



APPENDIX 9 TRAFFIC ENGINEERING ADVICE

AP09

Project Name: 10 Hazelmount Street
Client Name: Focus Construct
PSA Project Number: 2020
Report Name: Traffic Engineering Advice
Attention: Todd Dunlop

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V2	18 December 2025	Technical Note	Daina Aliboso Ali Gohari RPEQ 32123	 Hannah Richardson RPEQ 17016

1 Introduction

1.1 Background

PSA Consulting (PSA) has been engaged by Focus Developments No1 to provide traffic engineering advice to accompany a Development Application (DA) for a hotel development located in 10 Hazelmount Street, Bowen Hills, within the Bowen Hills Priority Development Areas (PDA). A site visit was conducted on 2 October 2025 to observe existing traffic conditions and conduct sight distance assessment at the proposed site access. This report has been prepared in accordance with Bowen Hills PDA Development Scheme, Brisbane City Plan and relevant Australian Standards.

The proposed hotel will consist of 104 bedrooms, with 8 car parking spaces including 2 PWD spaces. The basement and ground floor layouts of the proposed development are illustrated in Figure 1.

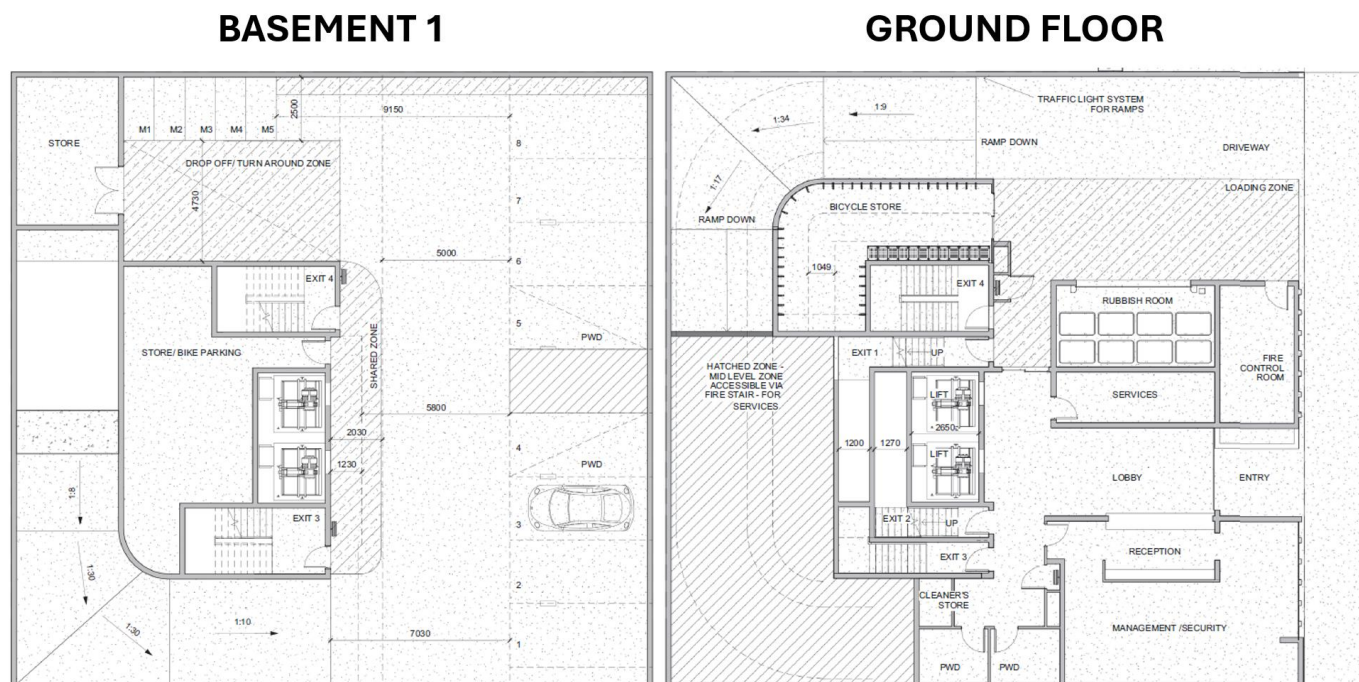


Figure 1: Development Site Plan (Source: Architecture Australia)

1.2 Surrounding Development Application

Hazelmount Street, a neighbourhood road, is proposed to be widened as part of the Development Application (#DEV2021/1193) for the project located opposite the development site. As a condition of the approval on the eastern side of Hazelmount Street, the project was required to offset its verge to accommodate a 3.75 m road reserve. The road widening plan to the surrounding road network are illustrated in Figure 2.

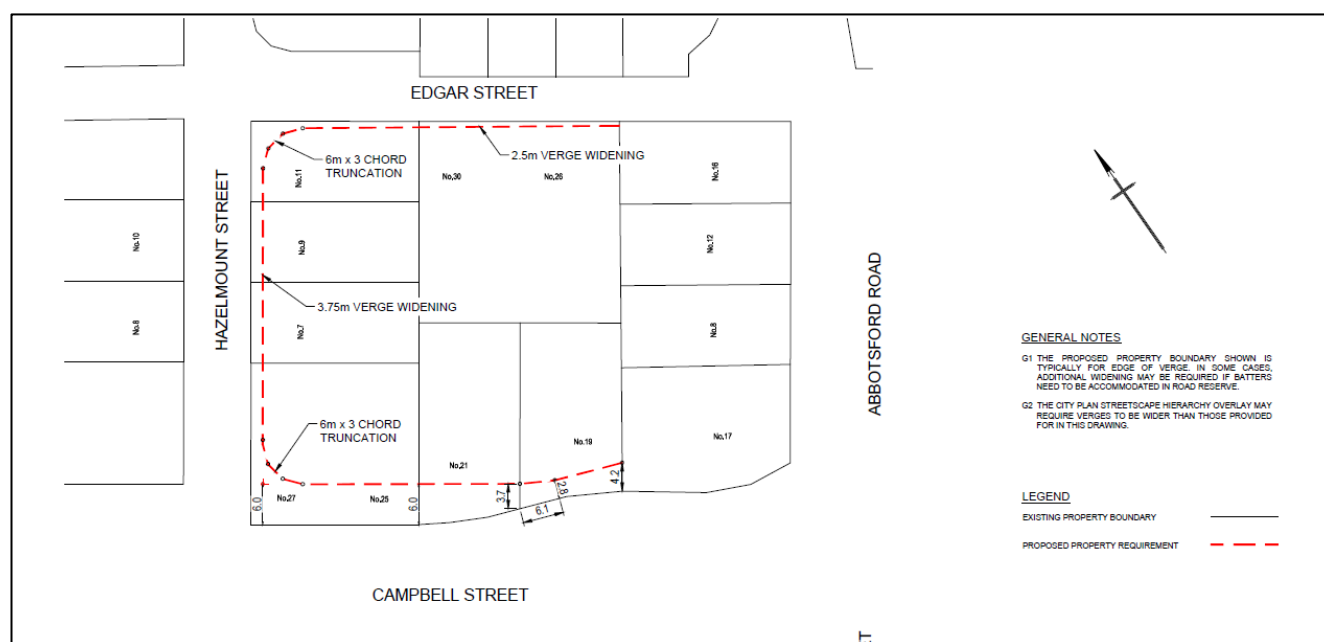


Figure 2: Road Widening Plans (Source: Brisbane City Council)



2 Parking Analysis

2.1 Parking Layout

Bowen Hills PDA Development Scheme *Schedule 3: Transport, access, parking and servicing* has outlined that all car parking areas are designed in accordance with Brisbane City Plan *Transport, Access, Parking and Servicing Planning Scheme Policy*. Therefore, a design assessment of the car parking and access arrangements has been undertaken in accordance with the requirements of Brisbane City Plan *Transport, Access, Parking and Servicing Planning Scheme Policy*. The access and parking layout assessment are detailed in Table 1.

Table 1: Parking Design Compliance (BCC, PSA)

DESIGN ASPECT	REQUIREMENT	PROVISION	COMPLIANCE
Driveway Width (One-lane, Two-way Circulation)	5 m	4.0 m	Performance Outcome
Parking Aisle Width	6.2 m	5.8 m – 7.2 m	Performance Outcome
Parking Bay	2.4 m x 5.4 m	2.5 m x 5.4 m	✓
Ramp Grading (Straight)	1:6	1:8 – 1:10	✓
Ramp Grading (Curved)	1:6	1:17 – 1:34	✓
Vertical Clearance	4.5m	≥4.5m	✓

The access and parking layout assessment confirms that the proposed car parking layout complies with the relevant requirements of the Brisbane City Plan except for driveway and parking aisle width. 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. Full details of swept path analysis are included in Appendix 2.

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, as shown in the development plans attached in Appendix 1. This measure will enhance safety and operational efficiency at the site access point.

2.2 Parking Provision

Bowen Hills PDA Development Scheme *Schedule 3: Transport, access, parking and servicing* has outlined that car parking provisions for developments must align with the rates specified in the Brisbane City Plan *Transport, Access, Parking and Servicing Planning Scheme Policy*. Table 2 outlines the parking provision requirements for developments within the City core.

Table 2: Parking Provision Requirement (BCC, PSA)

DEVELOPMENT	QTY	PARKING RATE	MAXIMUM ALLOWED	PROVISION	COMPLIANCE
Short-term Accommodation	104 bedrooms	0.25 space per room (maximum)	26	8	✓

Table 2 indicates that the development can provide a maximum of 26 car parking spaces. The proposal includes 8 car parking spaces, including 2 PWD spaces, which meets this requirements. It should be further noted that Economic Development Queensland (EDQ) has advised the development that no parking spaces are required considering its



close proximity to Bowen Hills Station and location within the City Core. The proposed parking provision is considered more than adequate given the site's location and access to public transport.

2.3 Servicing Requirements

The Brisbane City Plan *Transport, Access, Parking and Servicing Planning Scheme Policy* identifies a Medium Rigid Vehicle (MRV) as the design vehicle for short-term accommodation developments. A swept path analysis was undertaken to demonstrate that both an MRV and a Refuse Collection Vehicle (RCV) can access the loading bay. It should be noted that the planned road widening along Hazelmount Street has been considered in the swept path analysis. The analysis indicates that the MRV and RCV can access the loading bay without any conflict and therefore no further amendments is deemed necessary with the proposed servicing arrangement. Full details of swept path analysis are included in Appendix 2.

3 Road Safety Assessment

3.1 Site Visit

A site visit was undertaken on 2 October 2025 to observe existing traffic conditions and assess sight distances at the proposed site access. It was noted Hazelmount Street is a neighbourhood road with traffic predominantly local, serving only adjacent developments. Moreover, the presence of a footpath along Hazelmount Street was observed, providing adequate infrastructure to support pedestrian movement. The surrounding pedestrian network is illustrated in Figure 3.

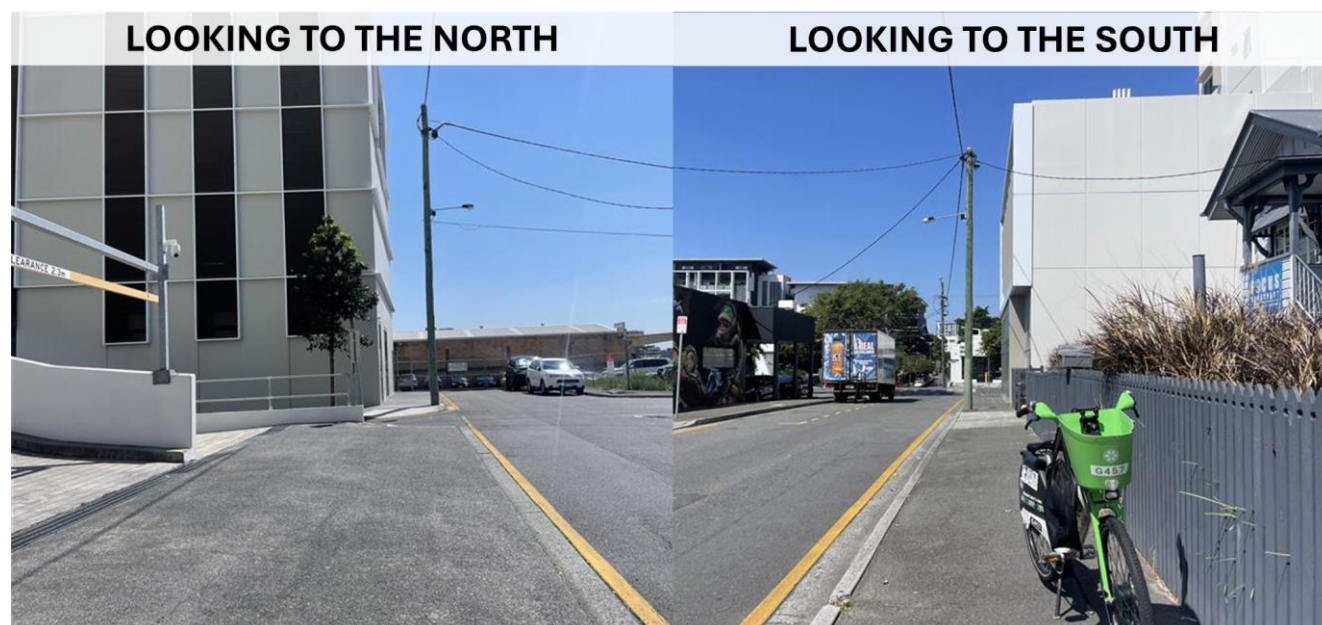


Figure 3: Surrounding Pedestrian Footpath (Source: PSA)

3.2 Pedestrian Splays

Figure 4 illustrates the required pedestrian sight splay that enables drivers of outgoing vehicles to detect approaching pedestrians along the footpath. Notably, the pedestrian sight lines to the north fall within the adjacent development's driveway. Given its intended use, it can be reasonably assumed that this area will remain unobstructed. Therefore, it can be inferred that the development has sufficient pedestrian sight splays.

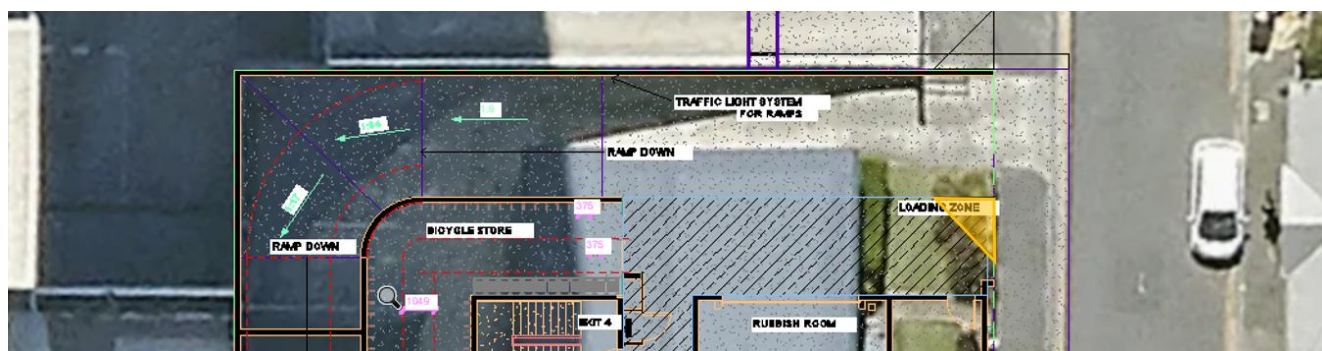


Figure 4: Pedestrian Splays (Source: Architecture Australia, PSA)

3.3 Sight Distance Assessment

A sight distance assessment was undertaken at the proposed sight access on 2 October 2025. Brisbane City Plan *Transport, Access, Parking and Servicing Planning Scheme Policy* outline that the required sight distance for a 50 kph speed environment is 90m. The sight distance assessment is illustrated in Figure 5 **Error! Reference source not found.** while sight distance looking to both directions is illustrated in Figure 6 and Figure 7 **Error! Reference source not found.** **Error! Reference source not found..**

It should be noted that Hazelmount Street is classified as a neighbourhood road with low traffic volumes. Moreover, vehicles are expected to reduce speed at intersections, and given the slow-speed, urban environment, available sight distances are considered sufficient. Furthermore, the proposed development site currently accommodates an existing access arrangement, and the proposal primarily involves the removal of the southern access point. As such, local drivers are already familiar with the existing access, and the proposed changes are not expected to introduce any new impacts on local traffic conditions. Lastly, the development includes only 8 car parking spaces, indicating that traffic generation will be minimal. Taking all these factors into account, the proposed site access is considered appropriate for the development.

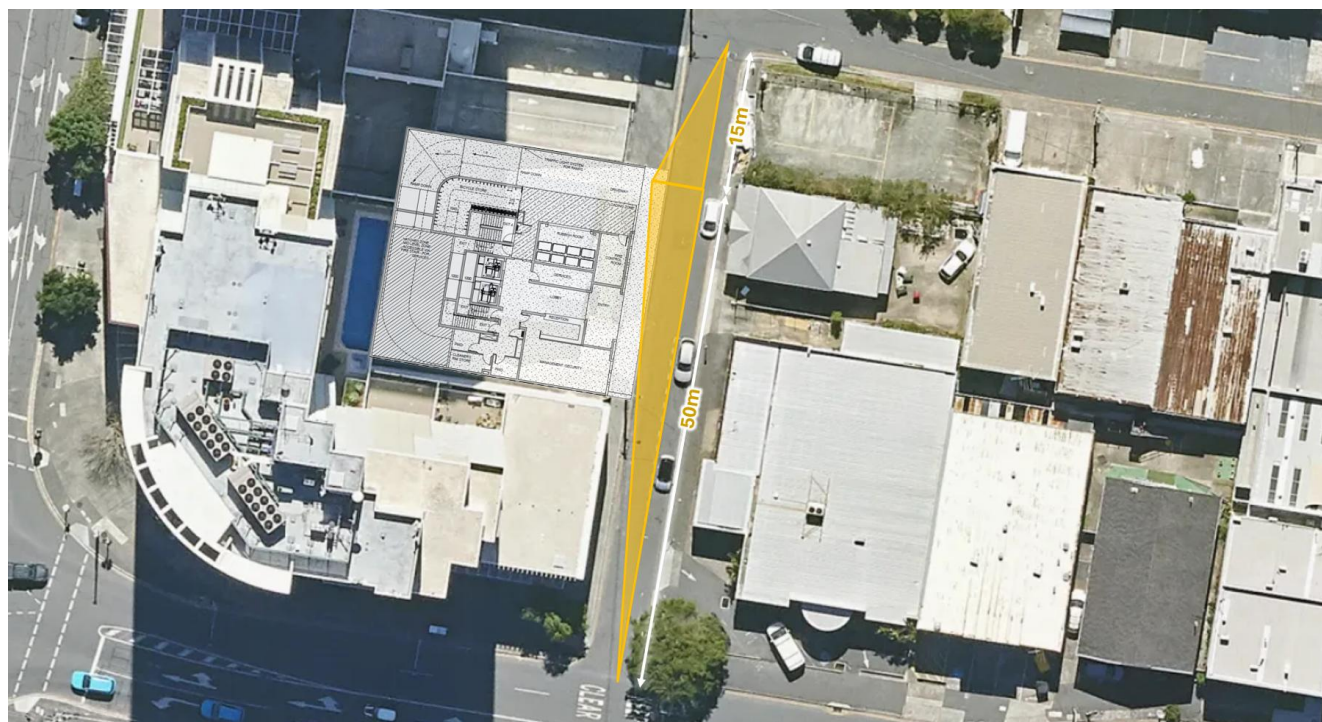


Figure 5: Sight Distance Assessment (Source: PSA)



Figure 6: Sight Distance Looking to the South (Source: PSA)

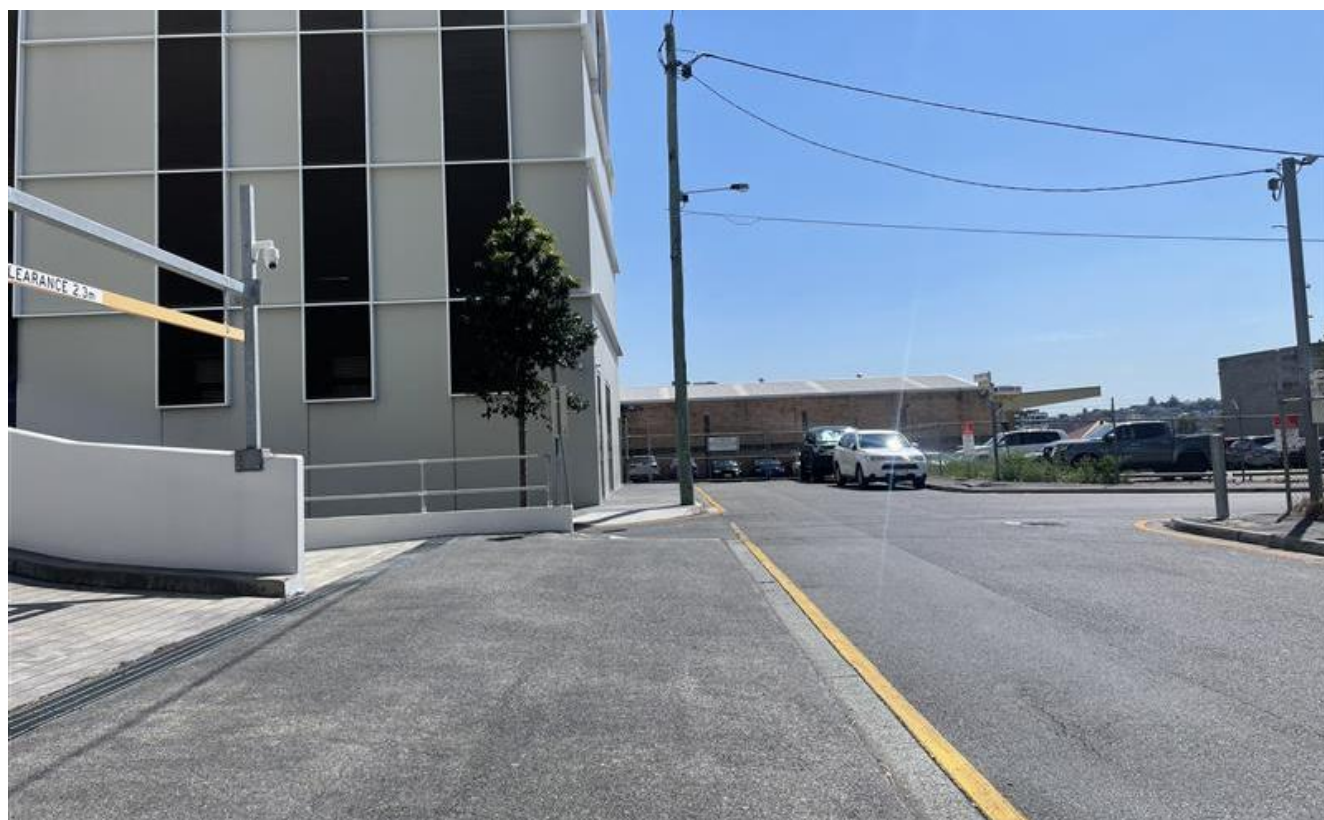


Figure 7: Sight Access Looking to the North (Source: PSA)



4 Summary

PSA Consulting (PSA) has been engaged by Focus Developments No1 to provide traffic engineering advice to accompany a Development Application (DA) for a hotel development located in 10 Hazelmount Street, Bowen Hills, within the Bowen Hills Priority Development Areas (PDA). The proposed hotel consists of 104 bedrooms, with 8 car parking spaces including 2 PWD spaces.

The access and parking layout assessment confirms that the proposed car parking layout complies with the relevant requirements of the Brisbane City Plan except for driveway and parking aisle width. 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.

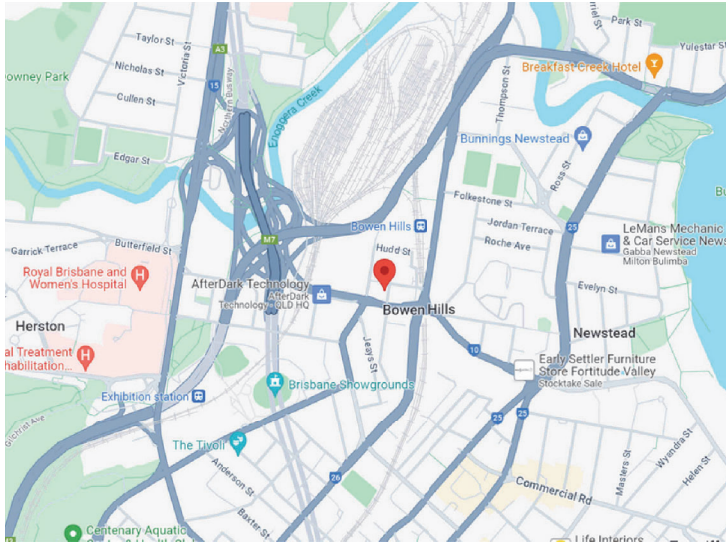
The parking analysis indicates that the development can provide a maximum of 26 car parking spaces while the proposal includes 8 car parking spaces, including 2 PWD spaces, thereby satisfying this requirement. Therefore, the parking provision is considered more than adequate given the site's location and access to public transport.

The swept path analysis 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.

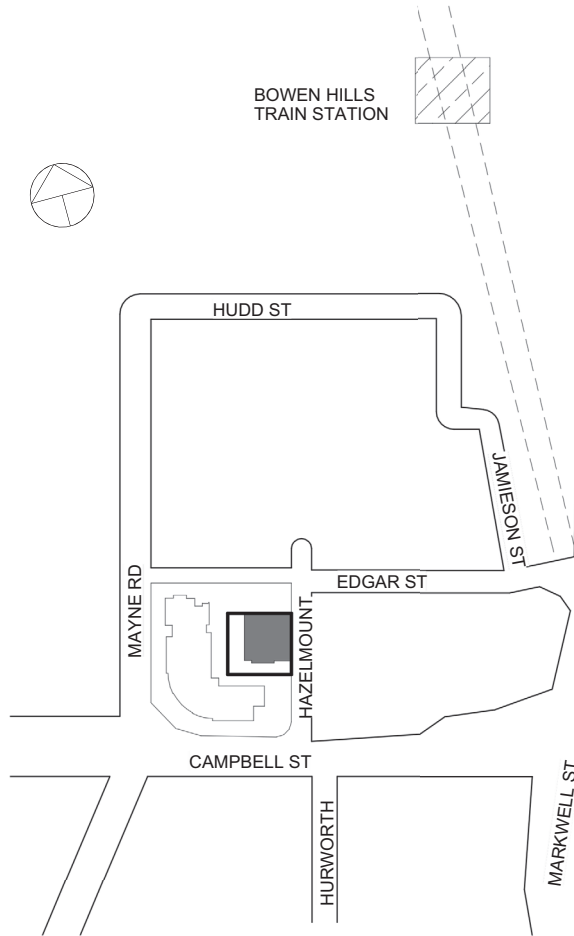
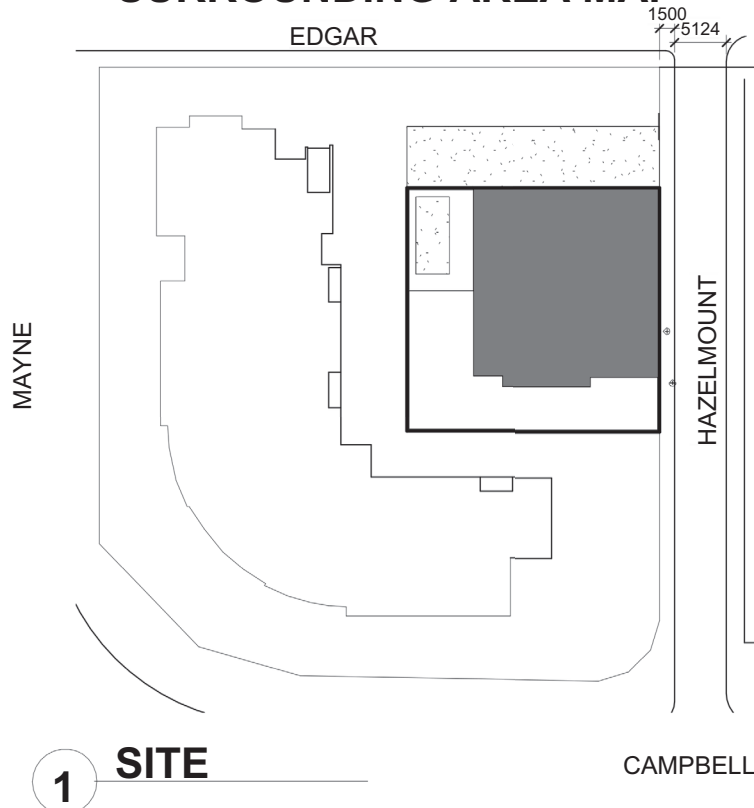
Given the slow-speed, urban environment, and existing access point, the available sight distances are considered sufficient for the property access.



Appendix 1 Development Site Plan



SURROUNDING AREA MAP



2 AREA PLAN

PROPERTY DESCRIPTION

ADDRESS: 10 HAZELMOUNT ST,
LOT: BOWEN HILLS
RP: 47 & 48
AREA: 9895
PARISH: 614M2
COUNTY: NORTH BRISBANE
STANLEY

DISTANCE TO CLOSEST

TRAIN STATION: 280M
RNA SHOWGROUNDS: 800M
RBWH BUSSTATION: 900M
HOSPITAL: 900M
GASWORKS: 900M
TENERIFFE CITY CAT: 1600M



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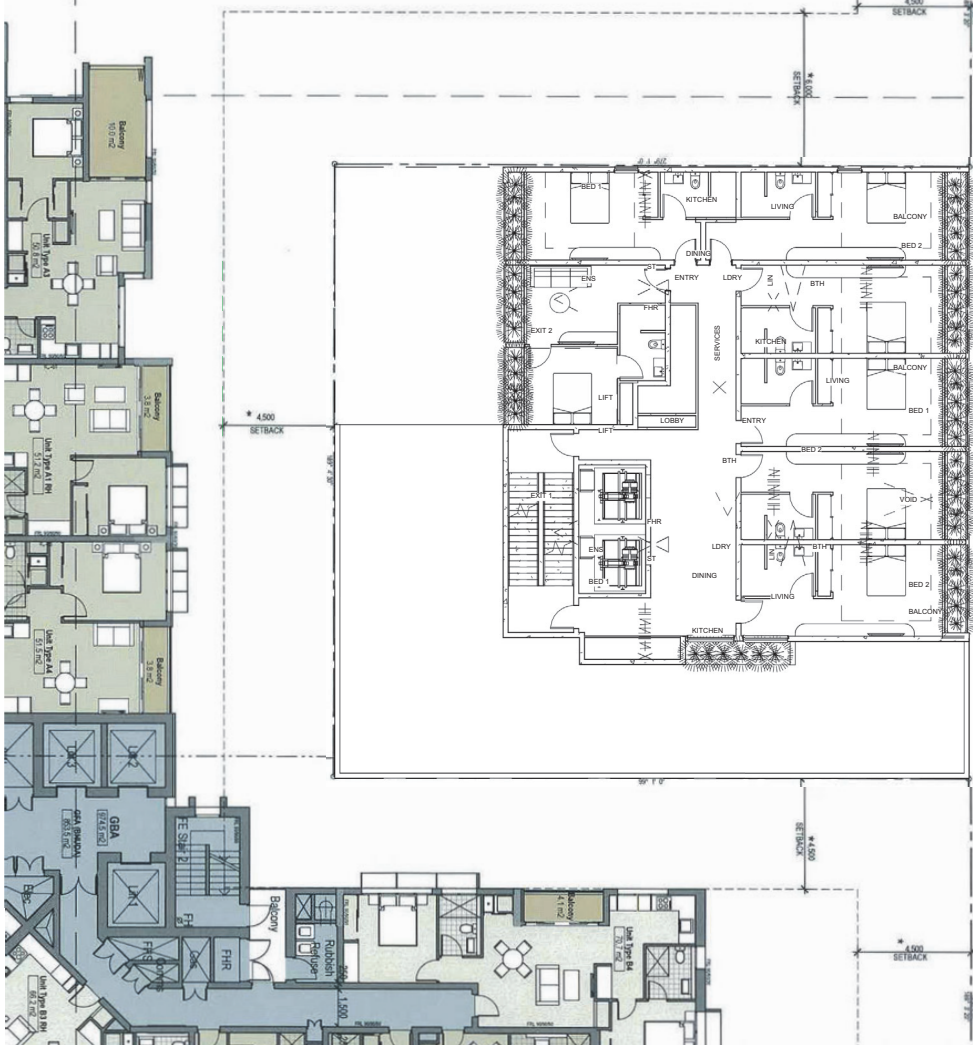
THE TODD
10 HAZELMOUNT ST,
BOWEN HILLS

SITE LOCALE

SHEET NO. A001

SCALE As indicated @
A3 PROJECT NO. 2062
ISSUE 2
DATE 28/02/24

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TOWER SETBACKS

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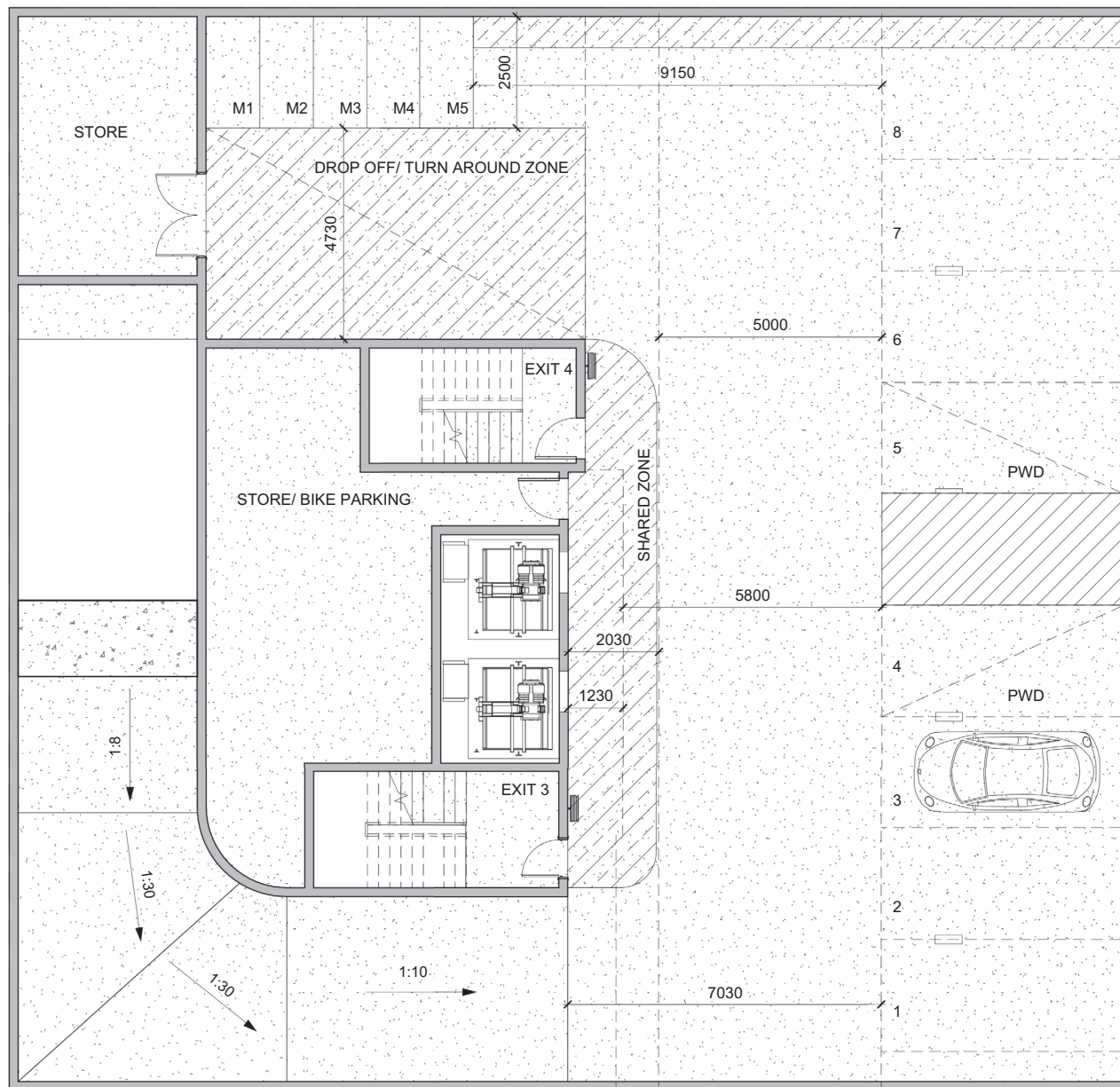
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1 TOWER SETBACK COMPARED TO NEIGHBOUR

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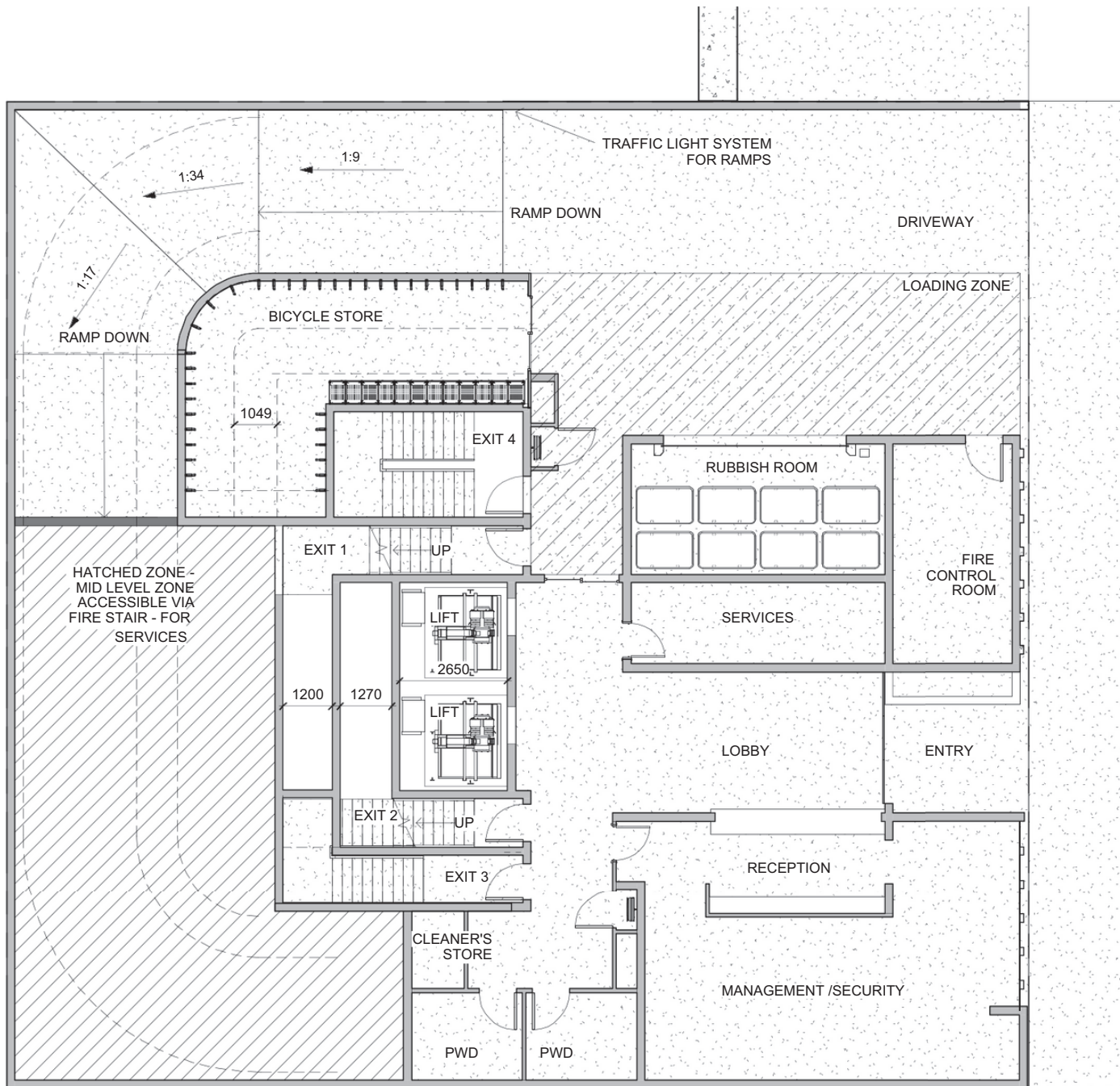
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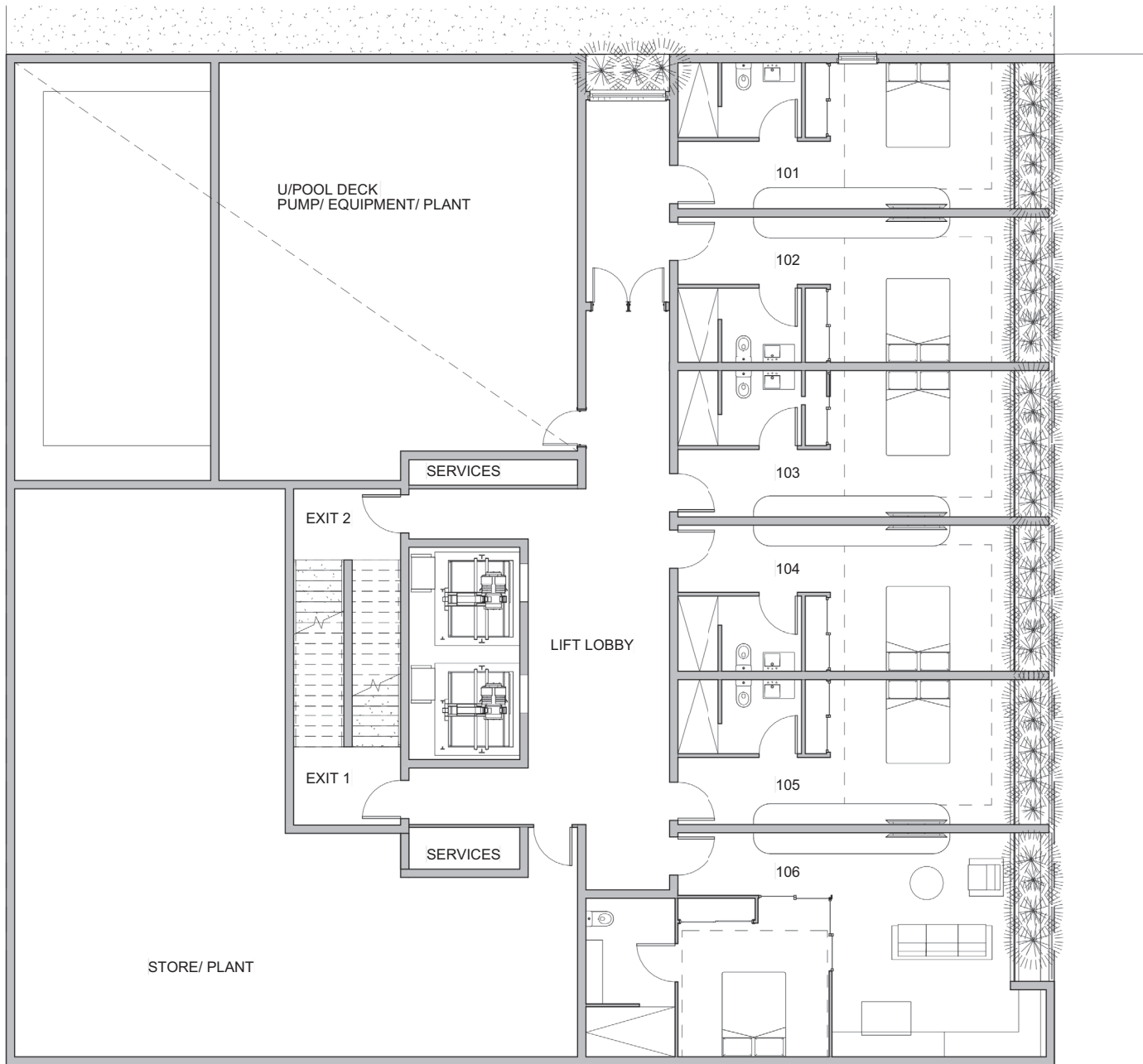
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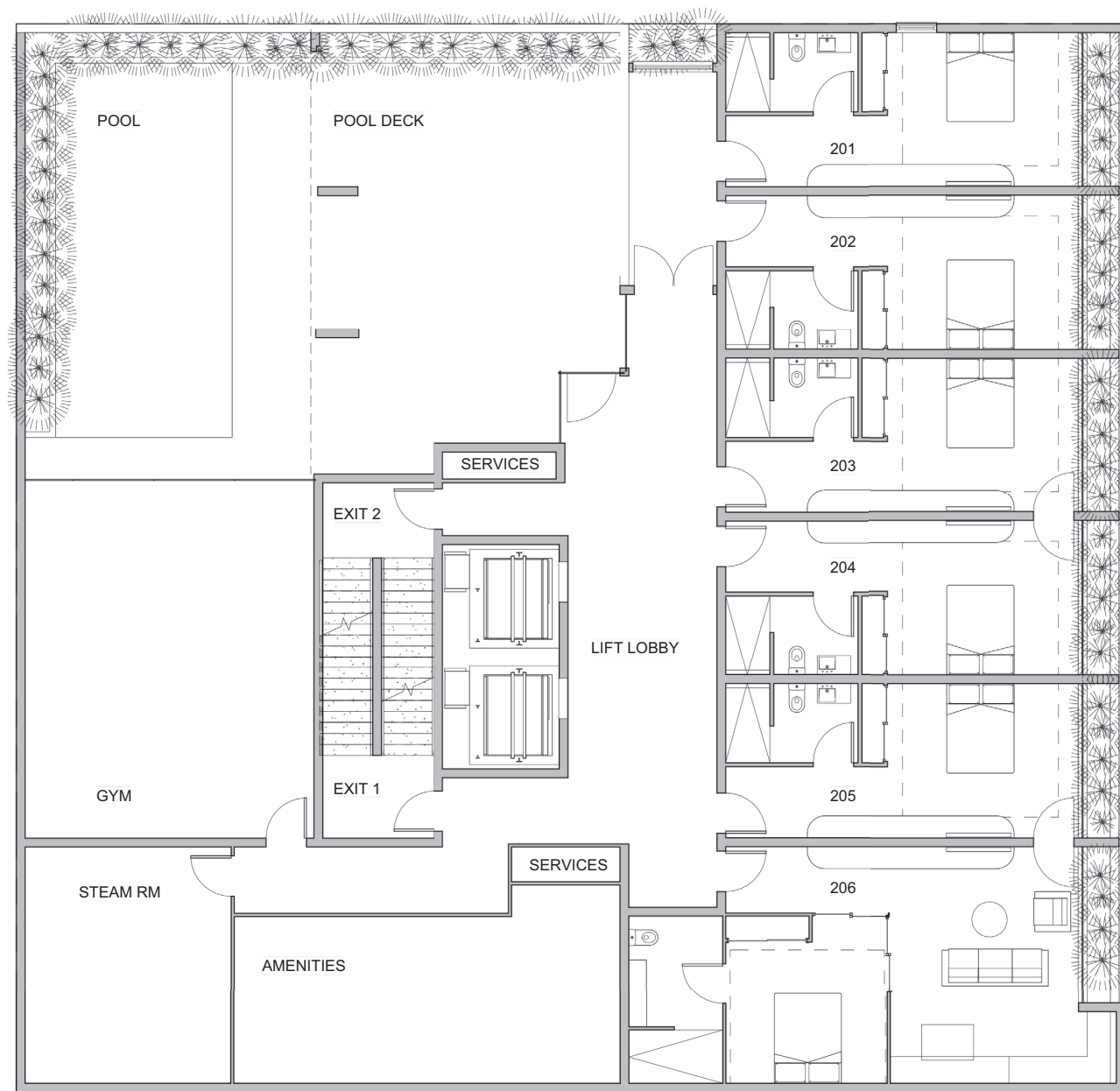
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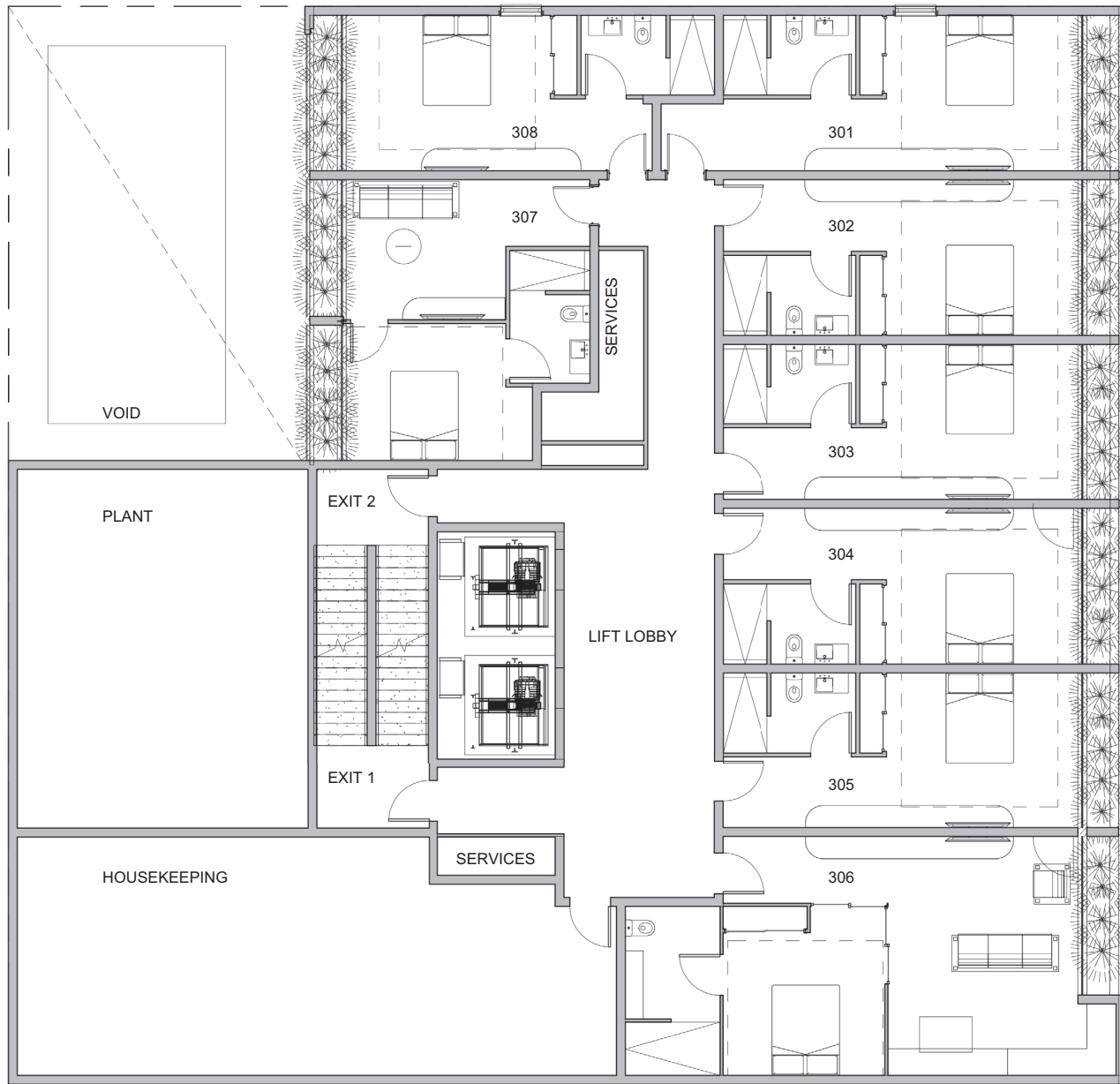
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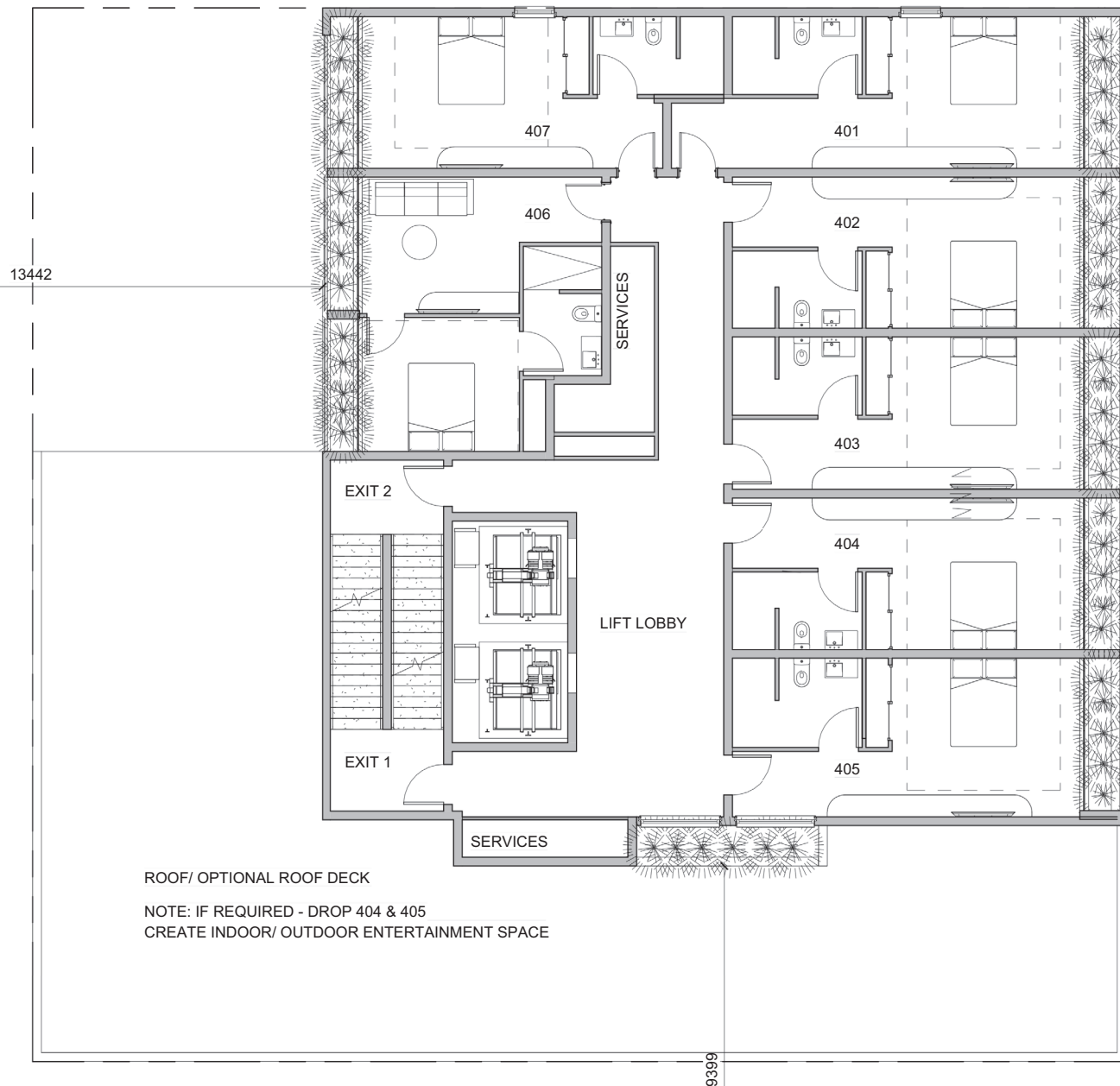
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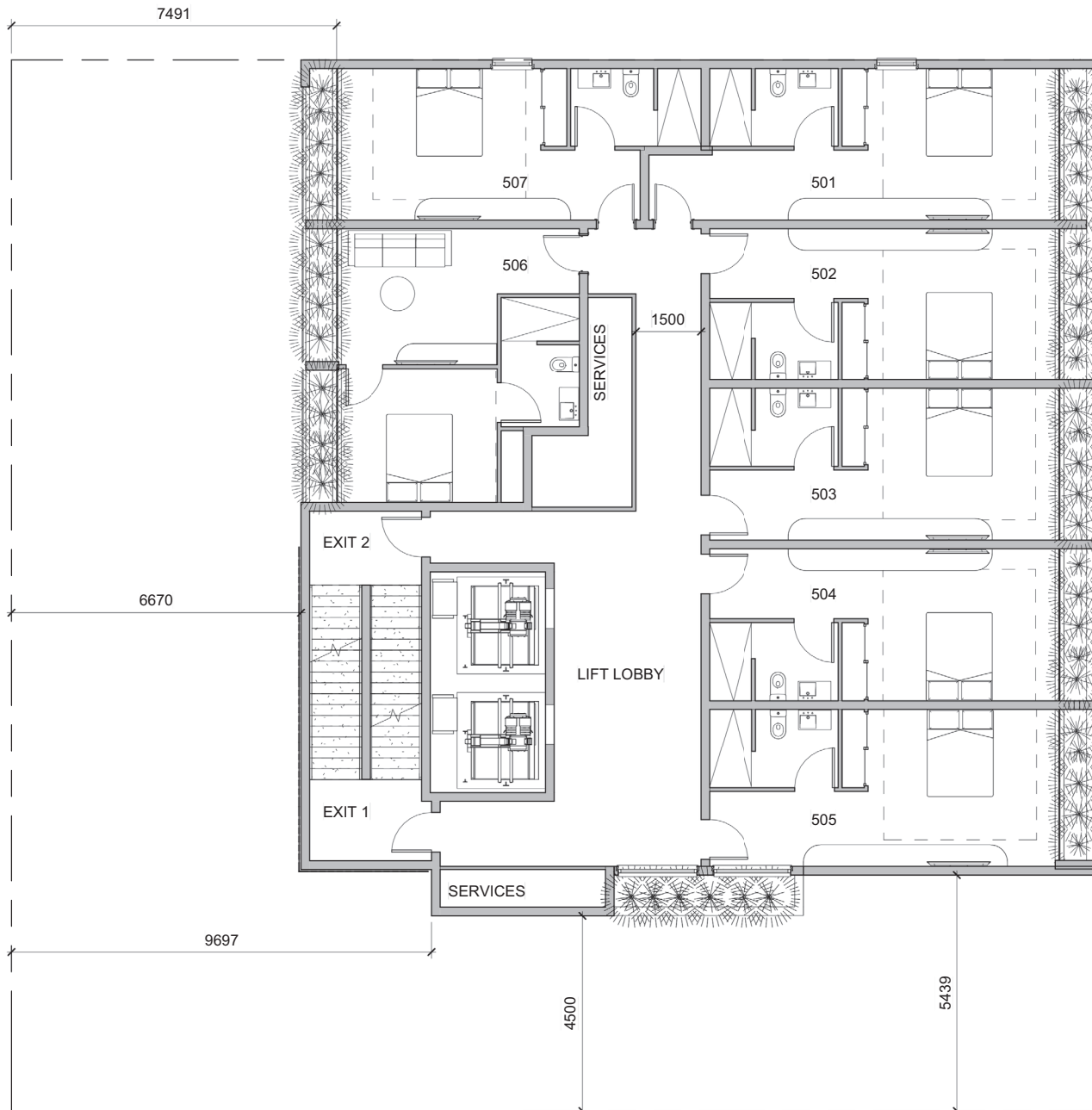
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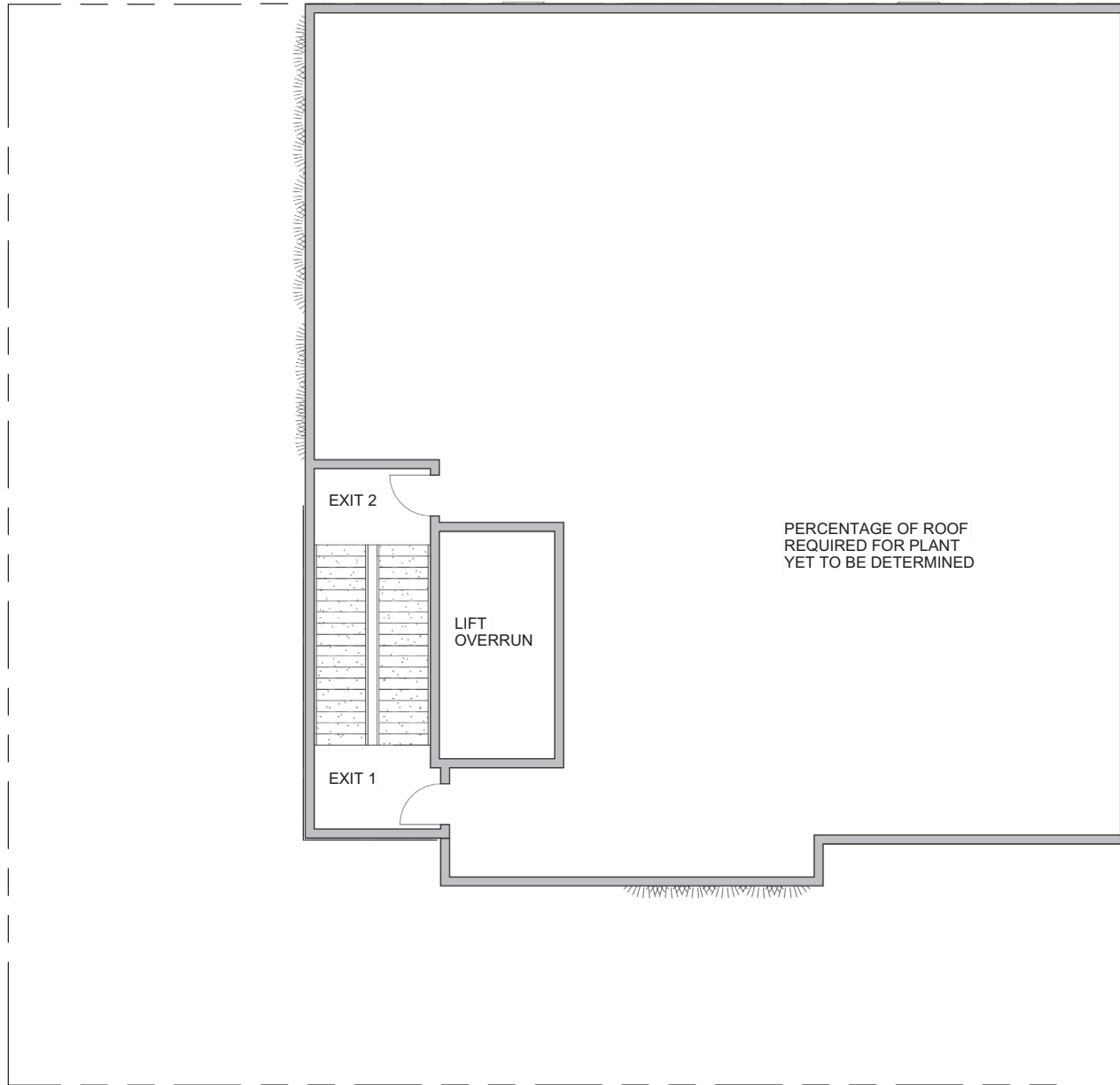
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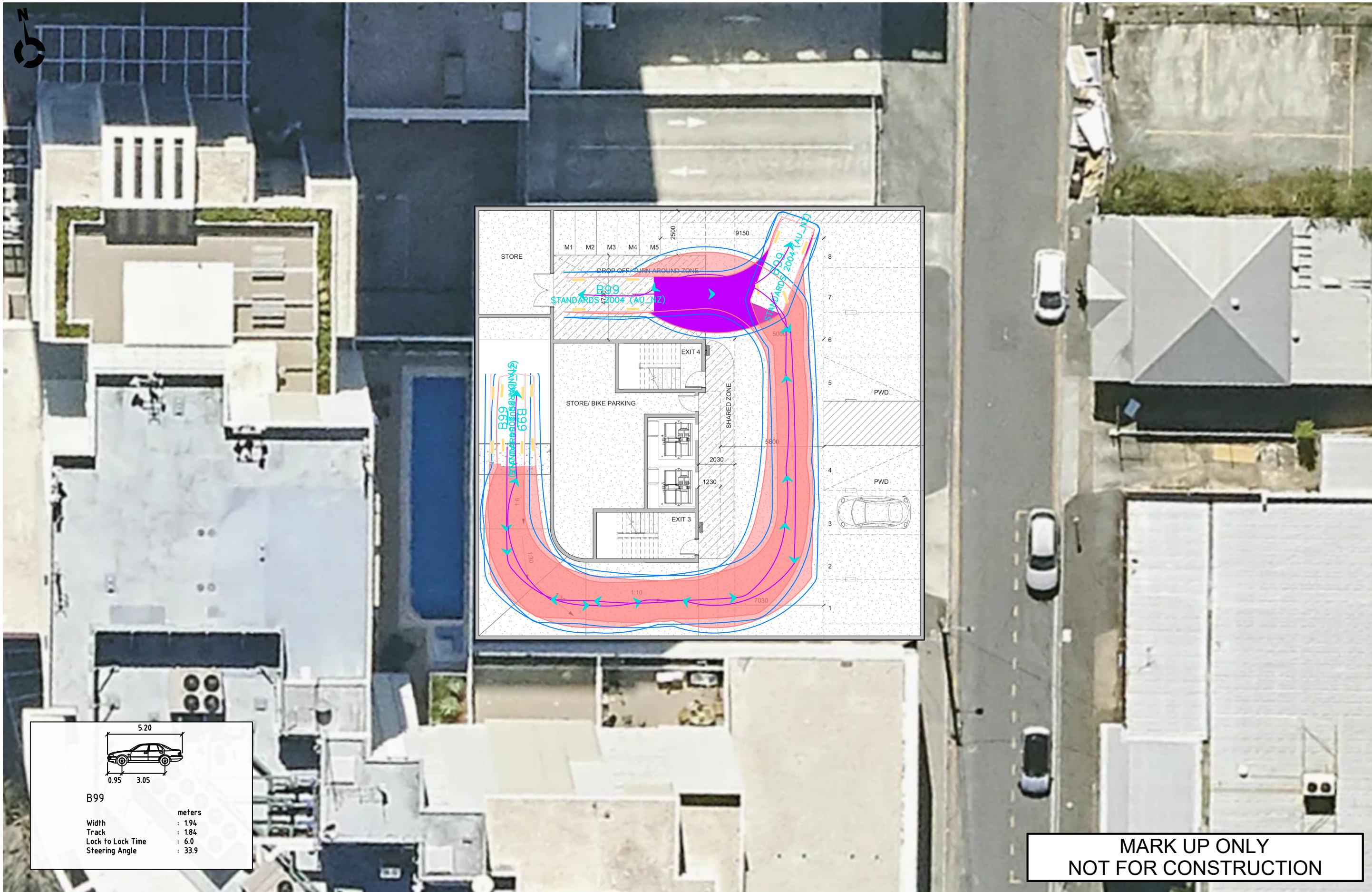
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Appendix 2 Swept Path Analysis



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	09.10.2025
2	UPDATED SITE PLANS	D.A	06.11.2025
3	UPDATED SITE PLANS	D.A	18.12.2025



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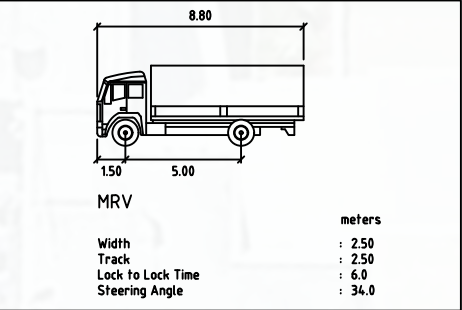
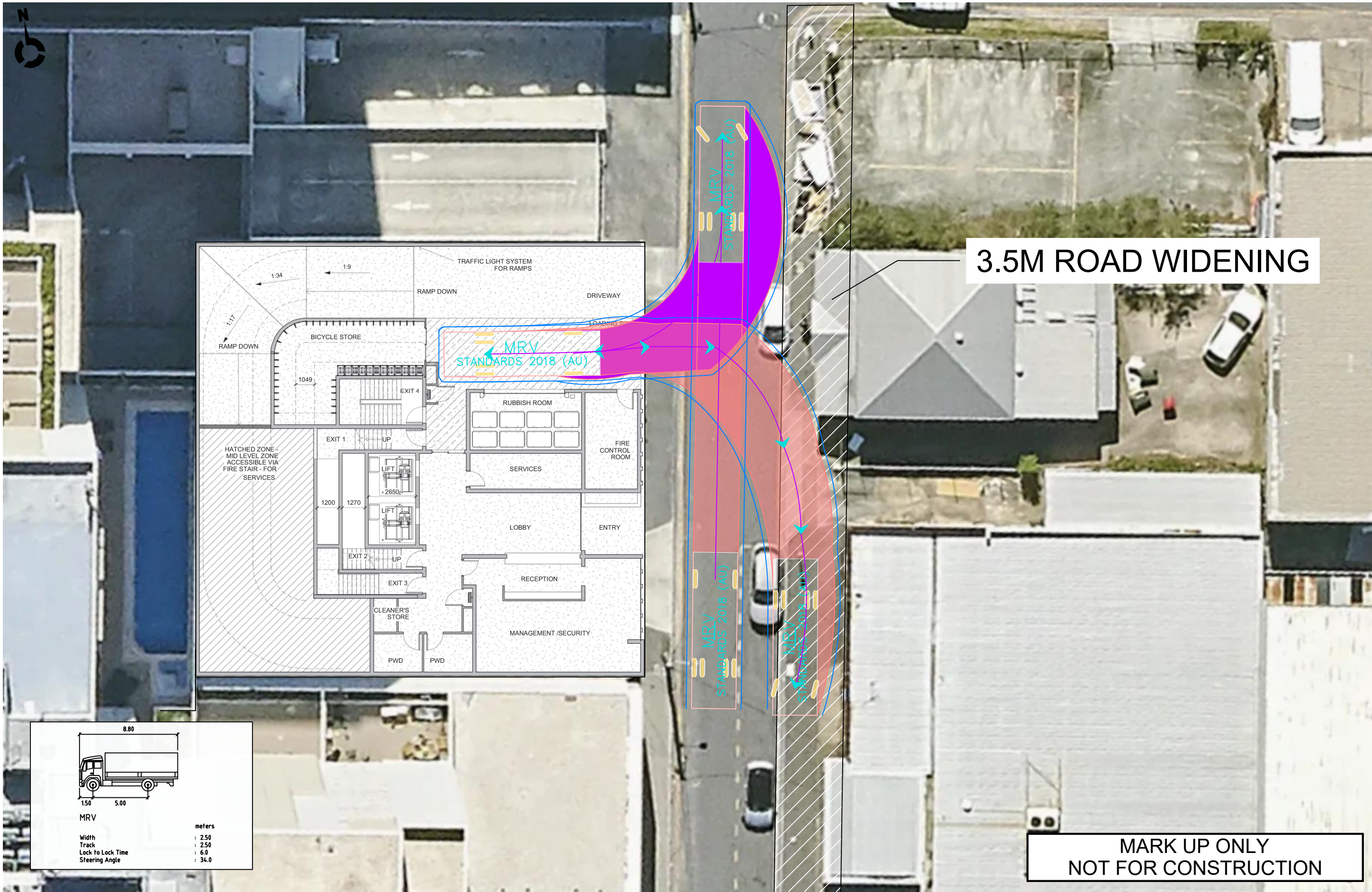
SWEPT PATH ANALYSIS - BASEMENT 1 - B99

FOCUS DEVELOPMENTS NO1

TRAFFIC ENGINEERING ADVICE

10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

DRAWING DATE	DECEMBER 2025	DRAWN BY	D.A
ORIGINAL SIZE	A1	CHECKED BY	A.G
SCALE	SCALE A3: 1:200	APPROVED BY PROJECT NO.	A.G (RPEQ 32123)
		DRAWING NO.	2020 SK02
		REVISION	3



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REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	09.10.2025
2	UPDATED SWEEP PATH	D.A	20.10.2025
3	UPDATED SITE PLANS	D.A	06.11.2025
4	UPDATED SITE PLANS	D.A	18.12.2025



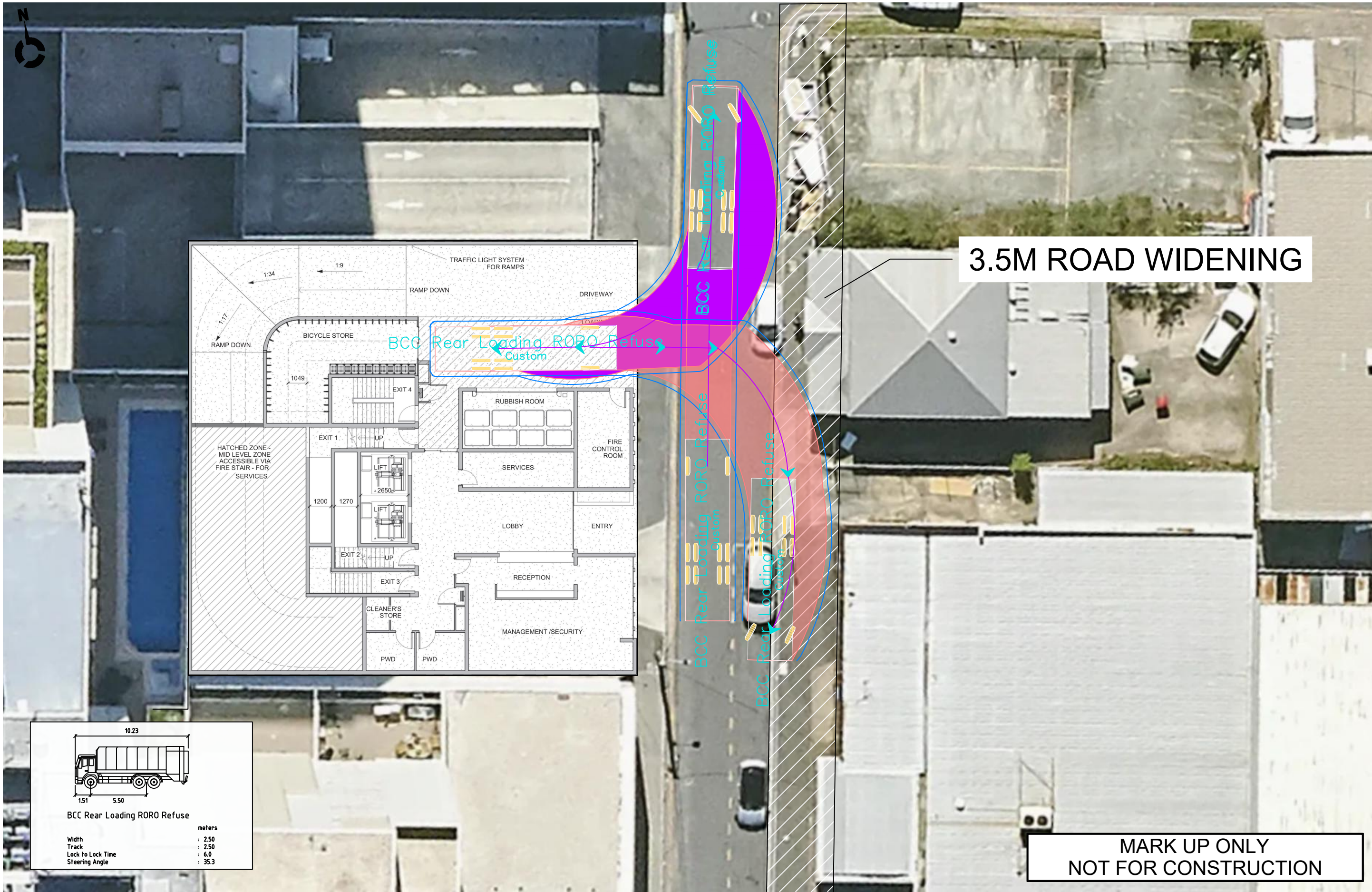
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SWEPT PATH ANALYSIS - MRV
FOCUS DEVELOPMENTS NO1
TRAFFIC ENGINEERING ADVICE
10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

DRAWING DATE	DECEMBER 2025	DRAWN BY	D.A
ORIGINAL SIZE	A1	SCALE A3:	1:200
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		APPROVED BY	A.G (RPEQ 32123)
		PROJECT NO.	
		DRAWING NO.	2020 SK03
		REVISION	4



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	09.10.2025
2	UPDATED SWEEP PATH	D.A	20.10.2025
3	UPDATED SITE PLANS	D.A	06.11.2025
4	UPDATED SITE PLANS	D.A	18.12.2025



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DRAWING TITLE
SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE

CLIENT
FOCUS DEVELOPMENTS NO1

PROJECT
TRAFFIC ENGINEERING ADVICE

LOCATION
10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

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APPROVED BY PROJECT NO.	2020	APPROVED BY DRAWING NO.	SK04
REVISION	4		

