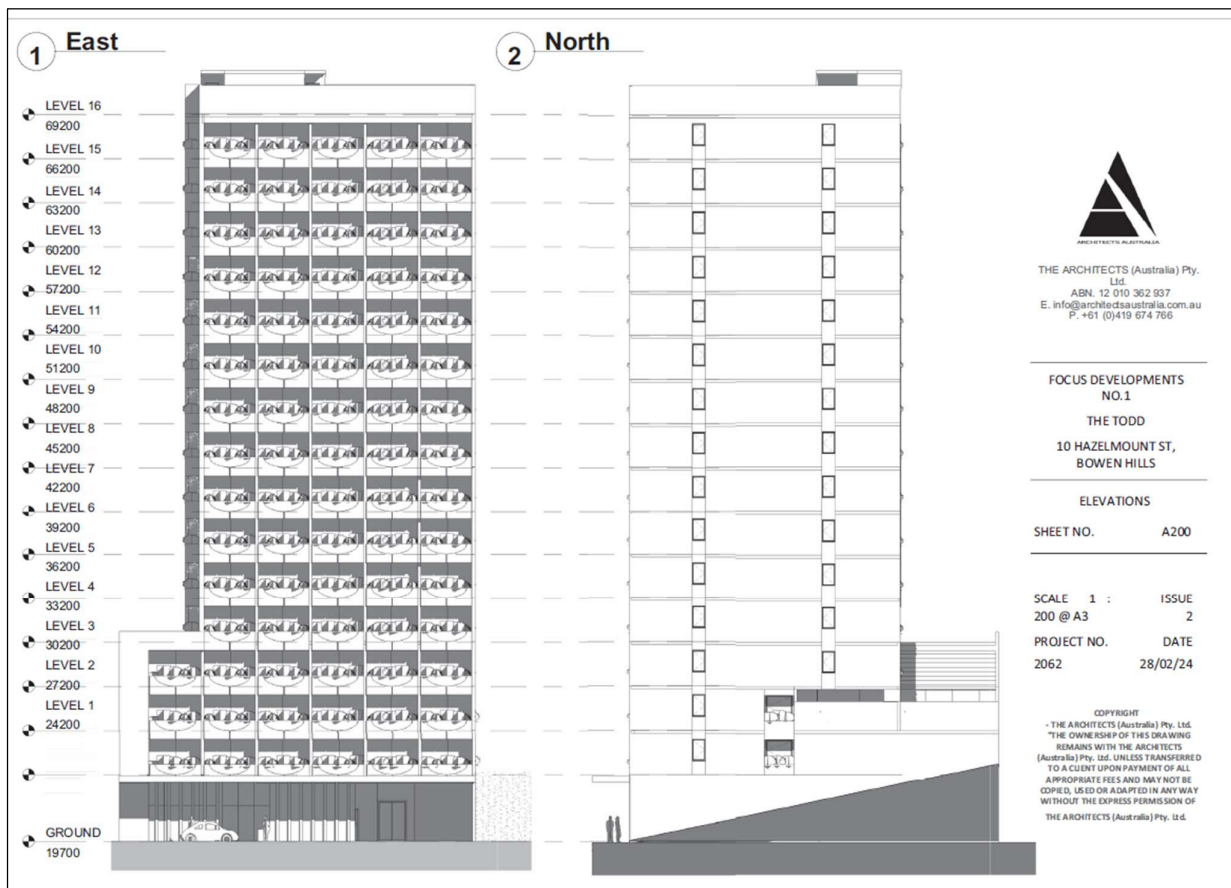


Figure 8: Proposed Elevation showing building height

3.7 COMMUNAL RECREATION FACILITIES

A total of 220m² of communal open space will be provided on the Level 2 of the podium and will comprise a pool, pool deck, an indoor gym and a steam room. These facilities will be available to hotel guests only. The northern and western edge of the pool and pool deck will be provided with landscaped window boxes to provide visual interest to this space. The pool will be open to the sky and will have walls along the northern and western sides to ensure privacy of this space and the adjoining properties is maintained. Please see **Figure 9** below which provides the floor plan for the communal area.

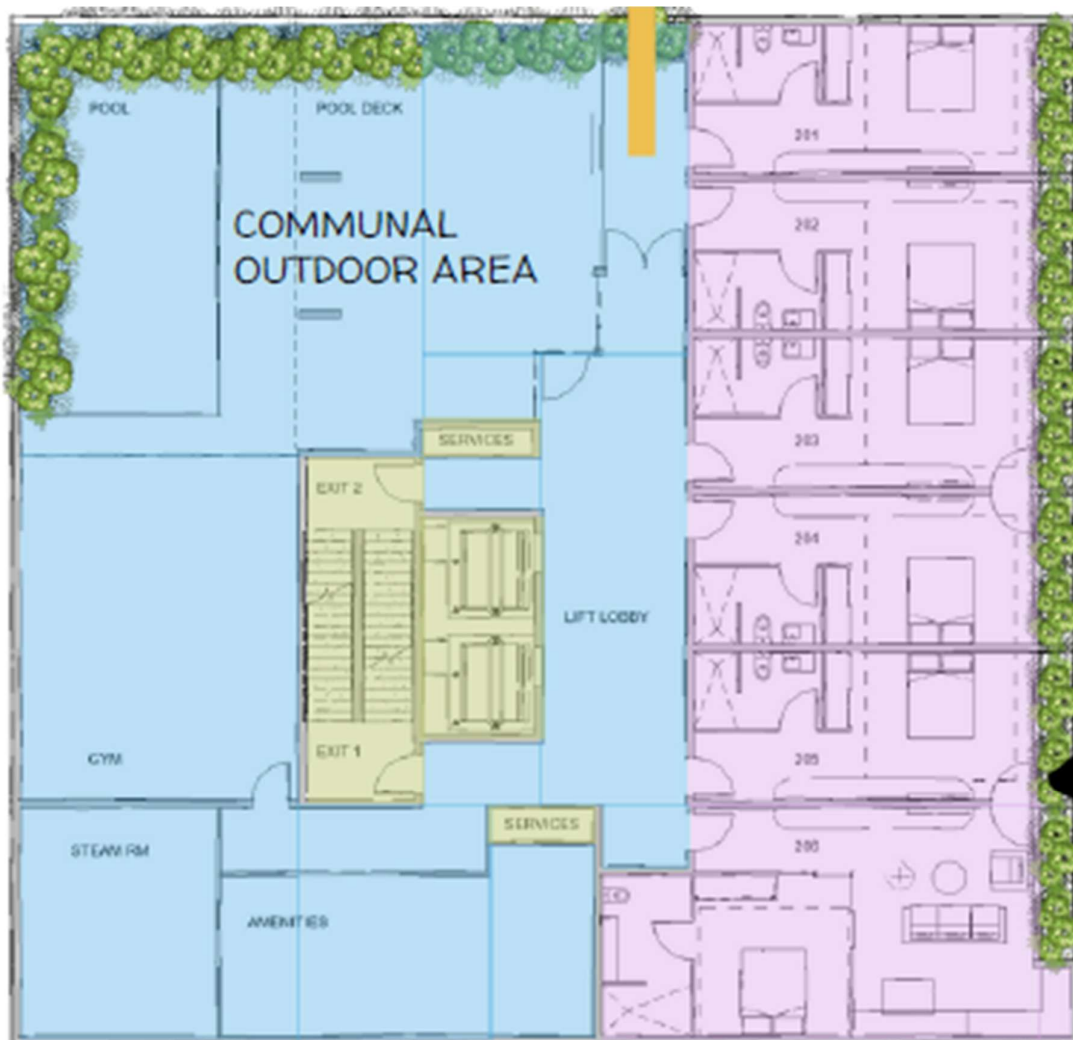


Figure 9: Proposed Communal Outdoor Area

3.8 BUILDING SETBACKS & SEPARATION

The boundary setbacks and building separations for the proposed development are outlined in **Table 3** below.

Table 3: Boundary Setbacks & Building Separations

BOUNDARY	SETBACK	BUILDING SEPARATION	COMMENTS
East (front)	Basement – 0m Podium – 0m Tower – 0m	16.1m	The proposed front setback of the tower allows for a 16.1m separation to the approved multiple dwelling (DEV201/11933) located on the eastern side of Hazelmount Street.
North (side)	Basement – 0m Podium – 0m Tower – 0m	20.5m	The subject site directly adjoins the ramped driveway and servicing area which provides access to 35 Campbell Street. Further north of the adjoining access driveways is Edgar Street. The proposed tower will have a setback of 20.5m to the adjacent tower at 37 Mayne Street which is built to the Edgar Street boundary.



South (side)	Basement – 0m Podium – 0m Tower – 4.5m	9m - 10m	The proposed tower will have a separation of 9m – 9.4m to the adjoining tower to the south. The minimum setback of 4.5m proposed to the southern boundary is consistent with the setback of the adjoining tower being 4.5m. The proposed building has been designed so that the perforated metal screens and landscaped window boxes create visual interest in the building while the orientation of the hotel rooms to the east will limit the potential for overlooking of the building to the south.
West (rear)	Basement – 0m Podium – 0m Tower – 6.67m	13.25m	The proposed tower will have a minimum separation of 13.25m to the adjoining tower to the rear. As there are no openings proposed on the rear elevation the privacy of the adjacent units will be maintained. The perforated metal screens and landscaped window boxes on this façade will create visual interest in this building elevation.

The proposed podium being 4 storeys in height is built the boundary on each elevation is generally consistent with the podium heights of the adjoining building and building height and setbacks specified within the Mixed use zone built form provisions.

The building height of the property surrounding the subject site was previously considered appropriate and this development has subsequently responded to the existing built form by locating the building in the north-eastern corner of the site.

The proposed separations between the tower and the adjoining buildings are considered to be appropriate as per the following:

- The development does not have balconies which overlook the adjoining buildings.
- Where the hotel rooms on the western elevation face the adjoining development to the rear, the proposed landscaped window boxes being 750mm deep obscure direct views and provide a sense privacy.
- The hotel room windows on the southern elevation are adjacent to each room's hall way and are provided with a landscaped window box which provides soft edging and will ensure minimal overlooking of the adjoining building to the south.
- The placement of internal stairwell in the southwest corner of the site reduces the potential for direct sightlines between the adjoining properties and new habitable spaces.
- As detailed in the Architectural design report, the view corridors of the apartments located to the rear of the subject site are maintained by maximising the setbacks on the southern and western boundary. Please see **Figure 10** below which depicts the view corridors through the subject site.

Given the particular circumstances of the site's characteristics and the high quality architectural design, it is considered that the proposed building separations are sufficient to mitigate visual and acoustic privacy, minimise overlooking and ensure the adjoining properties maintain access to natural light, sunlight and breezes.

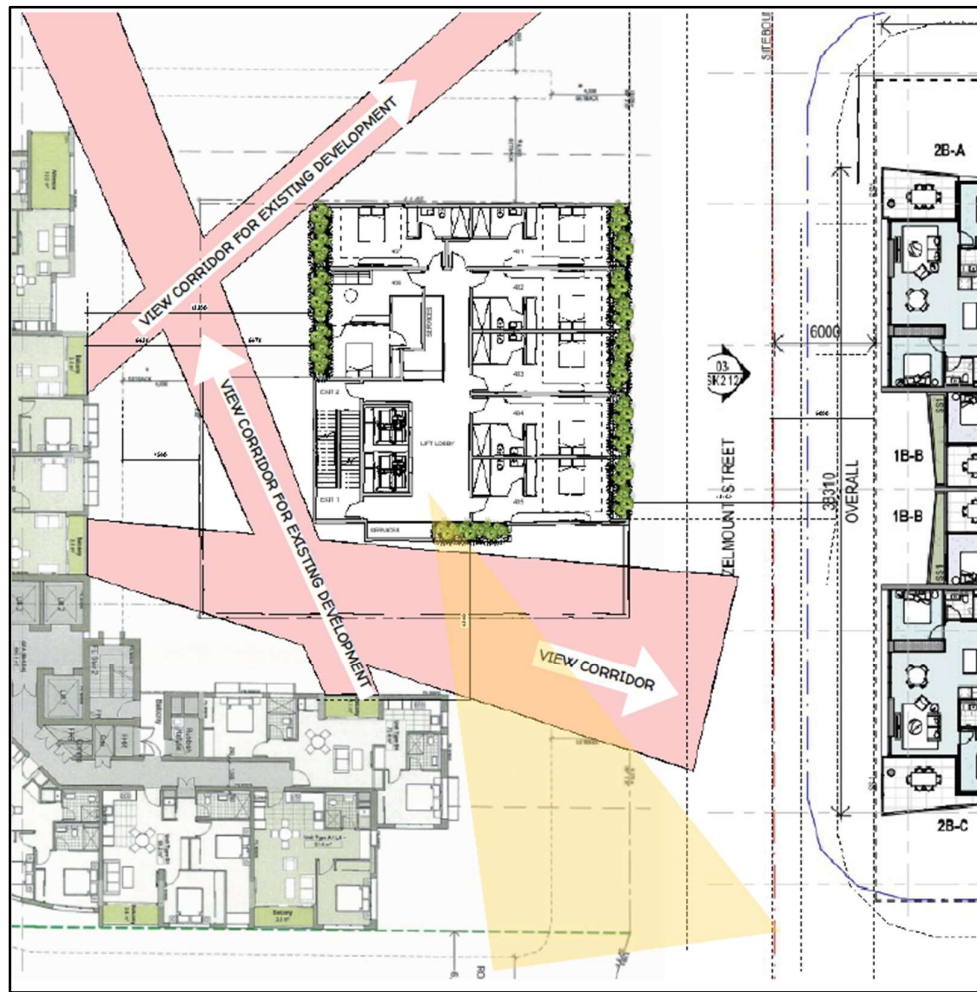


Figure 10: View Corridor for Levels 5-15

3.9 LANDSCAPING

Landscaped window boxes and planter boxes have been provided throughout the development. Cascading planting has been proposed for the above-ground floor levels along the front and rear façade of the tower. A selection of low-growing ornamental planting has been chosen for the façade of the tower to enhance visual amenity when viewed from the street. It also acts as a buffer creating privacy to the adjoining property to the west.

A landscaping concept plan has been prepared by Architects Australia, providing a portfolio of the plant selection for the proposed landscaping provided in **Appendix 8**.

3.10 TRAFFIC, ACCESS AND PARKING

The subject site has frontage to Hazelmount Street which is classified as a neighbourhood street by Brisbane City Council. Given the slow-speed, urban environment, the existing access points, the available sight distances are considered sufficient for the proposed property access.

The subject site will be accessed by a single driveway, 8m in width which will provide access to 8 car parking spaces including 2 PWD spaces located within the proposed basement level. The proposed number of car parking spaces achieves the minimum parking requirement as specified within Brisbane City Council's *Transport, access, parking and servicing planning scheme policy* and given the availability of high frequency public transport infrastructure nearby, the proposed number of car parking spaces will be sufficient to meet the anticipated demand of the proposed use.



The access and parking layout assessment undertaken as part of the attached Traffic engineering advice confirms that the proposed car parking layout complies with the relevant requirements of the Brisbane City Plan except for driveway and parking aisle width. However, the swept path analysis indicates that a passenger vehicle can manoeuvre within the site and access the pick-up and drop-off area without any issues. Moreover, it shows that a vehicle can safely wait in the basement area alongside an incoming vehicle without experiencing any conflicts or clipping. It is noted that the ground floor driveway can only accommodate one vehicle movement at a time, operating as a single-lane access. To manage potential vehicle conflicts, traffic signals will be installed at the entrance to alert incoming vehicles when an outbound vehicle is present. This measure will enhance safety and operational efficiency at the site access point.

The swept path analysis also indicates that the MRV and refuse collection vehicle can access the loading bay without any conflict and therefore no further amendments are deemed necessary with the proposed servicing arrangement.

36 bicycle parking spaces have been provided within the basement to provide guests with an alternative mode of transport other than cars.

Please see the Traffic engineering advice prepared by PSA Consulting in **Appendix 9** for further information on the traffic related matters.

3.11 WASTE

An operational waste management plan has been prepared by Colliers to provide information on the typical movement of waste streams from generation to collection. Please find attached a copy of this plan attached as **Appendix 10**.

This report identifies the quantity of waste anticipated to be generated by the proposed hotel and how the refuse will be managed in accordance with Brisbane City Council's Refuse Planning Scheme Policy. The key elements of the operational waste management plan are:

- 3, 660l general waste bins are required for the anticipated waste generation.
- 4, 600l recycling bins are required for the anticipated recycling generation.
- Refuse and recycling bins will be collected twice per week.
- All refuse generated by the development will be consolidated into the bins provided within the dedicated refuse room. The refuse room is located directly adjoining the RCV loading bay on ground level while also being conveniently accessible to the lifts to facilitate efficient disposal.
- Access to the refuse room will be limited to building staff/cleaners and the collecting contractor and is not intended to be accessed by hotel guests. Building staff/cleaners will be responsible for the rotation of bins within the room as needed to maintain disposal capacity for each stream.
- RCV's will enter site via Hazelmount Street by performing a single reverse manoeuvre to enter and stand within the designated loading zone. Once the collections service is complete, RCV's will exit site onto Hazelmount Street in a forward gear.
- The collecting contractor will collect all bins directly from the refuse room, manoeuvre to the RCV lifting mechanism and return bins after service.
- Once the bins have been serviced, they will be returned to the bin storage area where tenancy staff/cleaners will clean the bins as required for everyday use.
- Swept path analysis of the largest RCV anticipated to access the site and based on a BCC specification rear loading RCV have been provided which demonstrate that the required movements can occur without conflict.

3.12 URBAN SERVICES

The subject site has access to water, sewerage, electricity and telecommunications services within Hazelmount Street. Connections to these services will be made in accordance with the relevant standards.

Stormwater is currently discharged with the natural fall of the topography to the kerb and channel of Hazelmount Street. Please see the attached Stormwater management plan (**Appendix 6**) prepared by Morgan Consulting Engineers for further details on the detention and discharge of stormwater.



4. PLANNING ASSESSMENT

4.1 ECONOMIC DEVELOPMENT ACT 2012

The purpose of the *Economic Development Act 2012* (ED Act) is to facilitate economic development, and development for community purposes in the state of Queensland. The Act allows the state government to declare Priority Development Areas to facilitate the release and accelerated development of land to support economic growth.

The subject site is part of the Bowen Hills Priority Development Area (PDA). The Bowen Hills PDA was declared on 28 March 2008 and contains an area of 108 hectares bound by Bowen Bridge Road and Enoggera Creek to the west, the Mayne Rail Yards and Breakfast Creek to the north, Water Street and St Pauls Terrace to the south and Breakfast Creek, Cintra Road and Markwell Street to the east.

EDQ is responsible for assessing any development applications within the PDA. All development applications continue to be assessed against the Bowen Hills PDA Development Scheme under the ED Act.

4.2 STATE INTERESTS

Section 2.2.6 of the Development Scheme identifies that State interests have already been considered in the preparation of the development scheme. It is considered that the proposed development complies with the provisions of the Regional Plan, and where any State Planning Policies apply, the development can comply with the relevant provisions or requirements.

4.3 BOWEN HILLS PDA DEVELOPMENT SCHEME

The Bowen Hills PDA Development Scheme is the relevant Development Scheme within the Bowen Hills PDA. This Development Scheme originally commenced on the 3 July 2009 and was last amended 9 December 2022.

4.3.1 Land Use Definitions

In accordance with Schedule 1 of the Development Scheme, unless a definition is defined within the Development Scheme or in the ED Act, the activity groups, uses and administrative definitions from the Brisbane City Plan apply to development in the Bowen Hills PDA. As the proposed use (short-term accommodation) is not defined within the Development Scheme or the ED Act, the following definition from the Brisbane City Plan applies:

Short-term accommodation

- a. means the use of premises for—
 - i. providing accommodation of less than 3 consecutive months to tourists or travellers; or
 - ii. a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but
- b. does not include a hotel, nature-based tourism, resort complex or tourist park.

4.3.2 Category of Development

In accordance with Table 2 and Table 2A of the Development Scheme, a development application for Short-term accommodation is listed as Assessable Development (Permissible) and is an appropriate use within the Mixed use zone.

4.3.2.1 Land Uses

The Development Scheme identifies the following intent for land uses within the PDA:

The Bowen Hills PDA is a vibrant urban area which has preserved its heritage places and accommodates a diverse, integrated and balanced range of uses that are connected by a high quality public realm. This range of uses and the intensity of development contribute to the activation of places and streets at different times of the day and throughout the week.

The greatest diversity of uses and intensity of development is located in the Mixed-use zone around high frequency public transport stations. These mixed-use areas play an important role in Brisbane's future



growth and development by accommodating a sub-regionally significant concentration of housing and employment opportunities which supports vibrant all day activity and economy.

The proposed Short-term accommodation is consistent with the intended development expected within the Mixed use zone as per the following:

- The proposed Short-term accommodation will assist in creating a vibrant urban area with the establishment of a use that is currently undersupplied within Bowen Hills. The proposed hotel rooms will support major events at the Old Queensland Museum, the Brisbane Showgrounds and other venues that host cultural, entertainment, recreation and special events in the area in addition to major events within Brisbane's inner city.
- The proposed development activates a site and a section a Hazelmount Street that is currently under-utilised.
- There are no heritage places at or near the site.
- The proposed development has been designed to make efficient use of an existing under-developed site in a manner that is respectful of the existing development surrounding the site and the future development on the opposite side of Hazelmount Street.
- The proposed use will add to the diversity of uses available within the Bowen Hills area which has a significant undersupply of Short-term accommodation.
- The subject site is located within walking distance (240m) of a pedestrian entrance to the Bowen Hills railway station and high frequency public transport stops on Abbotsford Road and Hamilton Place.

4.3.2.2 Transport and Connectivity

The Development Scheme identifies the following intent for transport and connectivity within the PDA:

The Bowen Hills PDA is integrated with citywide transport networks and is well connected, accessible and permeable to a full range of pedestrian, cyclist, public transport and private vehicle movements.

A network of active transport links including walkways and designated on-street cycle lanes supports the movement of people throughout the PDA. Pedestrian connectivity radiates from public transport stations ensuring movement to surrounding areas is direct and efficient.

Public transport in the Bowen Hills PDA is highly accessible and offers regular bus and rail services. Delivery of the Cross River Rail project including upgrades to Exhibition Railway Station and increased service frequency will further enhance public transport accessibility within the Bowen Hills PDA. Development maximises public transport infrastructure investment by focusing land uses that generate high pedestrian traffic near public transport stations. Development integrates with public transport stations by delivering a high-quality pedestrian experience in proximity to the station and ensuring pedestrian access points and connections to the station from the road and public realm are well-defined and legible.

The proposed Short-term accommodation is consistent with the transport and connectivity requirements as per the following:

- The development maintains the existing road verge and pedestrian pathway along the site's frontage. The pedestrian experience will also be improved with increased activation along the site's frontage and the provision of an awning over part of the pedestrian pathway.
- The development provides 8 car parking spaces which will result in increased patronage of the public transport services (Bowen Hills railway station and high frequency bus stops) within walking distance of the subject site from the sites guests.
- The development will not adversely impact on any active transport links or the accessibility of public transport within the PDA.
- No new footpaths, streets and or intersections are proposed or required as part of this application.

4.3.2.3 Urban Design and Public Realm

The Development Scheme identifies the following intent for urban design and public realm within the PDA:



The relationship between public spaces, streets and buildings in the PDA creates an urban environment that is human-scale, attractive, safe and activated. Development addresses street frontages and public spaces, creating an interface that is integrated and activated with human movement and passive surveillance.

Open spaces, streetscapes and other public realms are designed to cater for universal access and improved with quality landscape and features that create an inviting place with a strong urban identity. Streetscaping along key pedestrian and cycling linkages contributes to the visual appeal of the public realm and reinforces connections between key destinations in the PDA. These public spaces provide safe and secure access throughout the PDA and connect the surrounding urban areas.

Buildings within the PDA are designed and developed in consideration of the principles of sub-tropical urban design which ensures that neighbouring properties, open spaces and the public realm receive optimal levels of solar access, and buildings achieve a high standard of environmental performance and responsiveness. Building occupants are provided with high quality living environments designed to achieve best practice levels of natural light, thermal comfort, privacy, amenity and cross ventilation.

The proposed Short-term accommodation is consistent with the urban design and public realm requirements as per the following:

- The proposed podium levels, provision of a prominent entry way and large windows and awning along the frontage of the site will create an attractive, safe and activated pedestrian environment that is of a human scale.
- The proposed tower will provide activation and passive surveillance of the surrounding streets and public spaces with the provision of landscaped window boxes and large windows overlooking the street environment.
- The proposed awning will provide weather protection to the pedestrian pathway and will provide a break in building form between the ground level and the upper levels of the podium.
- The building design presents a strong landscape-driven podium and a green façade treatment. The proposed cascading planter boxes are integrated in front of guestrooms to deliver continuous greenery visible from the public realm and within the hotel. This design approach responds to the proposed podium and facade treatments of the surrounding developments on Campbell Street and Hazelmount Street, ensuring a cohesive urban form.
- The proposed development has been designed to meet universal access standards to allow ease of movement from the street frontage into the building.
- The proposed development has been designed based sub-tropical design principals with the incorporation of the cascading planter boxes that will deliver a high quality design outcome.

4.3.2.4 Structural Elements

The Development Scheme identifies the following intent for structural elements within the PDA:

The Structural elements identified in map 2 - Structure plan are a spatially indicative depiction of the highest order physical elements described in the vision statement.

The structural elements support the delivery of the vision and PDA-wide criteria and should be read in conjunction with these sections.

To the extent that the structural elements are relevant, they are to be taken into account in the preparation of PDA development applications and the assessment of those applications.

The subject site is located within the Urban Area and will support the delivery of the vision and PDA-wide criteria.

4.3.3 PDA-Wide Criteria

An assessment of the proposed Short-term accommodation against the relevant PDA-wide criteria and has been undertaken and is included within **Appendix 2**.

4.3.4 Zoning Provisions

The subject site is located within the Mixed use zone of the Bowen Hills PDA. **Table 4** demonstrates how the proposed development is consistent with the zone intent.



The proposed development of the site for Short-term accommodation is identified as an appropriate use in Table 2.6.10 of the Development Scheme.

Table 4: Assessment against Mixed use zone Intent

MIXED USE ZONE INTENT	RESPONSE
<i>Development provides a wide range and intensity of commercial, retail, health and medical, community, entertainment, cultural activities and residential uses in a predominantly high-rise built form. Development comprises a tower and podium typology which addresses the street, within a range of building heights, dependent on site area. The greatest development yields and heights in the zone are achieved on larger lots, development on larger sites reduces visual bulk and shade impacts by providing appropriate setbacks and tower separations.</i>	Complies The proposed Short-term accommodation will add to the range uses available within Bowen Hills and will support the ongoing undersupply of hotel rooms within the locality and Brisbane's inner city.
<i>Building form improves streetscape and pedestrian outcomes by providing spaces for human movement and informal activation at ground level. Podiums are human scale and encourage passive surveillance of the public realm.</i>	Complies The proposed building form presents attractive facades and an activated streetscape which will significantly improve the street environment and pedestrian outcomes for the site and Hazelmount Street. The ground level, podium levels and tower levels will provide passive surveillance of Hazelmount Street.
<i>Residential amenity is maximised through creation of generous, high quality, private and communal open spaces which improve occupant lifestyles suited to the sub-tropical environment.</i>	Complies The proposed use is provided with a large communal open space level on Level 2 consisting of a pool, pool deck, gym and stream room.
<i>Development surrounding the public transport stations provides for concentrations of commercial uses that capitalise on the area's proximity to high frequency public transport.</i>	Not Applicable The development is located within a short walking distance (240m) from the Bowen Hills railway station.

4.3.5 EDQ Guidelines and Practice Notes

Whilst the provisions of the Development Scheme provide the main source of planning provisions for development within the Bowen Hills PDA, EDQ has published a series of Guidelines and Practice Notes to communicate supported development outcomes that are applicable to this development application. An assessment against the relevant guidelines is provided below.

The following guidelines been identified as being relevant to this application:

- Guideline 1 – Residential 30;
- Guideline 8 – Medium and High Rise Buildings;
- Guideline 13 – Engineering Standards;

The proposed development has been informed by and complies with the intent of the relevant guidelines.

4.3.6 Sufficient Grounds

The Bowen Hills PDA Development Scheme identifies in Section 2.2.3 the circumstances in which development is consistent with the Land Use Plan, which states:

PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements.



However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements, may be consistent with the Land use plan if the development is consistent with the vision, and:

- i. the development is an interim use; or*
- ii. there are sufficient grounds to justify the approval of the development despite any inconsistency with the relevant PDA development requirements.*

In this section 'grounds' means matters of public interest, which include the matters specified as the main purposes of the ED Act as well as:

- i. superior design outcomes, and*
- ii. overwhelming community need.*

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

The proposed development includes some alternatives to specific PDA development requirements of the Bowen Hills development land use plan specifically plot ratio, building height and boundary setbacks but remains consistent with the vision of the Scheme. Sufficient grounds for this proposal are identified as follows:

- The proposed Short-term accommodation will provide additional hotel rooms to support the current undersupply within Bowen Hills and Brisbane's inner city.
- The proposed building has been designed to present high quality design outcomes based on the principles of sub-tropical urban design with the provision of landscaped window boxes for all hotel rooms.
- The proposed development will efficiently utilise a development site that is surrounded by a three storey podium and a 30 storey high-rise development.
- The overall design of the podium and tower will provide for activation and passive surveillance of Hazelmount Street which is currently dominated by driveways and podium car parking structures.
- The slender form of the proposed tower will create small and fast-moving shadows which will minimise the potential for amenity impacts on the adjoining properties.
- Design elements have been incorporated into the building to ensure the privacy of the adjoining apartments is maintained and the opportunity for overlooking is minimised.



5. CONCLUSION

PSA Consulting has prepared this planning report to support a Development Application on behalf of Focus Construction No 1, seeking Development Approval for a Material Change of Use for Short-term accommodation at 10 Hazelmount Street, Bowen Hills

The proposed Short-term accommodation will add to the variety of land uses within Bowen Hills and will support the ongoing undersupply of hotel rooms within the locality and Brisbane's inner city. The proposed development capitalises on the unique characteristics of the site including zoning, size, access to transport, employment and location within a district centre as well as recreational opportunities to deliver a vertical, compact urban community. The proposed development is appropriate for this site based on the following:

- The proposed Short-term accommodation will assist in creating a vibrant urban area with the establishment of a use that is currently undersupplied within Bowen Hills and Brisbane's inner city.
- The subject site is well located with regards to commercial activities, recreational areas, public transport and areas of high scenic amenity which will encourage active transport;
- The proposed development facilitates a compact urban form and the highly efficient use of physical and community infrastructure in the locality.
- The proposed built form is proportionate to and commensurate with the site area and frontage and will not raise unreasonable and undue adverse amenity impacts on adjoining properties;
- The building has been designed to present high quality design outcomes based on the principles of sub-tropical urban design with the provision of landscaped window boxes for all hotel rooms.
- The building design presents a strong landscape-driven podium and tower form that will deliver continuous greenery visible from the public realm and within the hotel.
- Design elements have been incorporated into the building to ensure the privacy of the adjoining apartments is maintained and the opportunity for overlooking is minimised.
- The subject site is not impacted by any known natural hazards;

The proposed development of the subject site complies with the relevant legislation, the Development Scheme and the applicable guidelines and practice notes. Accordingly, this application is recommended for approval by the EDQ, subject to reasonable and relevant conditions.



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