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Brisbane QLD 4000 Australia (Yuggera Country)
Urbis Ltd
ABN 50 105 256 228

23 October 2025

Wentworth Equities No.2 Pty Ltd
C/- Urbis Pty Ltd
Via Email

To whom it may concern,

19 Hercules Street - Minor Change

1 Introduction

Urbis has been engaged to provide a traffic engineering letter in support of a minor change application to amend the current approval. The site is located at 19 Hercules Street, Hamilton. The current approval was granted by Economic Development Queensland (EDQ) on 9th December, 2021. The EDQ reference is DEV2020/1165.

The approval included the Stage 1 application, preliminary approval for Stage 2 and 3 and the Reconfiguration of Lot (1 into 3). This change application refers only to the Stage 1 component. Where required, consideration has been given to connections to future stages (i.e. basement connections).

The proposed changes to the scheme include:

- Introduction of short term accommodation (hotel) land use
- Reduction in retail GFA
- Revised access ramp and loading dock
- Introduction of passenger drop-off on Basement 1
- Revised car parking allocation to account for revised scheme.

Figure 1 Site Location

2 Approved Scheme

A summary of the existing approval is provided in **Table 1.**

Since the approval, there have been various discussions regarding the site. This included the addition of a second crossover to Hercules Street. EDQ were not supportive of the crossover due to the introduction of the dedicated cycle path along Hercules Street.

Table 1 Summary – Existing Approval

Design Aspect	Approved Arrangement
Yield	Residential – 153 dwellings Retail – 1,434m^2 GFA
Car Parking	306 spaces including: – Resident spaces: 254 spaces – Visitor spaces: 24 spaces – Retail spaces: 28 retail spaces
Bicycle Parking	213 spaces including: – 153 resident spaces – 50 residential visitor spaces – 8 retail staff spaces – 2 retail customer spaces
Access	13.7m wide, median divided crossover to Hercules Street Left in / left out
Servicing	1 x LRV bay 1 x MRV bay 1 x RCV bay 2 x Van spaces

3 Proposed Scheme

As noted in Section 1, the proposal includes:

- Introduction of short term accommodation (hotel) land use
- Reduction in retail GFA
- Revised access ramp and loading dock
- Introduction of passenger drop-off on Basement 1

A summary of the proposed scheme is provided in **Table 2.** A copy of the proposed scheme is also included in **Attachment 1**.

Table 2 Summary – Proposed Scheme

Design Aspect	Proposed Arrangement
Yield	Hotel – 180 rooms Residential – 61 dwellings Retail – 432m^2 GFA
Car Parking	183 spaces including: – Resident spaces: 119 spaces – Residential visitor spaces: 10 spaces – Retail spaces: 13 retail spaces – Hotel spaces: 41 hotel spaces
Bicycle Parking	87 spaces including: – 61 resident spaces – 16 residential visitor spaces – 10 spaces for retail and hotel use
Access	10.2m wide, median divided crossover to Hercules Street Left in / left out
Servicing	2 x LRV bay 1 x MRV bay 1 x SRV bay 1 x Van spaces

4 Car Parking Supply

4.1 Approved Parking Rates

The approved parking rate for the residential and retail components are detailed in **Table 3**. These rates are as per the TTM report and negotiated with EDQ throughout the development process.

Table 3 Approved Parking Rate

Land Use	Rate
Retail	2 spaces per 100m^2
Residential	1 bedroom: 0.9 spaces unit 2 bedroom: 1.1 spaces unit 3 bedroom: 2 spaces unit 4 bedroom: 2 spaces per unit Visitor 0.15 spaces per unit

4.2 Revised EDQ Rates

As this is a minor change application, rates for the retail and residential components can align with the approved rates. New uses (i.e. the hotel use) are subject to EDQ's current parking rates. In the time since the original approval, the Northshore Hamilton PDA Development Scheme has been updated. The revised rates are shown in **Table 4.**

Table 4 EDQ PDA Scheme Rates – Updated

Land Use	Rate
Retail	Maximum 2 spaces per 100m^2 GFA
Residential	Minimum: 0.75 spaces per dwelling Maximum: 2 spaces per dwelling Visitor: 0.15 spaces per dwelling PWD: 0.02 spaces per dwelling
Short Term Accommodation (Hotel)	0.5 spaces per unit

4.3 Proposed Parking Supply

The proposed parking rates are detailed in **Table 5.**

Table 5 Proposed Parking Rate

Land Use	Proposed Parking	Compliance
Retail	13 spaces	Complies with approved maximum rates and EDQ revised rates
Residential	Resident: 119 spaces Visitor: 10 spaces	Complies with EDQ revised rates
Short Term Accommodation (Hotel)	41 spaces	Performance Outcome – See below

4.4 Suitability of Parking Supply

The proposed parking supply for the retail and residential uses aligns with EDQ's current PDA rates.

A reduced parking supply is proposed for the short term accommodation use. Based on the scheme, a total of 90 spaces is required. The development provides 41 spaces across Basement 1 and 2. The proposed hotel supply is considered suitable based on the following:

- The hotel provides a passenger set down on the ground floor. This caters for hotel drop off via uber / taxi. This reduces the overall need for on-site parking to be provided.
- The site is located within the Northshore precinct and has suitable access to alternate modes of transport including both bus and ferry services. There is also the cycle way connections that run along the site frontage. These provide genuine alternate travel modes to/from the site.

5 Car Parking Layout

The Stage 1 basement foot print is generally consistent with the current approval. The number of basement levels has reduced from five to three. The indicative connections to Stage 2 and 3 reflect the revised parking layouts.

Changes to the car parking layout include:

- Introduction of hotel drop off on basement 1
- Revised parking layout across basement 2 and 3
- Minor modifications to service area on basement 1 – see **Section 7** for further information.

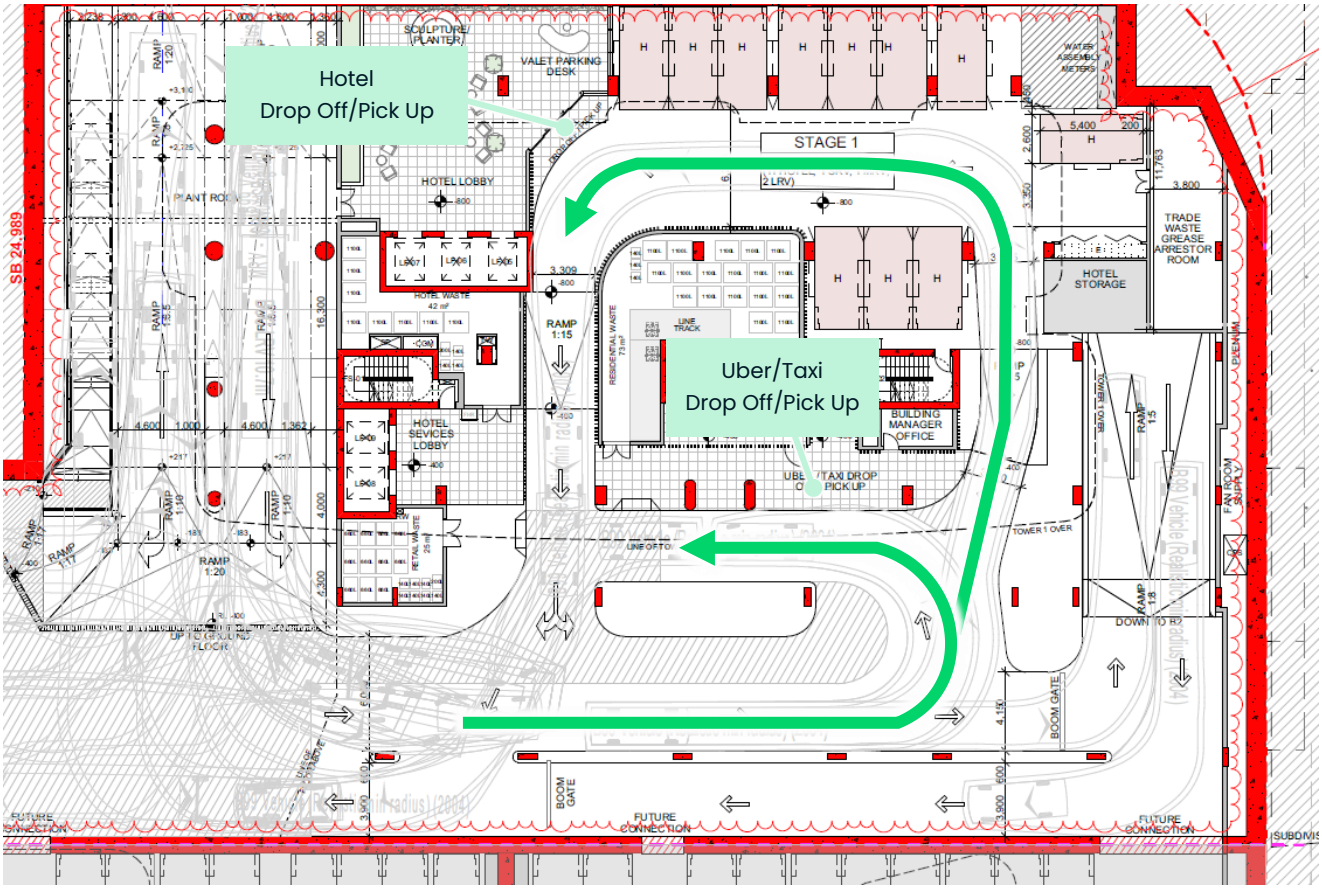
Further information regarding the above is provided in the following sections.

5.1 Passenger Drop Off

With the introduction of a hotel use, a drop off area has been introduced within Basement 1.

The drop off area includes passenger drop off adjacent the residential / retail lobby and a second drop off for the hotel use.

Figure 2: Basement 1 Passenger Drop Off Areas.



Source: Fuse Architects

The design of the drop off area considers both the security lines and the structural layout for the site. Consistent with the existing approval, boom gates are proposed as security within the site. This will control movements to the retail, hotel and resident parking within Basement 2 and 3. The drop off area is to remain outside the control of the boom gates, allowing for cars to enter and exit without delay. To accommodate this, cars must enter and exit in a anti-clockwise direction.

Swept paths showing a B99 circulating within the drop off area are included in **Attachment 2.**

5.2 Car Park Design

Table 1 provides a comparison of the design aspects of the car parking area for the approved scheme and revised scheme. Where additional information is required, refer to headings below the table.

Table 1: Car Park Layout - Design Comparison

Design Aspect	Approved Provision	Proposed Provision	Comment
Resident Parking Spaces	5.4m long x 2.6m wide	5.4m long x 2.4m wide (min)	See below
Retail Spaces	5.4m long x 2.6m wide	5.4m long x 2.6m wide	No change
Visitor Parking Spaces	5.4m long x 2.6m wide	5.4m long x 2.4m wide (min)	See Below
Hotel Spaces	-	5.4m long x 2.5m wide	Compliant
PWD parking bay	5.4m long x 2.4m wide + 5.4m long x 2.4m wide 'shared area'	5.4m long x 2.4m wide + 5.4m long x 2.4m wide 'shared area'	No change
Parking aisle width (two way, one lane)	6.1m (minimum)	5.9m (minimum)	See below
Circulation aisle width (One way, one lane)	3.5m (min)	3.9m (min)	Compliant
Parking envelope clearance - spaces adjacent to walls	0.3m door opening to walls	0.3m door opening to walls	No change
Parking envelope clearance - columns adjacent to bays	Columns generally located between 0.75m and 1.75m of the aisle	Columns generally located between 0.75m and 1.75m of the aisle	No change
Max gradients:			

– Parking aisles	Flat	Flat	
– Ramps – car	1:5	1:5	No change
– Transitions – Car	1:10	1:8	No change
– Ramps – service vehicle	1:6.5	1:6.5	Compliant
– Transitions – Service Vehicles	1:8.9 (max)	1:8 (max)	No change See below
End aisle extension	1m aisle extension	1m aisle extension	No change
Height Clearance:			
– General min	2.3m (min)	2.5m (min)	No change
– PWD bay	2.5m (min)	2.5m (min)	No change
– Loading area	Open to sky	Open to sky	No change

Resident / Visitor Bay Width

BCC requires that resident and visitor parking bays be a minimum 2.6m wide.

The proposed scheme provides resident and visitor bays at 2.4 – 2.6m. The reduced width is due to the structural layout within the basement. Urbis have undertaken swept paths to show that a B85 can suitably manoeuvre to/from the bays, as required. Typical swept paths are included as **Attachment 2**.

Parking Aisle Width

BCC generally requires minimum aisle width of 6.2m. Aisle widths vary throughout the basement. The minimum aisle width is 5.9m. This is due to structural advice and the need to reduce spans within the basement levels. Importantly, within the main publicly accessible parking areas, the aisle widths remain at a minimum 6.2m.

The reduced aisle width suitably allows for a vehicle to enter / exit the adjacent parking spaces. These swept paths are included as **Attachment 2.**

5.3 Conditions

No changes are required to Condition 22. The revised plans will from part of the approval package.

6 Bicycle Parking

6.1 Approved Rates

The approved parking rate for the residential and retail components are detailed in **Table 6.** These rates are as per the TTM report, which aligned with the EDQ rates at the time of approval.

Table 6 Approved Bicycle Parking Rate

Land Use	Rate
Retail	Staff: 1 space per 200m^2 NLA Visitor: 1 space per 1000m^2 NLA
Residential	Resident: 1 space per unit Visitor: 1 space per 400m^2 GFA

The updated EDQ development scheme refers to the BCC TAPS Policy. These rates are shown below in **Table 7.** Note: the retail component of the site is less than 1,000m^2 GFA and does not warrant bicycle parking requirements.

6.2 Revised EDQ Rates

Table 7 BCC Bicycle Parking Rate

Land Use	Rate
Residential	Resident: 1 space per unit Visitor: 1 space per 4 units

6.3 Proposed Bicycle Parking

Based on the revised EDQ requirements, the required bicycle parking is 61 resident bicycle spaces and 16 visitor bicycle spaces.

The proposed scheme provides 87. This exceeds the minimum residential and visitor requirements. Any oversupply of spaces will be allocated to the hotel and retail uses.

6.4 Conditions

No changes are required to Condition 23. The revised plans will from part of the approval package.

7 Service Vehicle Arrangements

7.1 Approved Servicing Arrangements

The approved service vehicle arrangements for Stage 1 are summarised in **Table 8.**

The primary loading dock is located at the base of the entrance ramp, and will ultimately service Stages 1 – 3 of the development. Additional van spaces are located within Basement 1.

Table 8 Approved Service Vehicle Arrangements

Land Use	Rate
Loading Dock	1 x MRV 1 x RCV 1 x LRV
Basement	2 x Van (Basement 1)

7.2 Proposed Servicing Arrangements

A summary of the proposed service vehicle arrangements for Stage 1 are shown in **Table 9.** Generally, the servicing arrangements are consistent with the approved scheme.

Table 9 Proposed Service Vehicle Arrangements

Land Use	Rate
Loading Dock	1 x SRV 1 x MRV 2 x LRV / RCV
Basement	1 x Van (Basement 2)

The primary servicing demands associated with the proposed short term accommodation use (Hotel) are linen deliveries and smaller scale food and drink. The scheme proposes an additional LRV/RCV bay and a SRV bay. This will cater for the associated servicing demands associated with the Hotel.

The previous scheme allowed for a dedicated RCV bay. The proposed scheme includes an additional LRV bay which is to be a shared LRV / RCV bay. Shared use of the bay will be noted within the Service Management Plan (SMP). As the loading zone is located adjacent the entrance ramp, the SMP provide guidance on service times, ensuring that the servicing demands will not conflict with the peak vehicle demands associated with the car parking area.

The SMP will also provide guidance on the shared use of the loading area for future stages of the development. This information will be further detailed within the respective applications for Stage 2 and 3.

7.3 Service Area Layout

As the design is progressing, consideration has been given to the structural layout across the site. The inclusion of structure elements (such as columns) has impacted the entrance ramp, and service vehicle manoeuvring space. Swept paths have been undertaken to ensure that all service vehicles can enter and exit the site as required. These swept paths are included in **Attachment 2.**

Table 1: Service Area Layout - Design Comparison

Design Aspect	Approved Provision	Proposed Provision	Comment
Bay Dimensions			
Van	5.4m long x 3m wide	5.4m long x 3m wide	No change
SRV	-	7m long x 3m wide	See below
MRV	8.8m long x 3.5m wide	8.8m long x 3.5m wide	No change
RCV	11m long x 3.5m wide	-	N/A
LRV	11.8m long x 3.5m wide	11.8m long x 3.5m wide	No change
Height Clearance:			
Loading area	Open to sky	Open to sky	No change

SRV Width

BCC's standard width for a SRV bay is 3.5m – this allows for clearances around the vehicle for loading / unloading. The proposed layout shows the SRV bay with a 3m width. Adjacent the bay is a pedestrian path to the waste room. This acts as a shared space for loading / unloading of the vehicle without the need to overlap clearances. Overall, the proposed width is suitable.

A swept path showing a SRV entering and exiting the bay is included as **Attachment 2.**

7.4 Conditions

No changes are required to Condition 33. The revised plans will from part of the approval package.

8 Access Arrangements

The proposed access arrangements are generally consistent with the approval. There is no significant change in access location, with the crossover located at the north-west corner of the site.

The proposed changes to the access include:

- Width of crossover / entrance aisle reducing from 13.7m to 10.2m
- Revised ramp grades based on RCV ground clearance assessment
- Pedestrian path included at western boundary

As compared to the current approval, the reduced width of the crossover is considered suitable. It reduces pedestrian and cyclist crossing distances, thereby improving safety for other road users. Further information is provided below.

Crossover Width

The crossover width includes:

- 4.6m entry lane
- 1m median
- 4.6m exit lane

A swept path assessment undertaken by Urbis shows that a BCC LRV and BCC rear load RCV can enter and exit the site within the proposed widths. For reference the swept paths are included in **Attachment 2.**

Within the approved plans, two entry lanes are shown. A swept path analysis showed that the service vehicles would require the full width of the ramp to manoeuvre in and out of the service bays. As such, the aisle has reduced, based on the width requirements for service vehicle manoeuvring.

Ramp Gradients

A ground clearance assessment of the approved ramp grades showed that a BCC rear load RCV would bottom out. As such, the ramp grades have been revised to allow for both a RCV and LRV to enter and exit the site in forward gear. A ground clearance assessment is included as **Attachment 2.**

The gradients of the ramp are generally consistent with the approved. Additional ramp sections have been included to allow for transitions.

At the base of the ramp, a rollover kerb / transition ramp is required to ensure that the SRV can suitably manoeuvre out of the space. This 1:17 section is slightly steeper than the 1:20 standard manoeuvring grade, but will not impact service vehicle access.

Pedestrian Path

A separated pedestrian path is provided at the western boundary. This allows for direct access to the services area. Gradients within the path align with maximum allowable grades for a pedestrian path.

8.1 Conditions

No changes are required to Condition 20. The revised plans will from part of the approval package.

9 Traffic Generation

9.1 Approved Generation Rate

The approved generation rates are shown in **Table 10.**

Table 10 Approved Generation Rate

Land Use	Approved Generation Rate
Residential	0.5vph per dwelling
Retail	AM: 1vph per parking space PM: 2vph per parking space

Application of these rates to the approved scheme resulted in an estimated peak hour generation of:

- AM – 105vph
- PM – 133vph

9.2 Proposed Generation Rate – Hotel

The short term accommodation generation rate has been sourced from TMR's Traffic Generation Datasheet for Hotels and Motels. Based on the data, the generation rate is 0.28vph per unit.

9.3 Estimated Generation – Proposed Scheme

The estimated traffic generation is shown in **Table 11.** This is based on both the approved rates (retail and residential) and the hotel generation rate.

Table 11 Estimated Site Generation

Land Use	Yield	Estimated Generation (vph)	
		AM	PM
Retail	13 spaces	13	26
Residential	61 dwellings	31	31
Hotel	180 rooms	50	50
Total		**94**	**107**

The estimated generation is lower than generation of the approved scheme. This reduces the net impact to the network. As such, no further traffic impact assessment is warranted.

Yours sincerely,

Jadyn Benzie
Associate Director
+61 7 3007 3553
jbenzie@urbis.com.au

Attachment 1 – Site Plans

GENERAL NOTES

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File: 1944_HAMILTON
Print date and time: Thursday, 4 December 2025 @ 5:49 pm

LEGEND:

- RESIDENTIAL PARKING 2600x5400
- RESIDENTIAL DISABLED PARKING 5200x5400
- RETAIL PARKING 2600x5400
- RETAIL DISABLED PARKING 5200x5400
- VISITOR PARKING 2600x5400
- VISITOR DISABLED PARKING 5200x5400
- HOTEL PARKING 2600x5400
- HOTEL DISABLED PARKING 5200x5400

CARPARKS REQUIRED:

2 BED (1.1 PER UNIT) =	94 CARPARK REQ.
3 BED (2 PER UNIT) =	186 CARPARK REQ.
4 BED (2 PER UNIT) =	324 CARPARK REQ.
VISITORS (0.15/DWELLING) =	52 CARPARK REQ.
PATRONS (1/50M2 NLA) =	97 CARPARK REQ.
HOTEL (0.5/ROOM) =	99 CARPARK REQ.
TOTAL =	**852** CARPARK REQ.

CHANGE	DESCRIPTION
B-02	BASEMENT LAYOUT OPTIMIZED AND LOWER BASEMENT LEVELS (BASEMENT 4 AND 5) REMOVED

REVISION ID	AMENDMENT	DATE
A	ISSUE FOR DA	14/05/2021
B	ISSUE FOR DA AMENDMENT	2/12/2025

ARCHITECT
FUSE ARCHITECTS
STUDIO 212—59
GREAT BUCKINGHAM ST
REDFERN NSW 2016
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 643
NOMINATED ARCHITECT RACHID ANDARY 8627

CLIENT
pds
LEVEL 1, 8 KNOX LANE, DOUBLE BAY NSW 2028

N
0 2 5 10m

PROJECT
HERCULES STREET
SITE ADDRESS
19 HERCULES ST HAMILTON, BRISBANE QLD 4000
JOB NO
1944

CHECKED	DRAWN
AA	TD
DATE	SCALE
4/12/2025	1:200 @ A1 A3@50%

PROJECT STATUS
DEVELOPMENT APPLICATION
DRAWING TITLE
BASEMENT 3 PLAN

SHEET NO. DA 103
REVISION. B

SB 60.045
SB 24.989
SB 15.688
SB 3.90
SB 7.902
SB 64.108
SB 61.449
SB 88.999
SUBDIVISION LINE
PROPOSED BUILDING RL 38.20
STAGE 1
TOTAL 90 CAR SPACES (88 RESIDENTIAL + 1 VAN + 1 CAR-WASH BAY)
STAGE 3
TOTAL 68 CARS (68 RESIDENTIAL CAR SPACES)
STAGE 2
TOTAL 56 CARS (56 RESIDENTIAL CAR SPACES)
B85 Vehicle (Realistic min radius) (2004)
DOG WASH BAY
SEWER PUMP STN
VAN
UP TO B2
RAMP 1:5
RAMP 1:8
RAMP 1:4
LIFT PIT
RESIDENTIAL LOBBY
RETAIL LOBBY
LINE OF TOWER ABOVE
FUTURE CONNECTION
PLENUM
FAN EXHAUST ROOM
FAN ROOM SUPPLY
FAN ROOM EXHAUST
STORMWATER PUMP OUT TANK
GPT
OIL INTERCEPTOR
CWB
B-02

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Print date and time: Thursday, 4 December 2025 @ 5:49 pm

LEGEND:

RESIDENTIAL PARKING 2600x5400
RESIDENTIAL DISABLED PARKING 5200x5400
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VISITOR DISABLED PARKING 5200x5400
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PATRONS (1/50M2 NLA) =	97 CARPARK REQ.
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TOTAL =	**852** CARPARK REQ.

CHANGE	DESCRIPTION
B-03	BASEMENT LAYOUT OPTIMIZED TO INTEGRATE HOTEL CAR SPACE REQUIREMENTS AND BACK OF HOUSE FACILITY

REVISION ID	AMENDMENT	DATE
A	ISSUE FOR DA	14/05/2021
B	ISSUE FOR DA AMENDMENT	2/12/2025

ARCHITECT
FUSE ARCHITECTS
STUDIO 212—59 GREAT BUCKINGHAM ST
REDFERN NSW 2016
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 643
NOMINATED ARCHITECT RACHID ANDARY 8627

CLIENT
pds
LEVEL 1, 8 KNOX LANE, DOUBLE BAY NSW 2028

N
0 2 5 10m

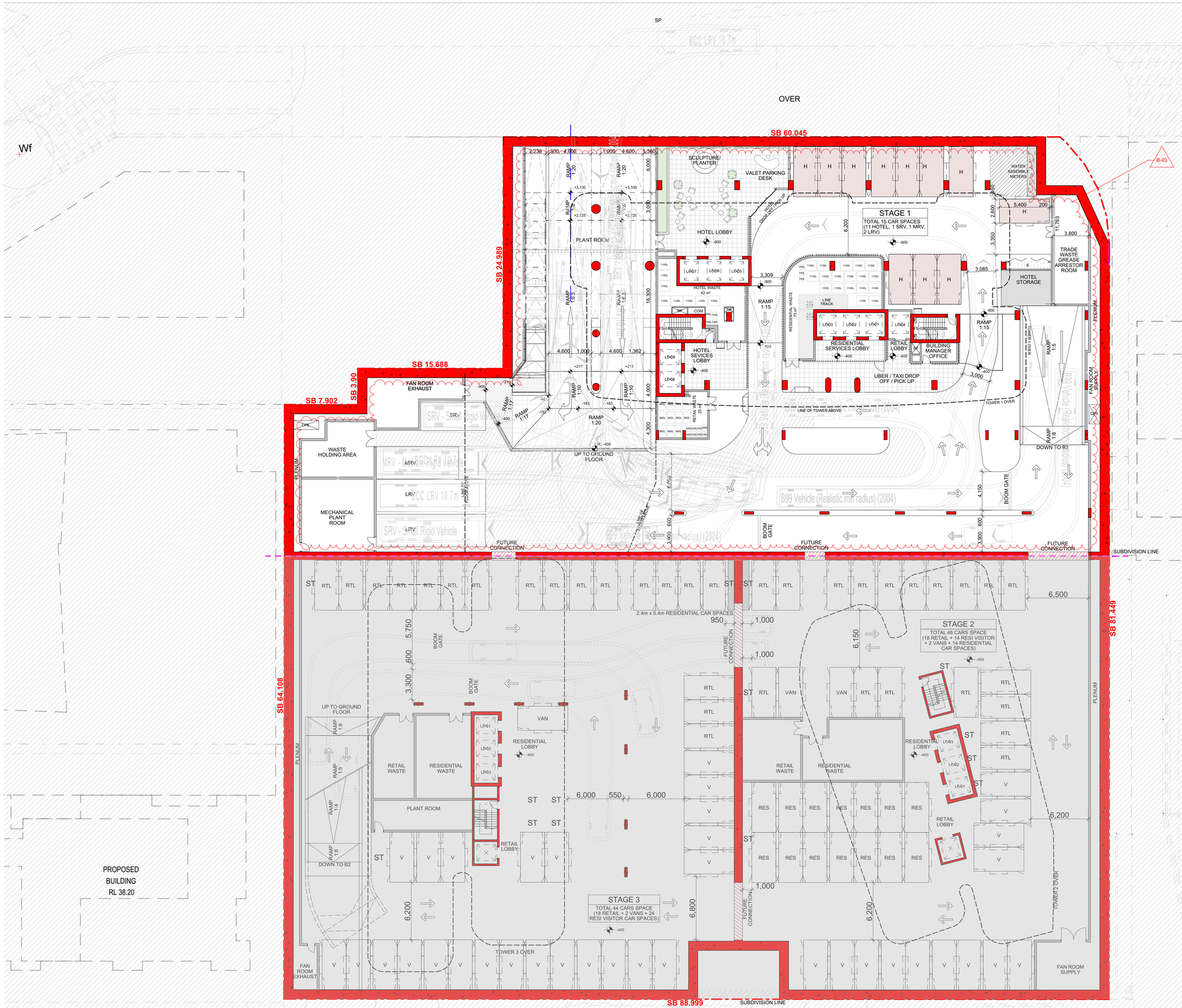
PROJECT
HERCULES STREET
SITE ADDRESS
19 HERCULES ST HAMILTON, BRISBANE QLD 4000
JOB NO
1944

CHECKED	DRAWN
AA	TD
DATE	SCALE
4/12/2025	1:200 @ A1 A3@50%

PROJECT STATUS
DEVELOPMENT APPLICATION
DRAWING TITLE
BASEMENT 2 PLAN

SHEET NO.	REVISION.
DA 104	B

SB 60.045
SB 24.989
SB 15.688
SB 3.90
SB 7.902
SB 64.108
SB 61.449
SB 88.999
SUBDIVISION LINE
B-03
HOTEL STORAGE
STAGE 1
TOTAL 85 CAR SPACES (10 RESI VISITOR + 31 RESIDENTIAL + 1 VAN + 30 HOTEL + 13 RETAIL)
HOTEL LOBBY
HOTEL SERVICES LOBBY
RESIDENTIAL LOBBY
RETAIL LOBBY
LINE OF TOWER ABOVE
UP TO B1
DOWN TO B3
RAMP 1:5
RAMP 1:8
RAMP 1:4
FAN ROOM SUPPLY
FAN ROOM EXHAUST
FAN EXHAUST ROOM
PLENUM
FUTURE CONNECTION
STAGE 3
TOTAL 65 CARS SPACE (65 RESIDENTIAL CAR SPACES)
STAGE 2
TOTAL 55 CARS SPACE (3 RESI VISITOR + 52 RESIDENTIAL CAR SPACES)
PROPOSED BUILDING RL 38.20
B99 Vehicle (Realistic min radius) (2004)
B85 Vehicle (Realistic min radius) (2004)



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File: 1944_HAMILTON
Print date and time: Thursday, December 4, 2025 @ 10:52 AM

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CHANGE	DESCRIPTION
B-03	BASEMENT LAYOUT OPTIMIZED TO INTEGRATE HOTEL CAR SPACE REQUIREMENTS AND BACK OF HOUSE FACILITY

REVISION ID	AMENDMENT	DATE
A	ISSUE FOR DA	14/05/21
B	ISSUE FOR DA AMENDMENT	02/12/25

ARCHITECT
FUSE—ARCHITECTS
STUDIO 212—59 GREAT BUCKINGHAM ST
REDFERN NSW 2016
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 943
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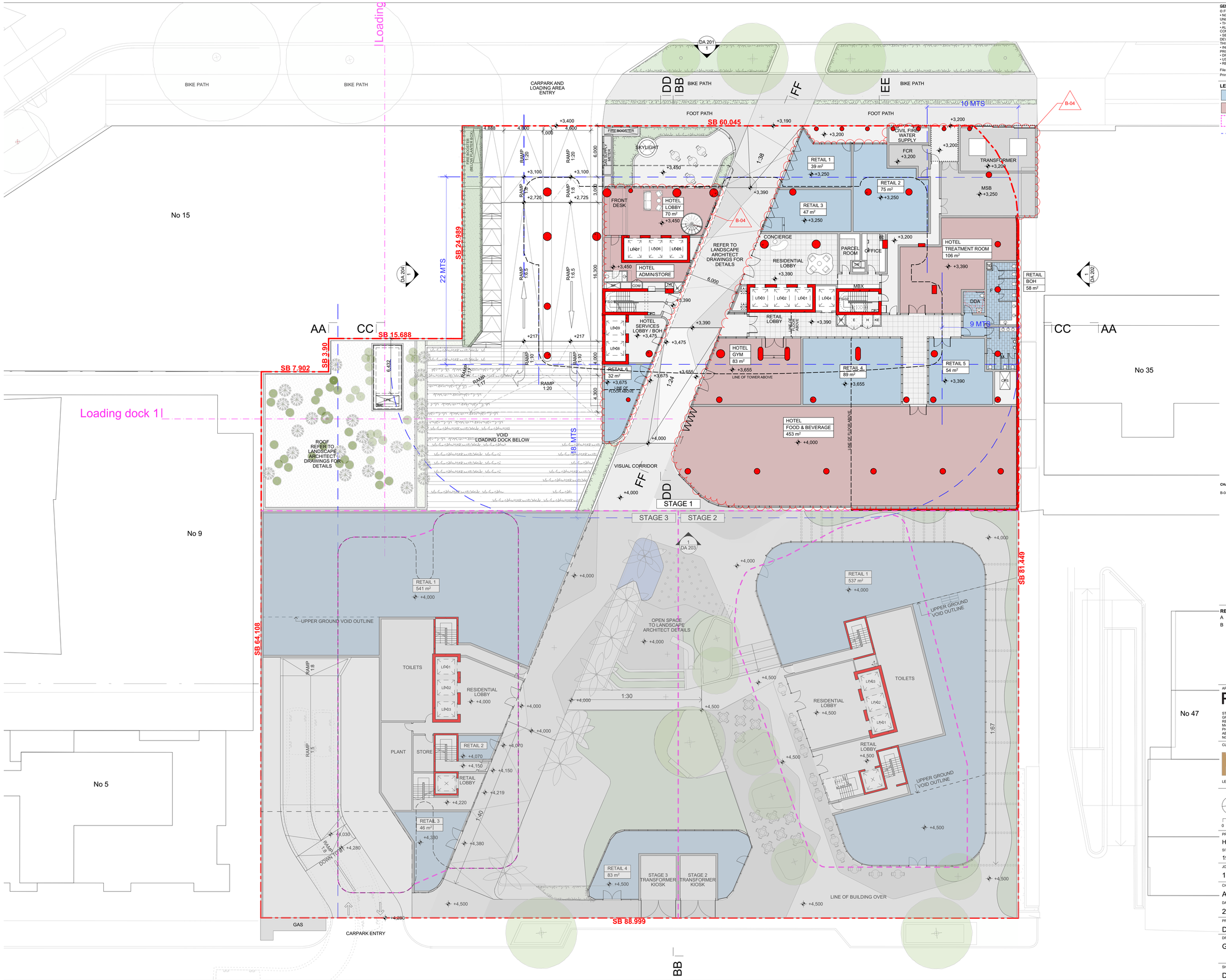
PROJECT
HERCULES STREET
SITE ADDRESS
19 HERCULES ST HAMILTON, BRISBANE QLD 4000
JOB NO
1944
CHECKED AA
DRAWN TD
DATE 04/12/25
SCALE 1:200 @ A1 A3@50%
PROJECT STATUS
DEVELOPMENT APPLICATION
DRAWING TITLE
BASEMENT 1 PLAN
SHEET NO. DA 105
REVISION. B



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• SERVICES SPATIALS AND AREAS ARE INDICATIVE ONLY. FINAL DESIGN TO BE DEVELOPED AND PROVIDED THERE IS NOT CHANGE TO THE EXTERNAL ENVELOPE, THIS WILL BE CONSIDERED CONSISTENT WITH THESE PLANS.
• INFORM FUSE ARCHITECTS OF ANY DISCREPANCIES FOR CLARIFICATION BEFORE PROCEEDING WITH WORK.
• DRAWINGS ARE NOT TO BE SCALED.
• USE ONLY FIGURED DIMENSIONS.
• REFER TO CONSULTANT DOCUMENTATION FOR FURTHER INFORMATION.

File: 1944_HAMILTON
Print date and time: Tuesday, 2 December 2025 @ 6:26 PM

LEGEND:

- RETAIL TENANCY
- HOTEL
- MASTERPLAN OUTLINE - SHOWN DOTTED
- SITE SETBACKS

CHANGE	DESCRIPTION
B-04	INTERNAL LAYOUT OPTIMIZED TO INTEGRATE HOTEL AMENITIES

REVISION ID	AMENDMENT	DATE
A	ISSUE FOR DA	7/12/2020
B	ISSUE FOR DA AMENDMENT	2/12/2025

ARCHITECT
FUSE ARCHITECTS
STUDIO 212—59 GREAT BUCKINGHAM ST
REDFERN NSW 2016
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 643
NOMINATED ARCHITECT RACHID ANDARY 8627

CLIENT
pds
LEVEL 1, 8 KNOX LANE, DOUBLE BAY NSW 2028

N

0 2 5 10m

PROJECT
HERCULES STREET

SITE ADDRESS
19 HERCULES ST HAMILTON, BRISBANE QLD 4000

JOB NO
1944

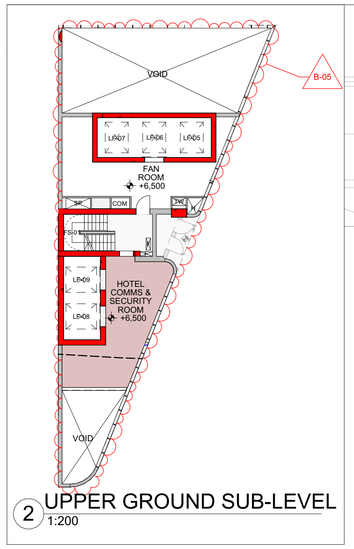
CHECKED	DRAWN
AA	RL

DATE	SCALE	
2/12/2025	1:200 @ A1	A3@50%

PROJECT STATUS
DEVELOPMENT APPLICATION

DRAWING TITLE
GROUND FLOOR

SHEET NO.	REVISION.
DA 106	B



2 UPPER GROUND SUB-LEVEL
1:200

GENERAL NOTES

• THIS DRAWING IS NOT FOR CONSTRUCTION.
• ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORK.
• SERVICES SPATIALS AND AREAS ARE INDICATIVE ONLY. FINAL DESIGN TO BE DEVELOPED AND PROVIDED THERE IS NOT CHANGE TO THE EXTERNAL ENVELOPE, THIS WILL BE CONSIDERED CONSISTENT WITH THESE PLANS.
• INFORM FUSE ARCHITECTS OF ANY DISCREPANCIES FOR CLARIFICATION BEFORE PROCEEDING WITH WORK.
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• REFER TO CONSULTANT DOCUMENTATION FOR FURTHER INFORMATION.

File: 1944_HAMILTON
Print date and time: Tuesday, 2 December 2025 @ 6:26 PM

LEGEND:

- RETAIL TENANCY
- HOTEL
- MASTERPLAN OUTLINE - SHOWN DOTTED
- SITE SETBACKS

CHANGE	DESCRIPTION
B-05	INTERNAL LAYOUT OPTIMIZED TO INTEGRATE HOTEL AMENITIES AND BACK OF HOUSE FACILITY

REVISION ID	AMENDMENT	DATE
B	ISSUE FOR DA AMENDMENT	2/12/2025

ARCHITECT
FUSE ARCHITECTS
STUDIO 212—59
GREAT BUCKINGHAM ST
REDFERN NSW 2016
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 643
NOMINATED ARCHITECT RACHID ANDARY 8627

CLIENT
pds
LEVEL 1, 8 KNOX LANE, DOUBLE BAY NSW 2028

N
0 2 5 10m

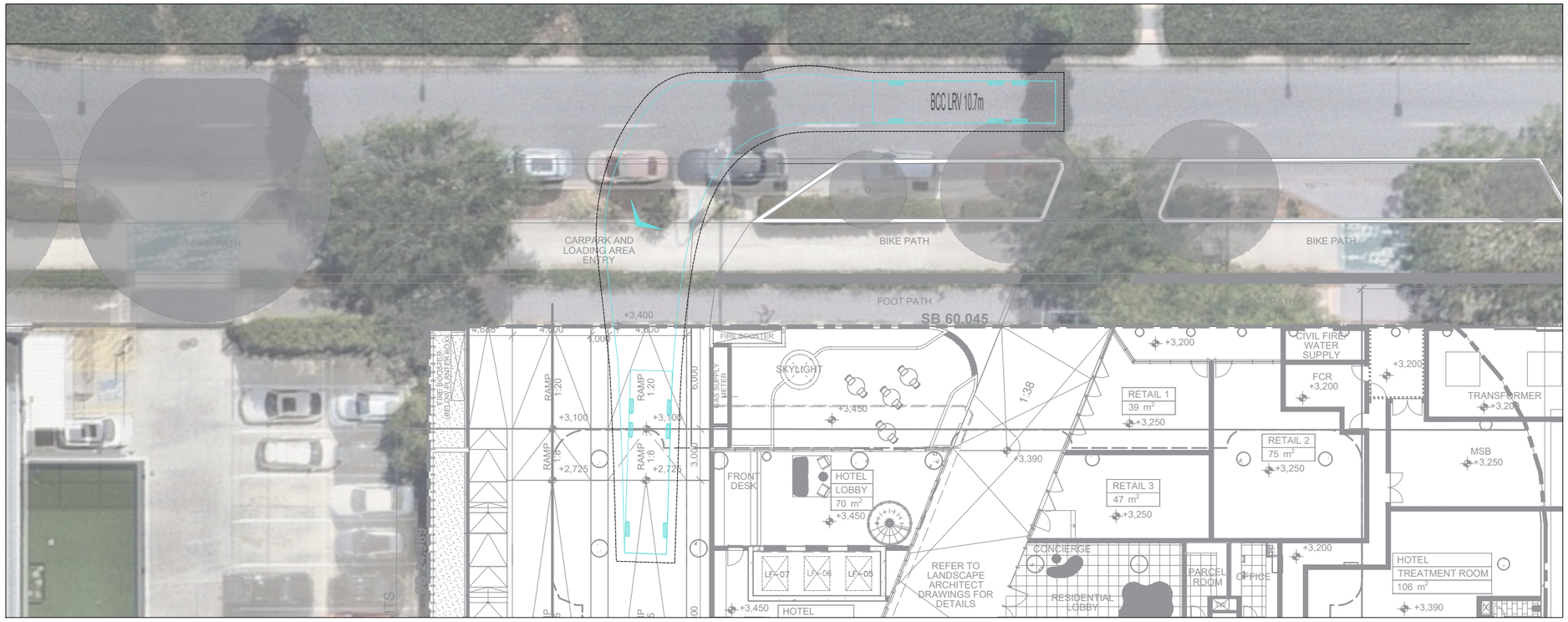
PROJECT
HERCULES STREET
SITE ADDRESS
19 HERCULES ST HAMILTON, BRISBANE QLD 4000
JOB NO
1944

CHECKED	DRAWN
AA	RL
DATE	SCALE
2/12/2025	1:200 @ A1 A3@50%

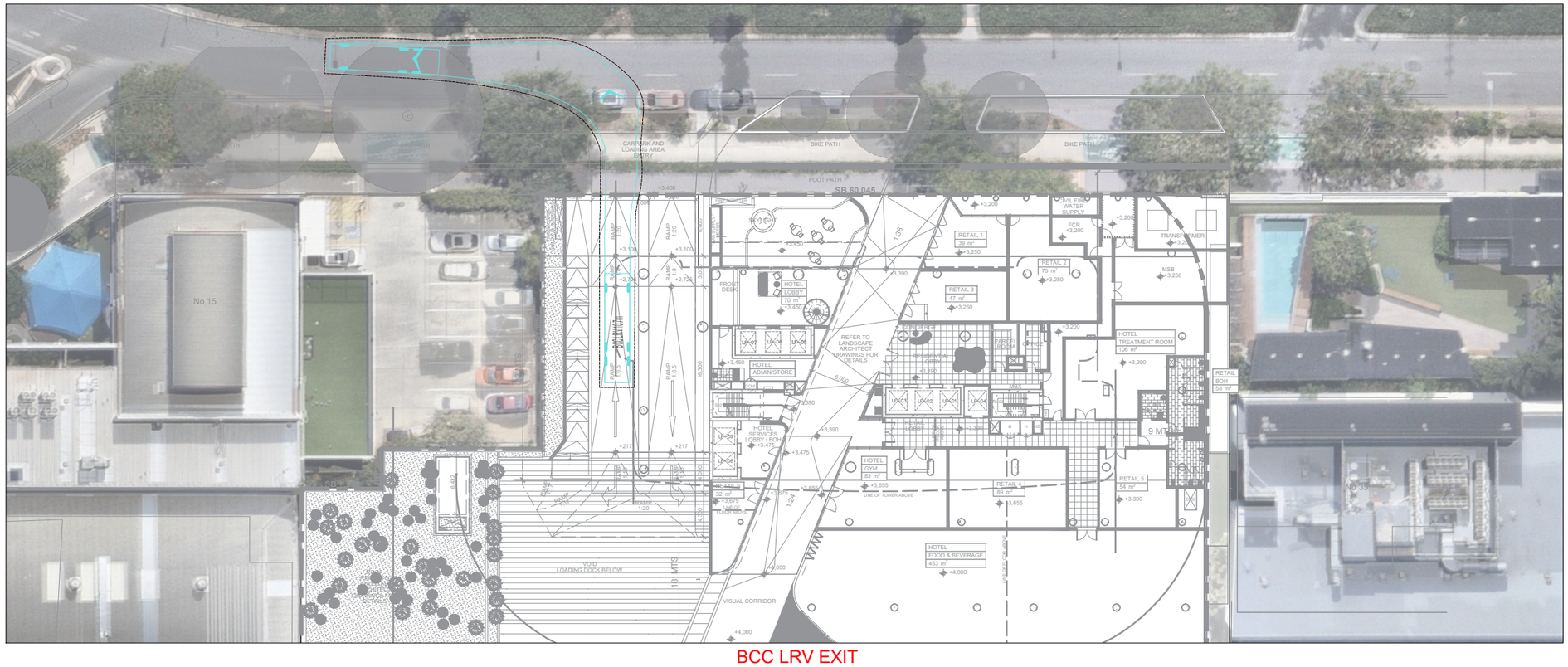
PROJECT STATUS
DEVELOPMENT APPLICATION
DRAWING TITLE
UPPER GROUND

SHEET NO.	REVISION.
DA 106A	B

Attachment 2 – Swept Paths



BCC LRV ENTRY



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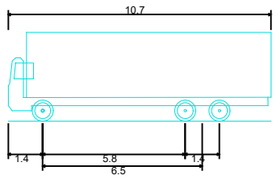

BCC LRV 10.7m	
Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m

PRELIMINARY ADVICE ONLY
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12/12/2025

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URBIS

19 HERCURLES STREET

GROUND FLOOR SWEPT PATHS - BCC LRV ENTRY AND EXIT

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

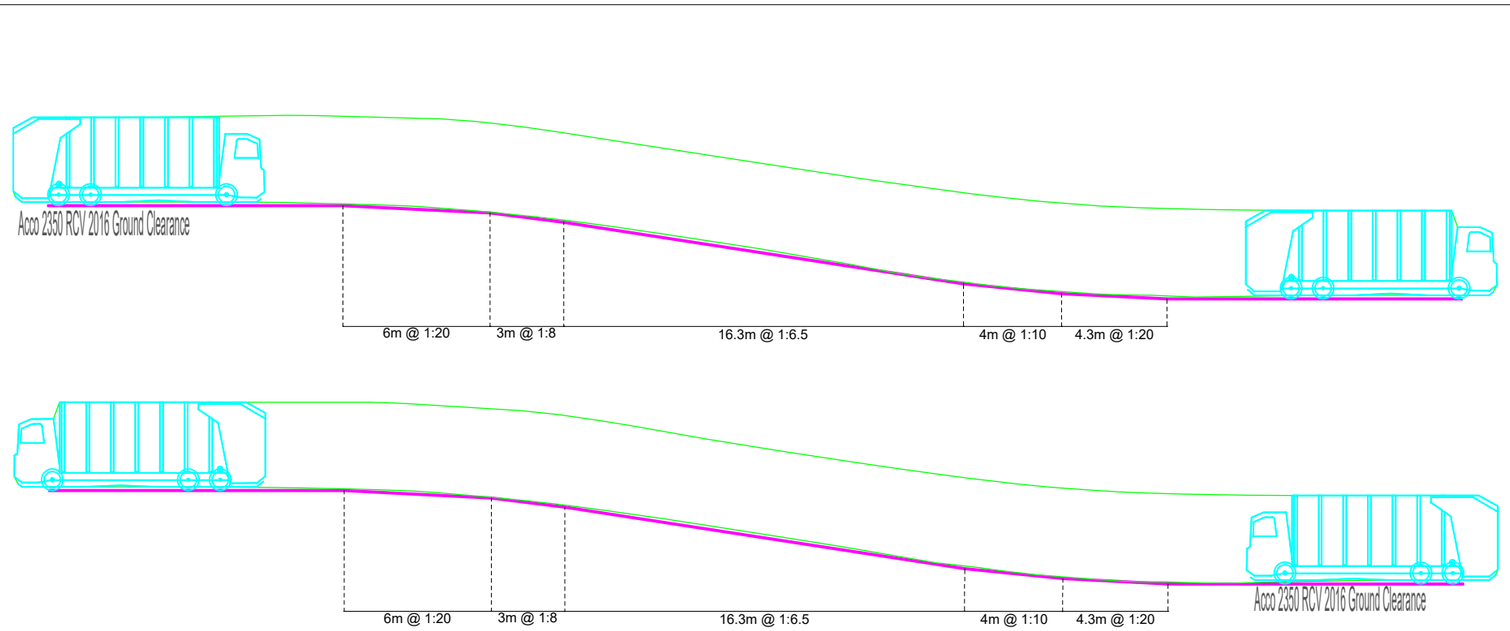
REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

PDS

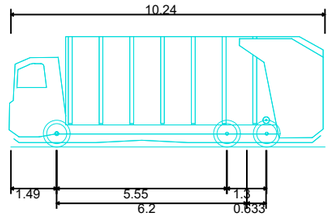
1:500 @ A3
0 5 10m

P0061324 12/12/2025

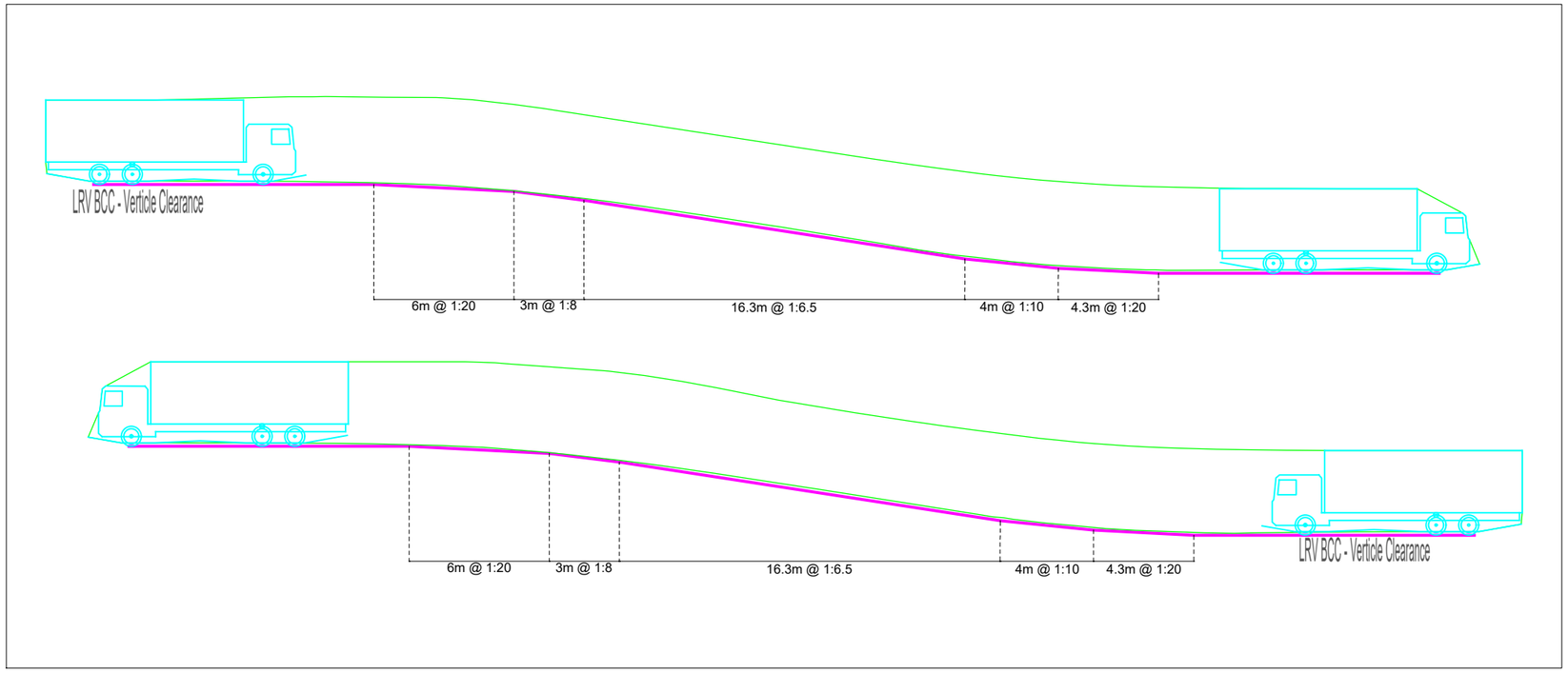
01 D



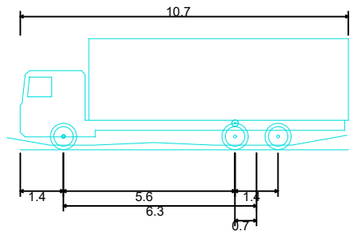
RCV GROUND CLEARANCE



Acco 2350 RCV 2016 Ground Clearance	
Overall Length	10.240m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.500m



BCC LRV GROUND CLEARANCE



LRV BCC - Verticle Clearance	
Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.150m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m

PRELIMINARY ADVICE ONLY
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12/12/2025

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URBIS

19 HERCURLES STREET

GROUND FLOOR SWEPT PATHS - GROUND CLEARANCE

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

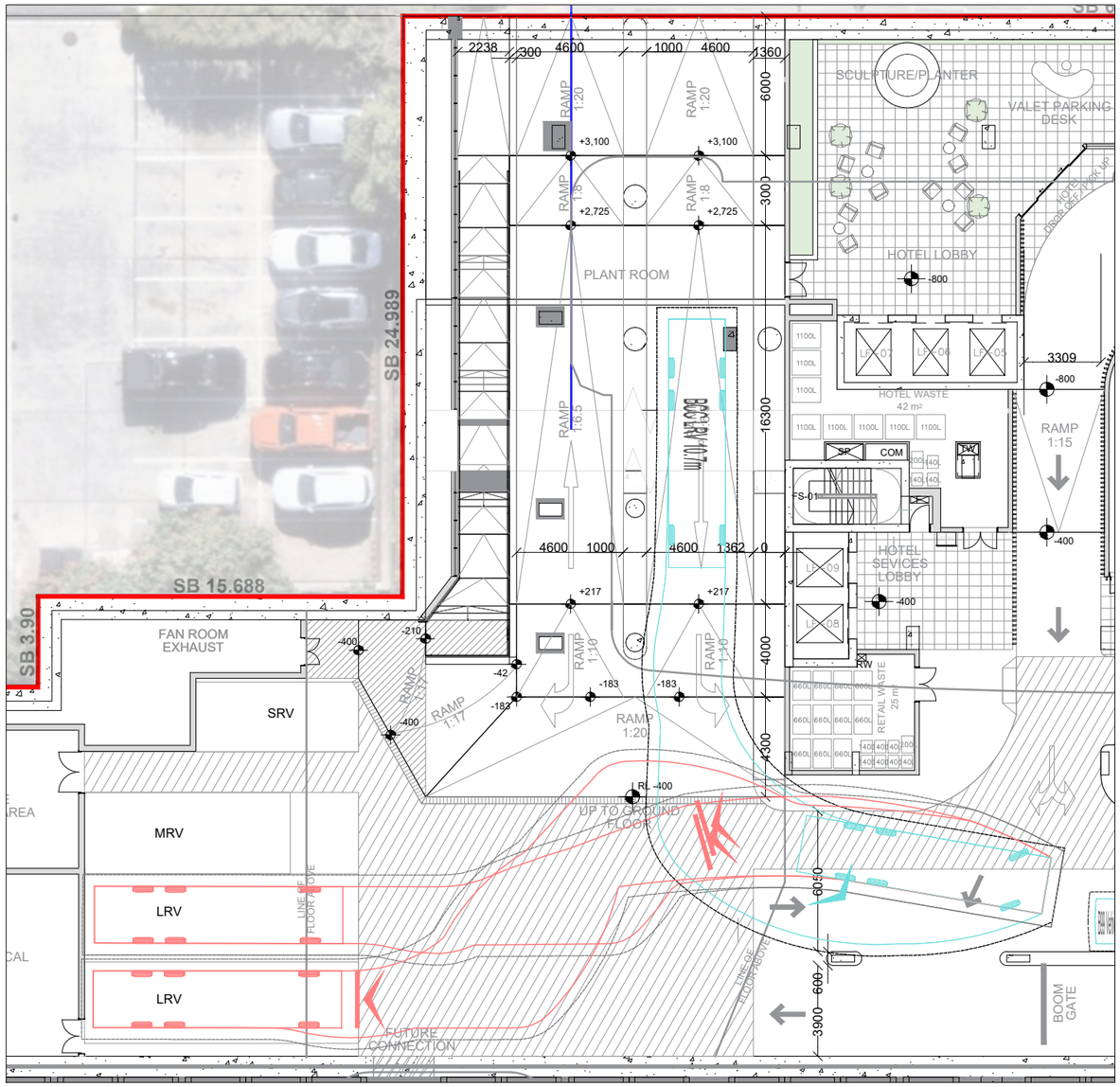
REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

PDS

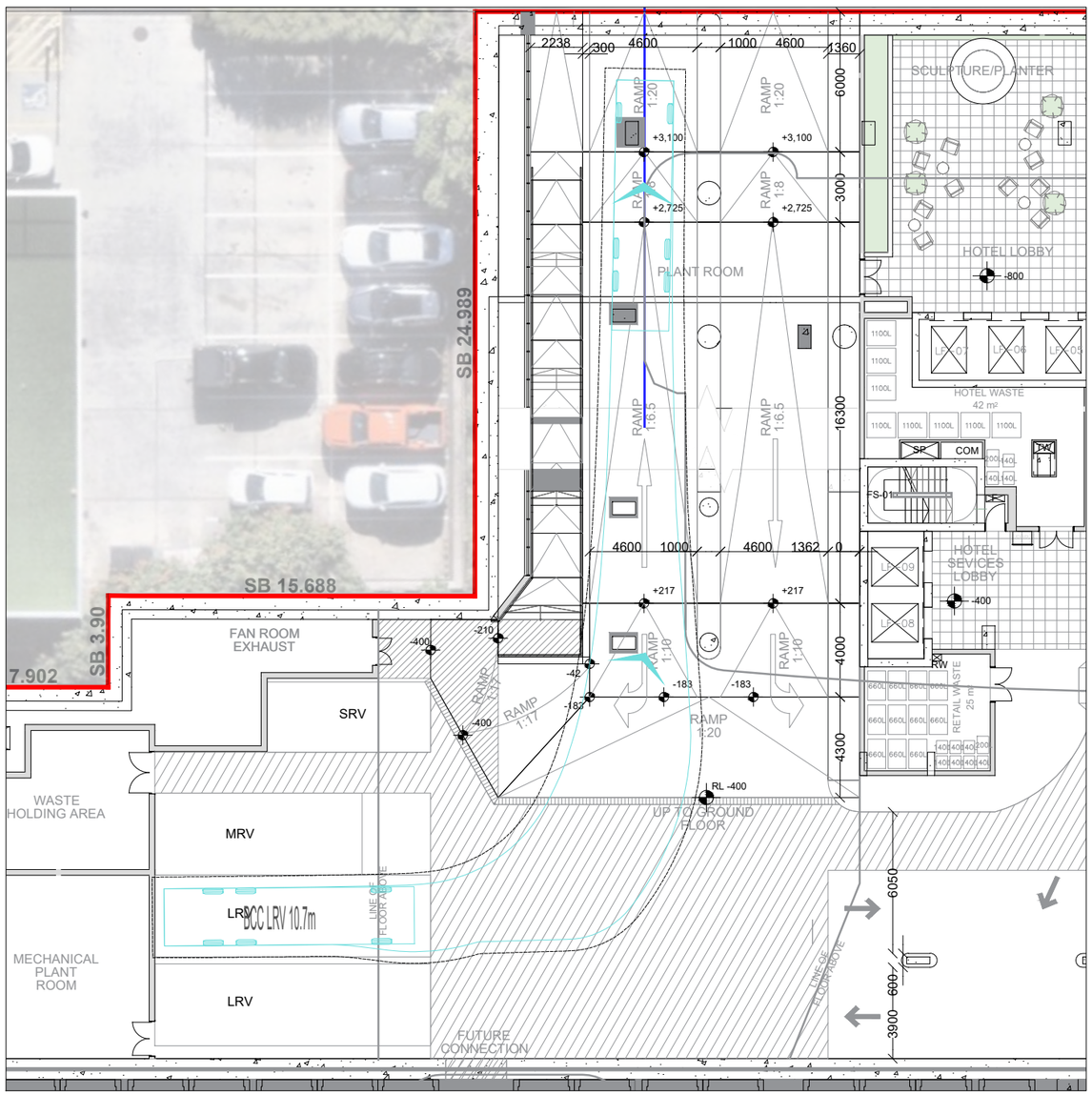
1:1,250 @ A3
0 5 10 25m

P0061324 12/12/2025

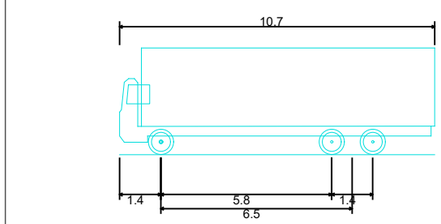
02 D



LRV ENTRY



LRV EXIT



BCC LRV 10.7m	
Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m

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BASEMENT 1 SWEPT PATHS - LRV

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

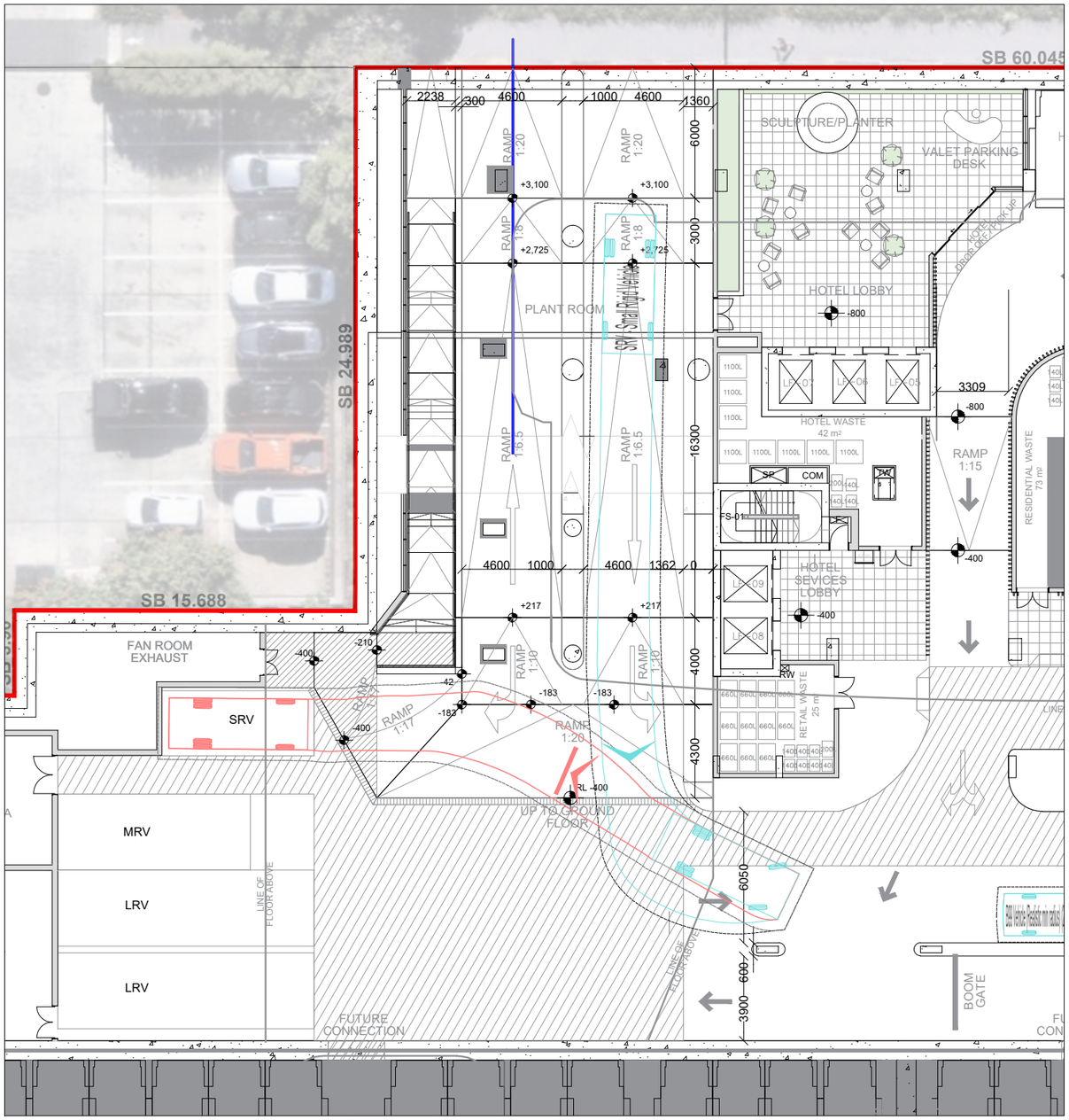
REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

PDS

1:250 @ A3
0 1 2 5m

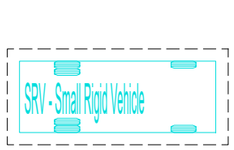
P0061324 12/12/2025

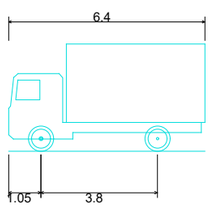
03 D



SRV ENTRY

SRV EXIT





SRV - Small Rigid Vehicle	
Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m

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19 HERCURLES STREET

BASEMENT 1 SWEPT PATHS - SRV

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
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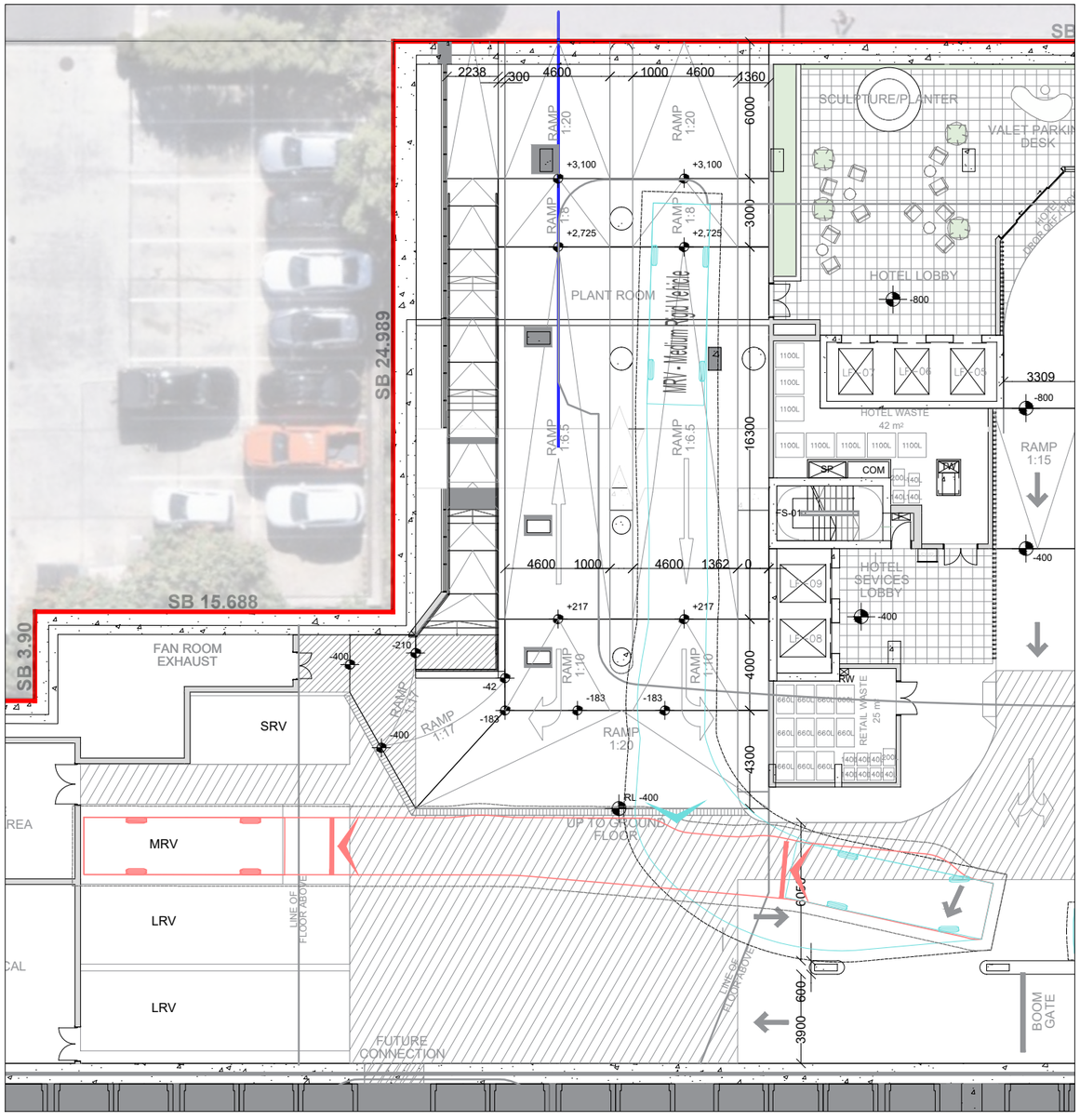
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

PDS

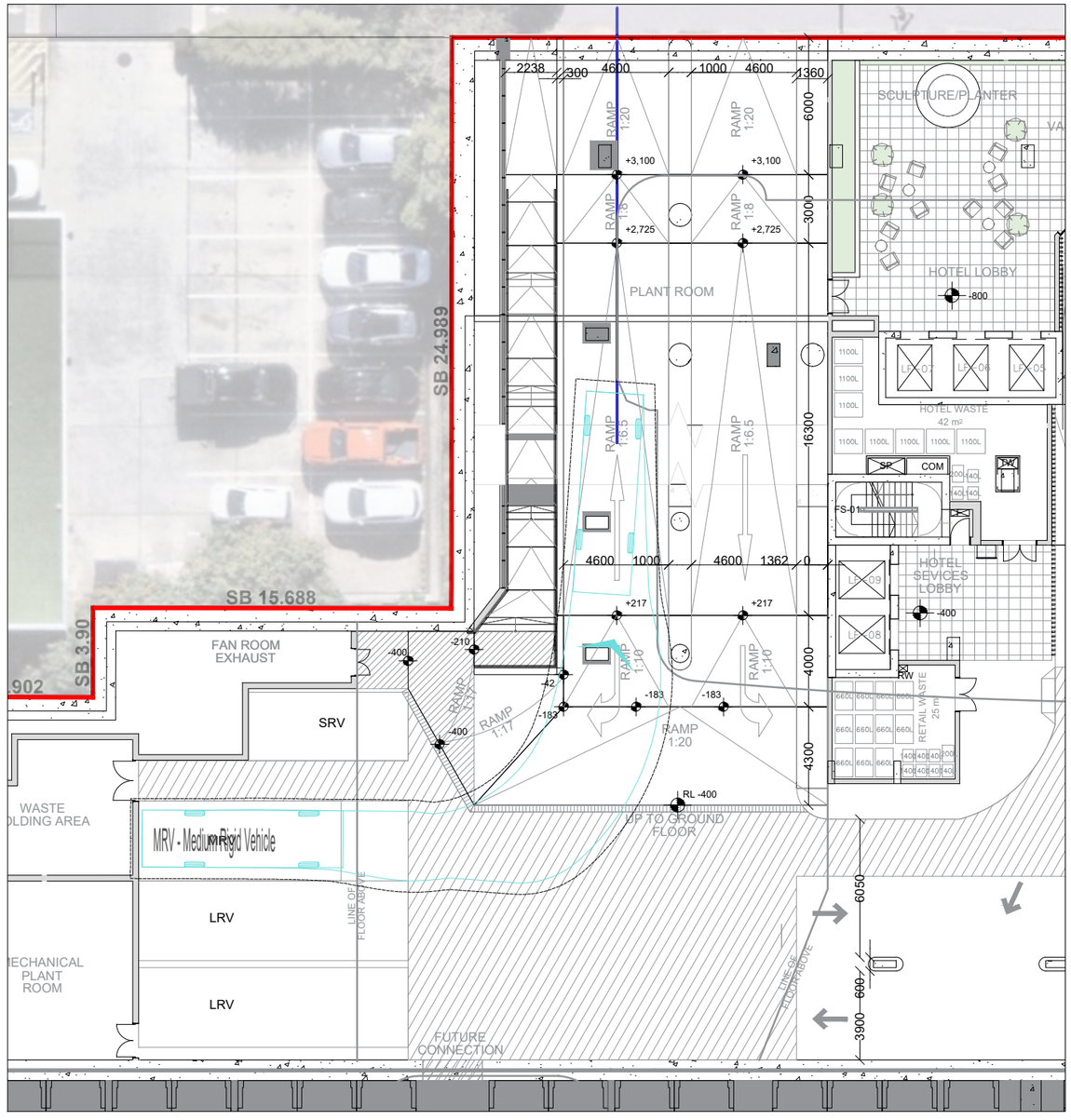
1:250 @ A3
0 1 2 5m

P0061324 12/12/2025

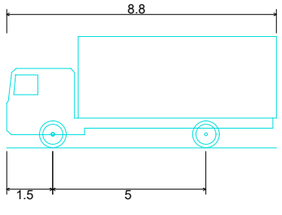
04 D



MRV ENTRY



MRV EXIT



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

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19 HERCURLES STREET

BASEMET 1 SWEPT PATHS - MRV

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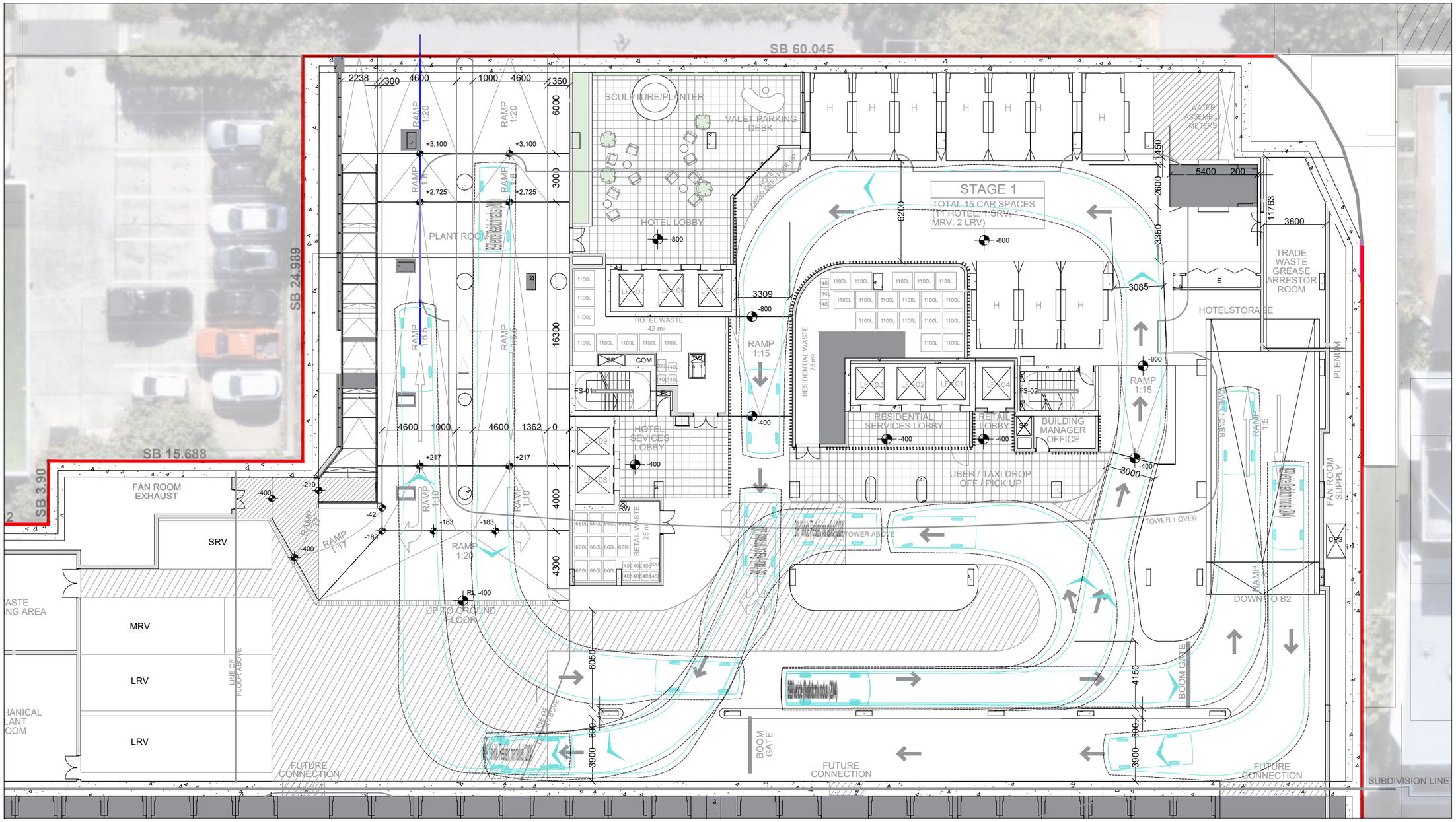
REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

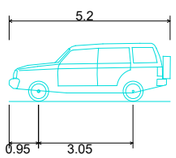
PDS

1:250 @ A3
0 1 2 5m

P0061324 | 12/12/2025

05 | D





B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
12/12/2025

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URBIS

19 HERCURLES STREET

BASEMENT 1 SWEPT PATHS - DROP OFF

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

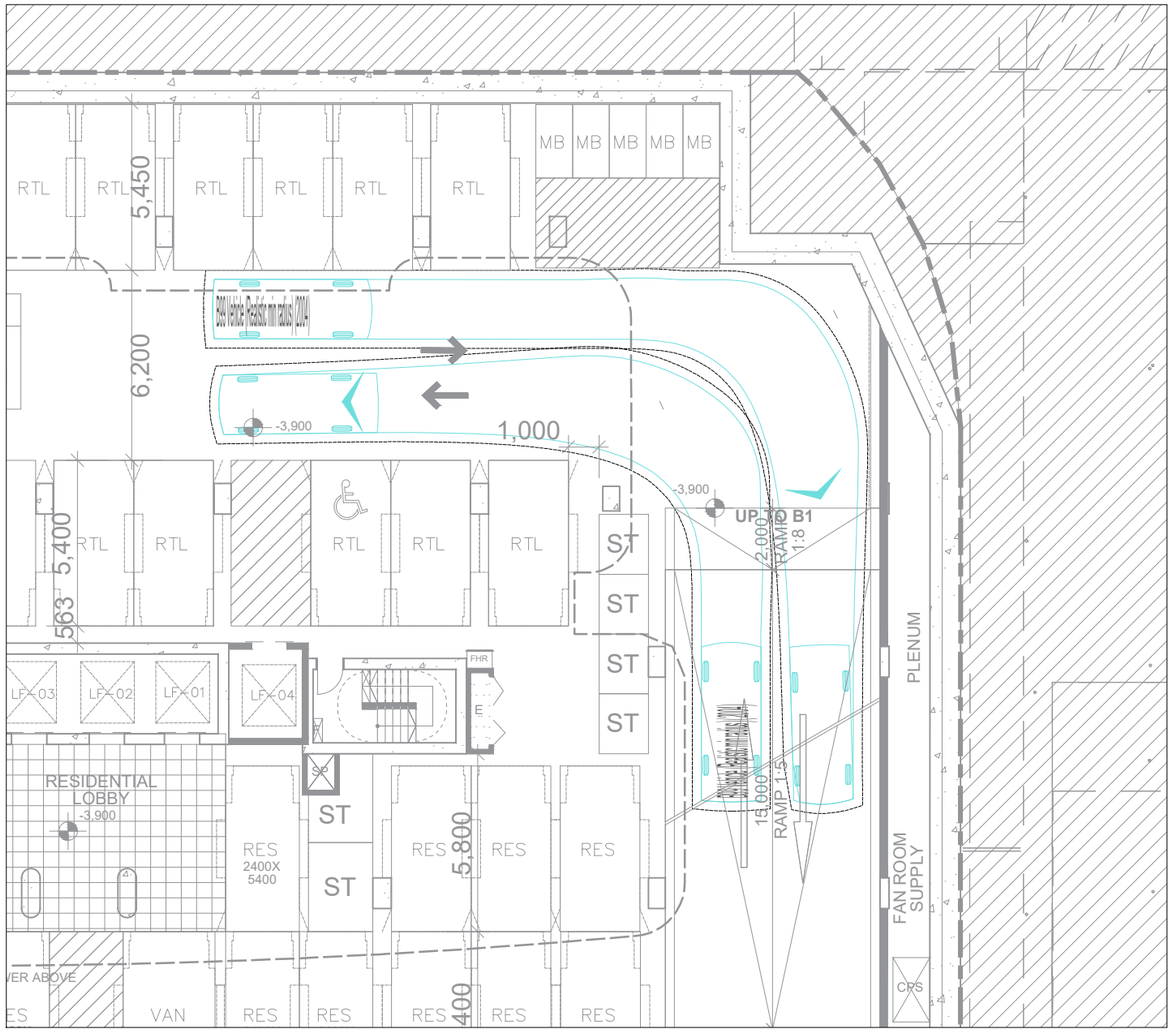
REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

PDS

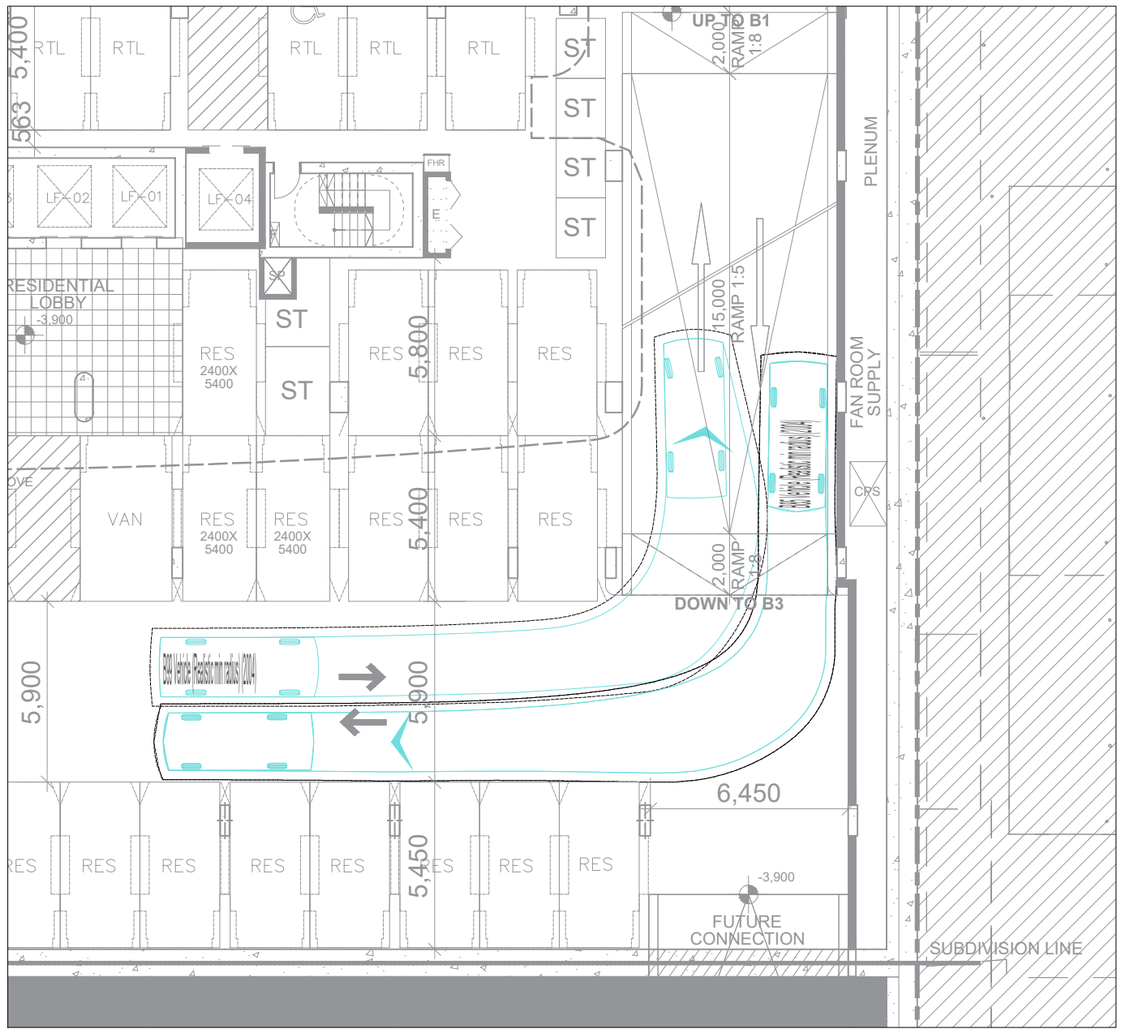
1:250 @ A3
0 1 2 5m

P0061324 12/12/2025

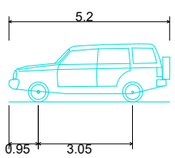
06 D



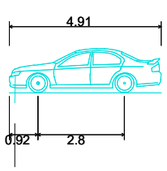
B99 / B99 CIRCULATING



B99 / B85 CIRCULATING



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

PRELIMINARY ADVICE ONLY
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12/12/2025

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IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

19 HERCURLES STREET

BASEMENT 2 SWEPT PATHS - B85 / B99 CIRCULATING

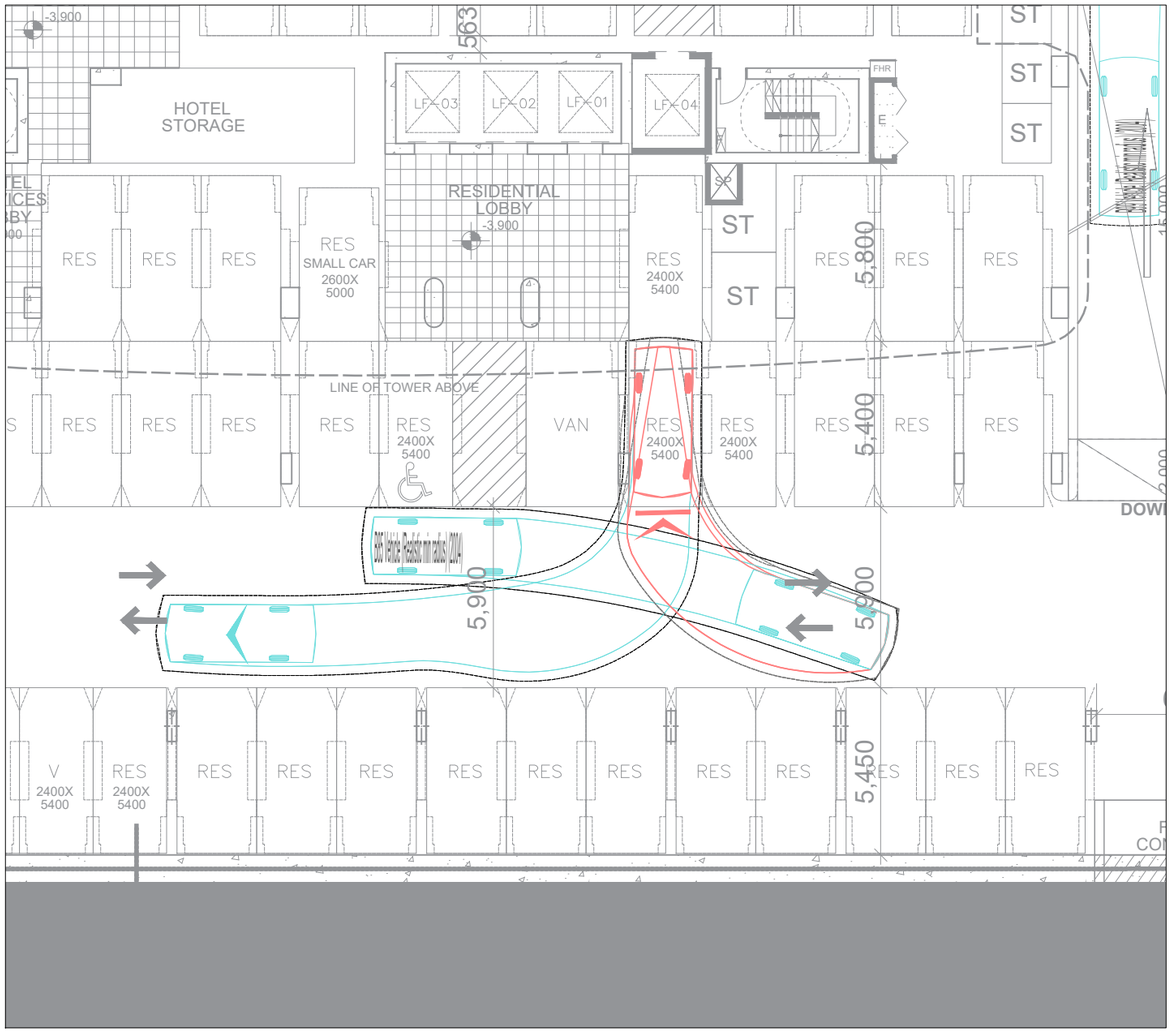
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLAN	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATH	B.C.	J.B.	07/10/2025

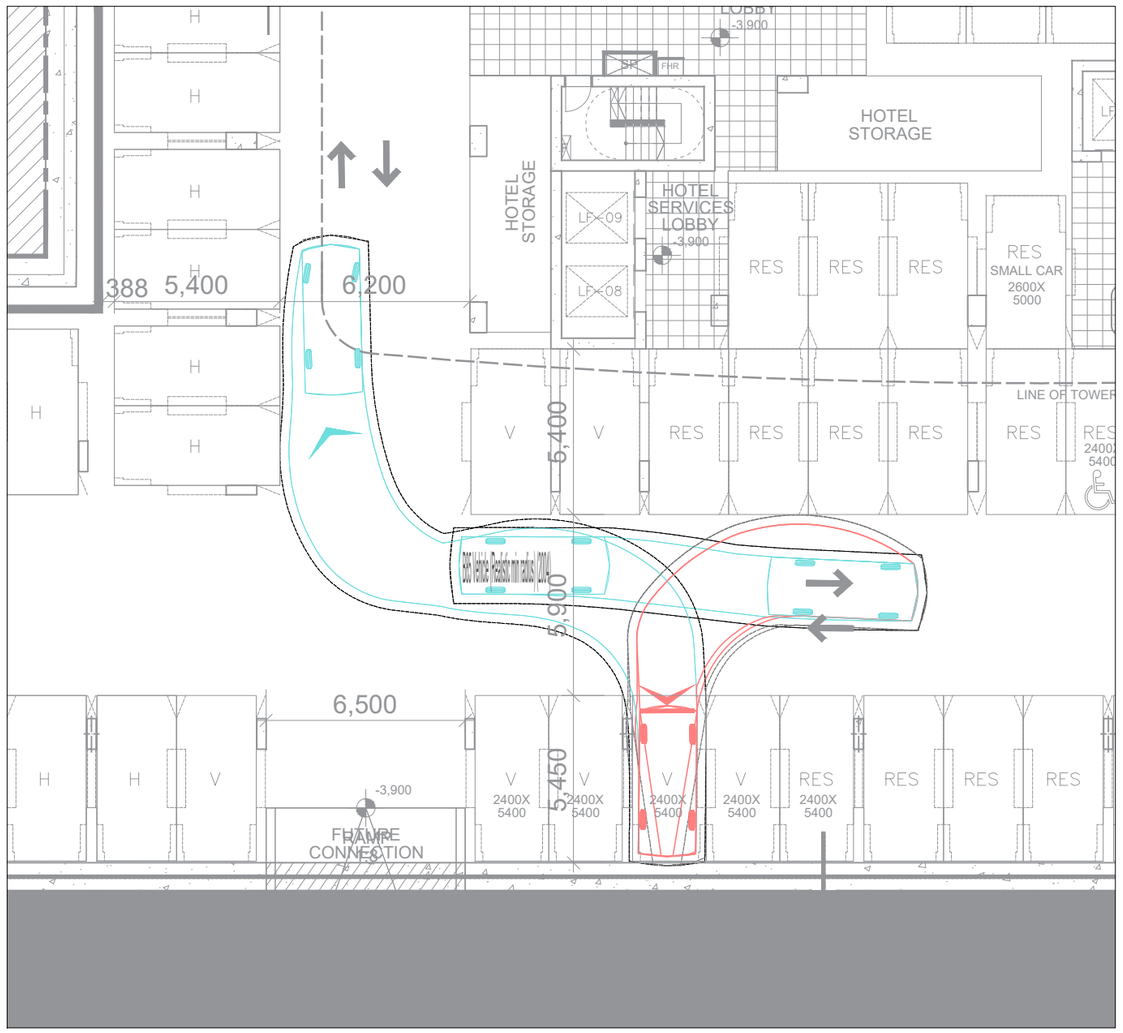
CLIENT
PDS

1:200 @ A3
0 1 2 3 4 5m

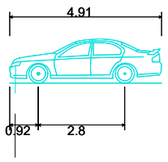
PROJECT NO. P0061324
DATE 12/12/2025
DRAWING NO. 07
REVISION D



B85 PARKING IN 2.4m RESIDENTIAL SPACE



B85 PARKING IN 2.4m VISITOR SPACE



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
25/11/2025

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IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

19 HERCURLES STREET

BASEMENT 2 SWEPT PATHS - B85 PARKING

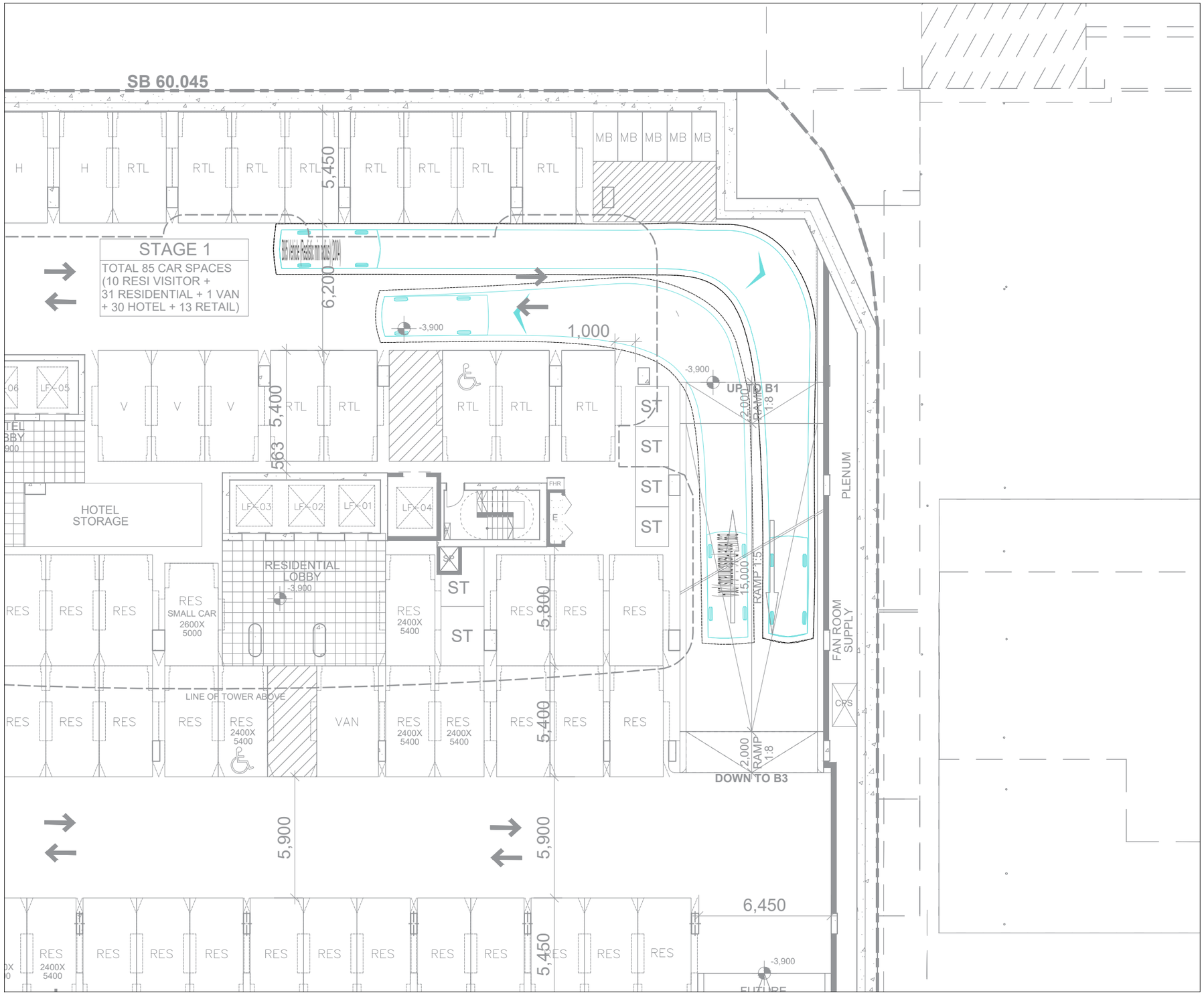
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLAN	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATH	B.C.	J.B.	07/10/2025

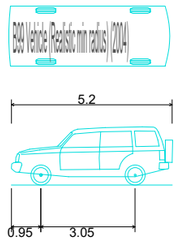
CLIENT
PDS

1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0061324
DATE 12/12/2025
DRAWING NO. 08
REVISION D

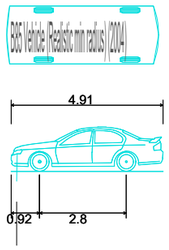


B99 / B85 CIRCULATING



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
12/12/2025

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

19 HERCURLES STREET

BASEMENT 3 SWEPT PATHS - B85 / B99 CIRCULATING

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
D	UPDATED PLANS	L.S.	J.B.	12/12/2025
C	UPDATED PLANS	L.S.	J.B.	25/11/2025
B	UPDATED PLANS	J.Y.	J.B.	04/11/2025
A	INITIAL SWEPT PATHS	B.C.	J.B.	07/10/2025

CLIENT
PDS

1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0061324
DATE 12/12/2025
DRAWING NO. 09
REVISION D