

8 July 2026

EDQ Ref: DEV-2025-BNH-4193

Development Services
Economic Development Queensland
GPO Box 2202
BRISBANE QLD 4001

Attention: Kate Wilson - Principal Planner

Dear Kate,

RE: RESPONSE TO INFORMATION REQUEST FOR A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE FOR SHORT TERM ACCOMMODATION (107 UNITS), FOOD AND DRINK OUTLET AND COMMUNITY USE ON LAND AT 8-10 HAZELMOUNT STREET, BOWEN HILLS BEING LOTS 47 & 48 ON RP9895

On behalf of the Applicant, Focus Developments No 1 Pty Ltd, please find outlined below the full response to EDQ's Information Request dated 11 February 2026. To assist EDQ with its further assessment of this proposal, we provide the following detailed response to the issues raised.

We note that minor changes to the development have been made in response to EDQ's Information Request to refine the design of the building and incorporate additional community benefits. The proposal retains a well-defined podium (4 storeys) and tower form (12 storeys) and no changes have been made to the size of the podium or tower floorplates. The tower floorplate continues to be recessed from the podium on the southern and western elevations with the southern, western and northern facades now provided with blade walls to assist with creating shadowing, variation in building form and visual interest in the tower form.

Overall, the proposed architectural design presents a contemporary, slender, well-articulated built 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 and southern elevations of the tower has been provided with limited openings to ensure the privacy of the adjoining apartments is maintained and the opportunity for overlooking is minimised.

The changes to the proposal include the following:

- The addition of a food and drink outlet on the ground floor level directly fronting the street. The food and drink outlet will have a GFA of 63m²;
- The addition of an office/meeting space on Level 1 to be used by community/not-for-profit/charitable organisations. This space will be defined as Community use and will have a GFA of 35m².
- The number of rooms has been increased from 104 to 107 with changes to the arrangement of the pool area allowing one additional room on Level 1 and two additional rooms on Level 2. We note that the proposed building footprint has not increased to accommodate the additional rooms.
- Additional design elements have also been incorporated into the proposal including:
 - o Greater activation of the ground floor/streetscape with the introduction of the Food and drink outlet which opens directly to the street.
 - o A 2.5m wide awning is proposed over the pedestrian footpath.



- Rearrangement of the vehicle access and internal driveways to provide more efficient vehicle movements and refuse collection.
- The orientation of the rooms has been updated to have window openings to the north and east. A window from the internal hall on levels 5 -15 is orientated to the west, however, this window will not result in any privacy or overlooking issues for the adjoining multiple dwelling.
 - The proposed northern elevation 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 existing tower at 37 Mayne Street which is built to the Edgar Street boundary which is sufficient to ensure the privacy and amenity of the hotel rooms and existing residential units will not be reduced.
- The overall height of the building has increased by 1.5m with 100mm added to the distance between floor levels of Levels 1-15 to accommodate the required slab thickness and improve the amenity of the rooms.
- The window planter boxes have been removed from each room on Levels 5-15 with landscaping now proposed along sections of the exterior of the building on Levels 1, 2, 3 & 4. Please see the updated Landscape concept plan for further information.

It also advised that the location of the proposed building directly adjacent to the northern boundary (adjoining the ramp serving Madison apartments) will achieve compliance with National Construction Code (NCC) 2022 (Volume One) and relevant provisions of AS1530.4 and AS2118.1 with the provision of a wall with a minimum FRL of 60/60/60 and installation of glazing protected by a dedicated sprinkler system. Please see the email correspondence from the applicant's fire engineer (Kirk Roberts Consulting) which confirms this information.

A response to the individual items raised in the Information Request is provided in the table below.

REQUEST	APPLICANT'S RESPONSE
EDQ REQUEST ITEMS	
Sufficient grounds	
<i>To address the proposed development's inconsistencies with the provisions of the Bowen Hills PDA Development Scheme (building height, plot ratio and setbacks), provide 'superior design outcomes' that deliver above the Development Scheme requirements and meet overwhelming community need.</i> <i>Examples include (but not limited to):</i> - <i>provision of a community use/tenancy;</i> - <i>provision of sustainable building design, including construction and operation to achieve a Green Star</i>	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.



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<i>rating (above Scheme requirement)</i> - <i>provision of Universal Design principles to ensure accessibility for all and provide variety in room sizes, configurations and adaptability.</i>	• 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 and incorporation of a food and drink outlet on the ground level will provide for activation and passive surveillance of Hazelmount Street. • 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. In response to the matters raised by EDQ as part of the Information Request, the proposal has been updated to incorporate additional uses and design outcomes to demonstrate the proposal is consistent with the Land Use plan and there are sufficient grounds to support the developments approval. The following outlines the additional sufficient grounds for the development. <u>Community Tenancy</u> An office room/meeting tenancy with a GFA of 35m² has been provided on Level 1 to be used solely for community groups/not-for-profit/charitable organisations. This use of this tenancy is defined as Community use. It is acknowledged that the development will be conditioned to maintain the ongoing use of this tenancy for community purposes. <u>Universal Design</u> 81 rooms which equates to 75% of the proposed rooms have been designed in accordance with EDQ's PDA Guideline 2 – Accessible Housing. <u>Building Artwork</u> Provision has been made for a large art work (6.5m x 6.7m) on the Hazelmount Street frontage of the building. Please see Drawing A200 which indicates the location of the proposed canvas. The applicant has engaged Ruby Herrenberg to deliver various pieces of artwork within the building. This will include the street activation artwork and artwork inside the building. Ruby is featured on the Brisbane City Council Outdoor Gallery program (https://www.brisbane.qld.gov.au/events-arts-and-culture/art-and-culture/outdoor-gallery-and-public-art) and has recently delivered



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	street art within the Brisbane CBD. Ruby's distinctive style and background will contribute positively to the project and deliver a genuine community outcome aligned with Council expectations. To formalise the commitment to deliver the art work and demonstrate that this community engagement outcome will be honoured, the applicant has executed a memorandum of understanding with Ruby and her manager. A copy of the memorandum of understanding is attached to this response. While the exact form of the artwork is still to be developed, the intent is to incorporate the art above the ground floor level to create a strong community connection. This may include elements such as: • An integrated art display within the shopfront glazing. • Custom-designed window treatments (e.g. frosting or decals). • Artist-designed architectural features (e.g. door handles or entry elements). • Building signage incorporating the artist's design. • Other bespoke features developed collaboratively through the design process.
Traffic and Access	
<i>Amend the Traffic Engineering Advice document to demonstrate service vehicles, including Refuse Collection Vehicles (RCV) can access the site safely and without traversing the verge or conflicting with parked cars on Hazelmount Street.</i> <i>Provide additional information in support of the proposed traffic light system to manage the conflict between the incoming and outgoing vehicles. Demonstrate the outgoing vehicles can stop at a safe distance and area and ensure there is no conflict between the manoeuvring path of the incoming vehicles and the stopped vehicle.</i>	Please see the Traffic engineering response (dated 11 June 2026) prepared by PSA Consulting which provides further information on the following: - Swept Path Analysis (Drawings SK01, SK08 & SK09) identify that cars and service vehicles can enter and exit the site without traversing the verge on Hazelmount Street. - It is acknowledged that the on-street car parking bay on the opposite side of Hazelmount Street is required to be removed to allow for vehicles movements into the subject site. The removal of this space will also improve the overall functionality and safety of vehicle movements along Hazelmount Street. - Agreement from Brisbane City Council's Partnerships Team to remove the on-street car parking space has been provided in an email to EDQ on the 6 July 2026. - It is noted that upon exiting the service bay, an MRV turning right onto Hazelmount Street partially encroaches into the existing loading zone opposite the development (to the south). To mitigate this encroachment, operational measures can be implemented, including restricting MRV movements to a left-in / left-out arrangement. Under this scenario, vehicles would utilise Edgar Street for onward travel following servicing,



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	thereby avoiding the need for right-turn movements and eliminating potential conflicts with the opposing loading zone. It is also noted that right turn movements maybe undertaken when the loading zone is not occupied. Full details of swept path analysis are included within the Traffic engineering assessment. - The access arrangement has been updated to provide a passing bay at the entry to the ramp that will allow vehicles to enter the site and engage the security/swipe card/traffic light system without restricting the movement of vehicles exiting the basement which will have a dedicated lane. The inclusion of the food and drink outlet and community use does not result in additional car parking spaces being required to achieve compliance with Council's car parking rates.
Waste management	
<i>Provide further information in the Waste Management report to accurately reflect the number of proposed rooms and ensure the number and capacity of general waste bins provided can cater for the collections each week.</i>	Please see the updated Operational Waste Management Plan (OWMP) prepared by Colliers which has updated to reflect the proposed number of rooms (107) and the inclusion of the Food and drink outlet and the Community use. The OWMP identifies that 3, 660l refuse and 3, 660l recycling bins will be provided and that these bins will be collected 3 times per week. Please see the OWMP for further details.
BCC Request Items	
Traffic	
<i>Schedule 3 of the Bowen Hills PDA Development Scheme defers to the Transport, access, parking and servicing (TAPS) Planning scheme policy (PSP) of Brisbane City Plan 2014 (City Plan) in relation to the requirements for driveways and access. The submitted traffic report has not addressed the required 3m separation from other driveways. The proposal is likely to worsen the existing substandard arrangement which includes a wide conflict zone for pedestrians with numerous vehicle entry/exit points.</i> <i>The report also shows service vehicles egressing to the south as traversing onto the current/future verge on the opposite side of the road, which is not acceptable. A service vehicle egressing to the north is shown to conflict with an existing on-street</i>	Please see the Traffic engineering response (dated 11 June 2026) prepared by PSA Consulting which provides further information on the following: - A sight distance assessment was undertaken at the proposed access point and it has been determined that the available sight distances are 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. - Swept Path Analysis (Drawings SK01, SK08 & SK09) identify that cars and service vehicles can enter and exit the site without traversing the verge on Hazelmount Street.



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<i>parking space on the eastern side of Hazelmount Street. It is recommended the traffic report be revised to ensure the site can be safely and efficiently serviced taking into consideration the current and future road layout.</i> <i>The traffic report states that a sight splay is unnecessary on the basis of the existing arrangement, however it has not considered that the existing/future use of the adjoining site may impact the visibility at this location through future development or the installation of a boundary fence. It is recommended the report be updated to address this.</i>	- It is acknowledged that the on-street car parking bay on the opposite side of Hazelmount Street is required to be removed to allow for vehicles movements into the subject site. The removal of this space will also improve the overall functionality and safety of vehicle movements along Hazelmount Street. - Agreement from Brisbane City Council's Partnerships Team to remove the on-street car parking space has been provided in an email to EDQ on the 6 July 2026. - It is noted that the land adjoining the subject its is fully developed and no further development is expected directly adjacent to the subject. - The traffic engineering response identifies the required pedestrian sight splay is provided which 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.
Waste management	
<i>The dimensions for the 'Rubbish Room' have not been provided on the proposed plans to demonstrate that the appropriate area for storage and manoeuvring can be provided. Amended plans are requested with the required dimensions for further assessment.</i> <i>The plans indicate that when the Refuse Collection Vehicle (RCV) is occupying the loading zone, it will block access to the 'Rubbish Room' and the bins cannot be moved for servicing. The plans are to be amended to demonstrate the transfer path for bulk bins from the 'Rubbish Room' to the rear of the RCV is not impeded by the RCV or built form. If the intent is to move the RCV further into the aisle, the final standing position must be shown on the RPEQ swept path analysis.</i> <i>As mentioned above the swept path analysis utilises the future road widening to demonstrate that an RCV can access the site, however a swept path analysis has not been provided to demonstrate the RCV can access the site with the current</i>	The proposed Rubbish Room has internal dimensions of 3.12m and 4.8m which is sufficient for the storage and movement of 6, 660l bins. As noted within the updated OWMP the driver of the refuse vehicle will ensure the rear of the RCV aligns with the bin storage area or at least 1200mm is provided between the standing RCV and the bin storage area to ensure sufficient space is available between the RCV and the room for bin manoeuvring. Swept Path Analysis (Drawings SK01, SK08 & SK09) identify that service vehicles can enter and exit the site without traversing the verge on Hazelmount Street. We note that the updated swept paths are RPEQ endorsed and have been provided in accordance with design requirements identified. It is acknowledged that a service vehicle will partially encroach with the loading zone when undertaking right turn movements. However, to mitigate this interaction, operational measures can be implemented, including restricting service vehicle movements to a left-in / left-out arrangement. Under this scenario, vehicles would utilise Edgar Street for onward travel following servicing, thereby avoiding the need for right-turn movements and eliminating potential conflicts with the opposing loading zone.



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road width. Additionally, the swept path does not provide the full vehicle specifications used. It is recommended an amended RPEQ endorsed swept path analysis be provided to demonstrate an RCV (as per BSD-3008 Sheet 2 of 2) can safely and efficiently provide on-site servicing. The following is to be shown in the updated documentation: - Ensure the RPEQ endorsed swept path analysis utilises the current road configuration - Include legally parked vehicles on both sides of Hazelmount Street, ensuring the RCV (including the clearance envelope) is not impacted by parked vehicles - A kerb to kerb turning radius of 9.757m - A 6s lock to lock time - Denote the width of the clearance envelope - Specify the intended speed - Specify the gradient of the loading zone on the amended plans - Denote the vertical clearance of the loading zone and aisle on the elevation plans	

I trust that the information contained and attached to this response sufficiently address Economic Development Queensland's Information Request and will enable the application to progress to public notification. If you have any questions or required anything further, please contact me on 0400 130 207.

Yours sincerely,

Paul Hanly
Principal – Planning

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V1	8 July 2026	FINAL	PAUL HANLY	 DAVID IRELAND

