

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
V3	11 June 2026	Technical Note	Daina Aliboso Hamish Flett 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. Additionally, this report provides additional information in response to Economic Development Queensland's (EDQ) information request (*DEV-2025-BNH-4193*) received 11th February 2026.

The proposed hotel will consist of 107 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.

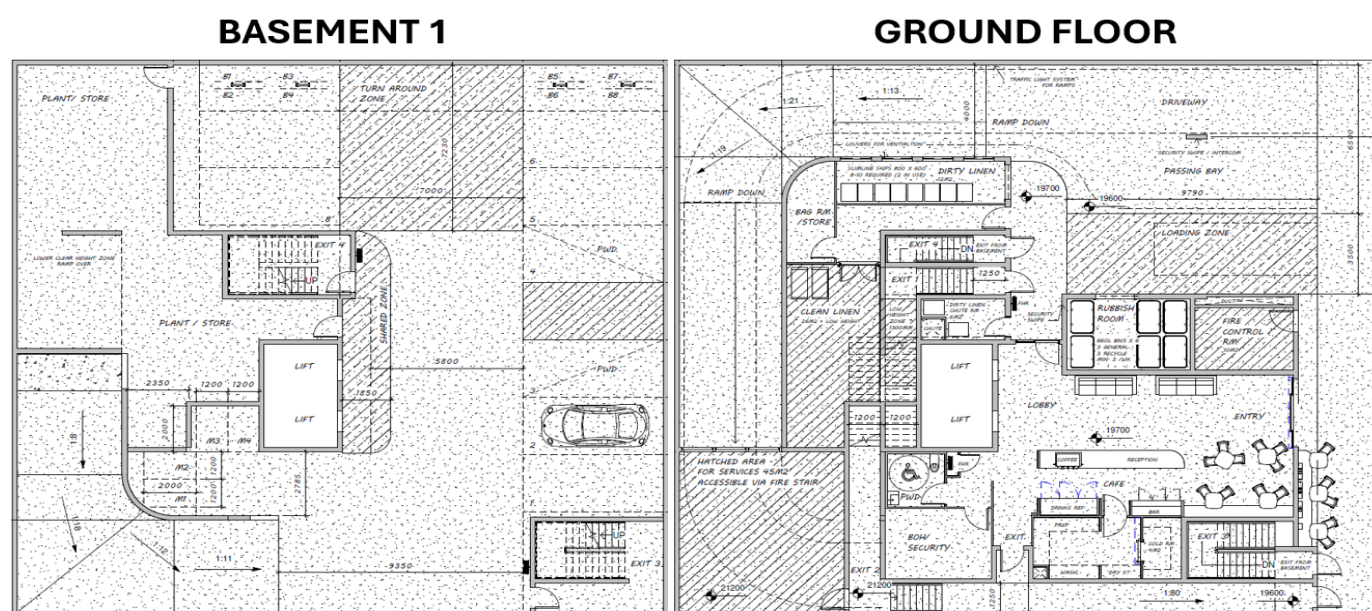


Figure 1: Development Site Plan (Source: Architecture Australia)

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> LAND USE PLANNING > DEVELOPMENT APPROVALS > TRANSPORT PLANNING > TRAFFIC ENGINEERING
 > TRANSPORT PROGRAM MANAGEMENT AND OPERATIONAL READINESS > INFRASTRUCTURE



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.

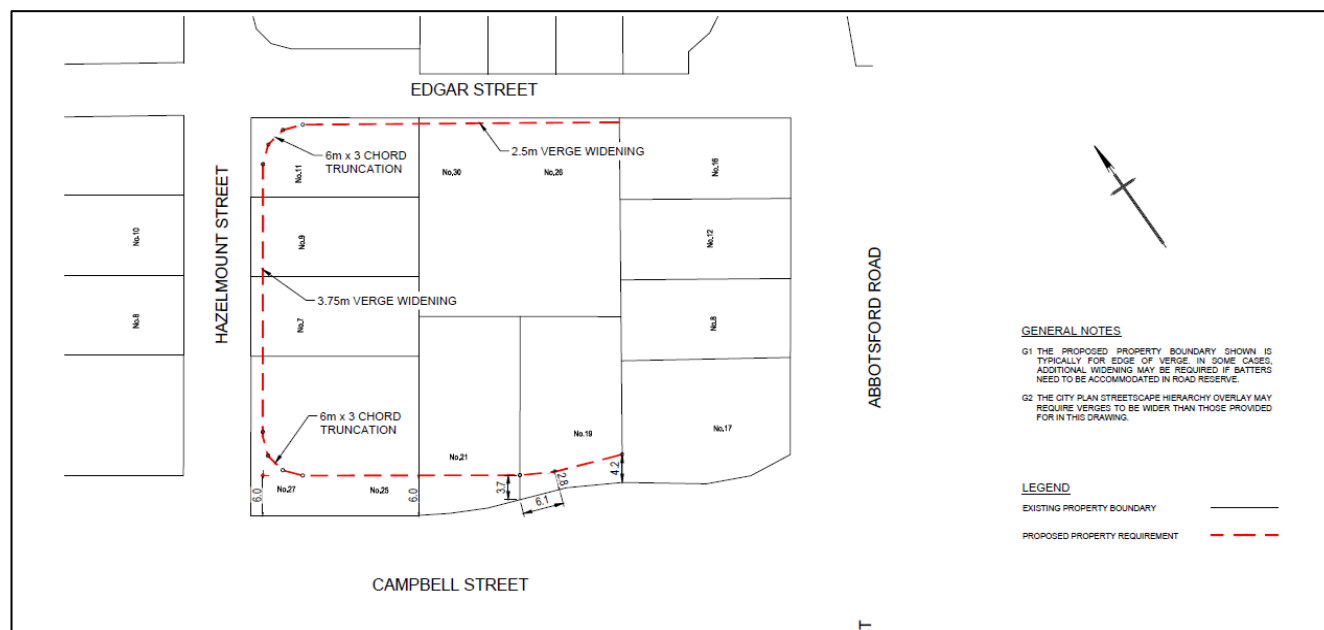


Figure 2: Road Widening Plans (Source: Brisbane City Council)

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	10.0 m (combined)	✓
Parking Aisle Width	6.2 m	5.8 m – 7.0 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 – 1:13	✓
Ramp Grading (Curved)	1:6	1:12 – 1:21	✓
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 through the circulation roadway and access the basement parking 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 entering/exiting the basement carpark at a time, operating as a single-lane access. To manage potential vehicle conflicts, both a passing bay/waiting bay and traffic signals will be installed at the entrance to alert incoming vehicles when an outbound vehicle is present and allow them to hold on-site whilst the other vehicle exits the property. This is highlighted 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	107 bedrooms	0.25 space per room (maximum)	27	8	✓

Table 2 indicates that the development can provide a maximum of 27 car parking spaces. The proposal includes 8 car parking spaces, including 2 PWD spaces, which meets this requirement. It should be further noted that 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. Given the constrained nature of the surrounding road network, it is anticipated that private waste collection services will be required, utilising an MRV as the design vehicle. A detailed swept path assessment has been undertaken to demonstrate that a Medium Rigid Vehicle (MRV) can access and service the loading bay without significant conflict. The assessment confirms that the MRV is able to manoeuvre into the loading bay without encroachment on the opposing verge or adjacent structures.

As previously discussed with EDQ, the existing on-street parking space located opposite the site access represents a conflict point and will need to be removed. Its removal will further improve the functionality and safety of vehicle movements along Hazelmount Street.

Upon exiting the service bay, minor encroachment into the existing loading zone opposite the development (to the south) occurs when an MRV undertakes a right-turn manoeuvre. This encroachment is limited, requiring a reduction of approximately 3.5 metres from the existing loading zone. This is considered minor, as approximately 17 metres of loading space would remain available. This residual length is adequate to accommodate large or medium vehicles, or multiple smaller vehicles. To further mitigate this interaction, 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, thereby avoiding the need for right-turn movements and eliminating potential conflicts with the opposing loading zone. 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.

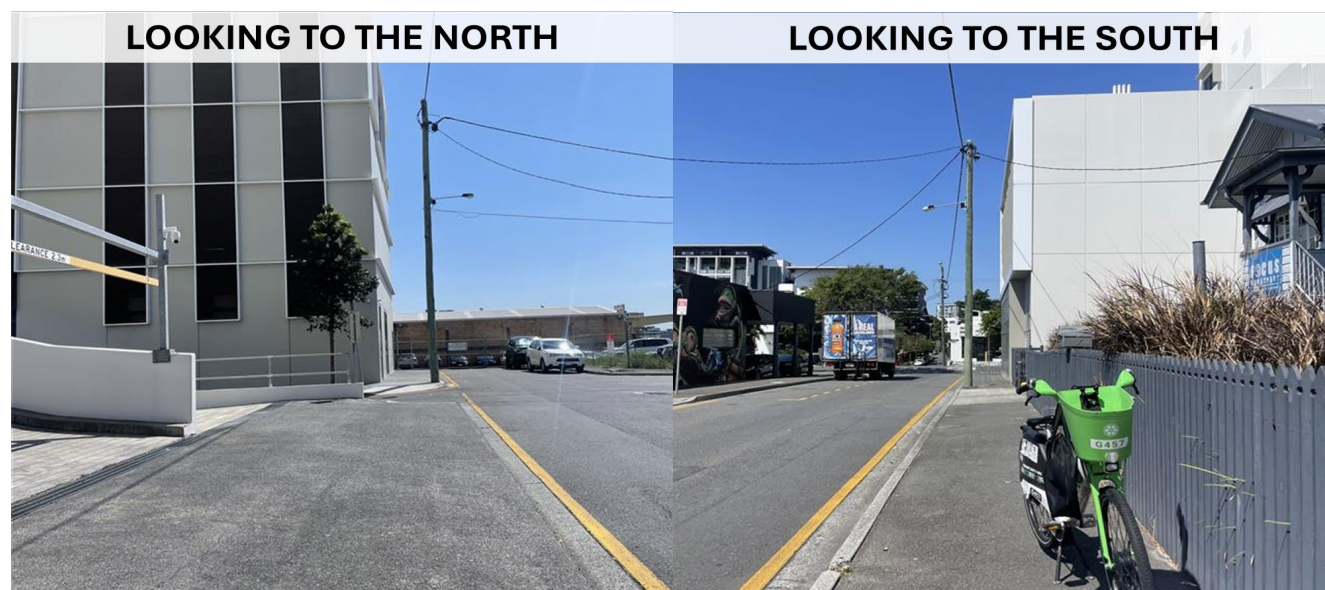


Figure 3: Surrounding Pedestrian Footpath (Source: PSA)

3.2 Pedestrian Spays

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.

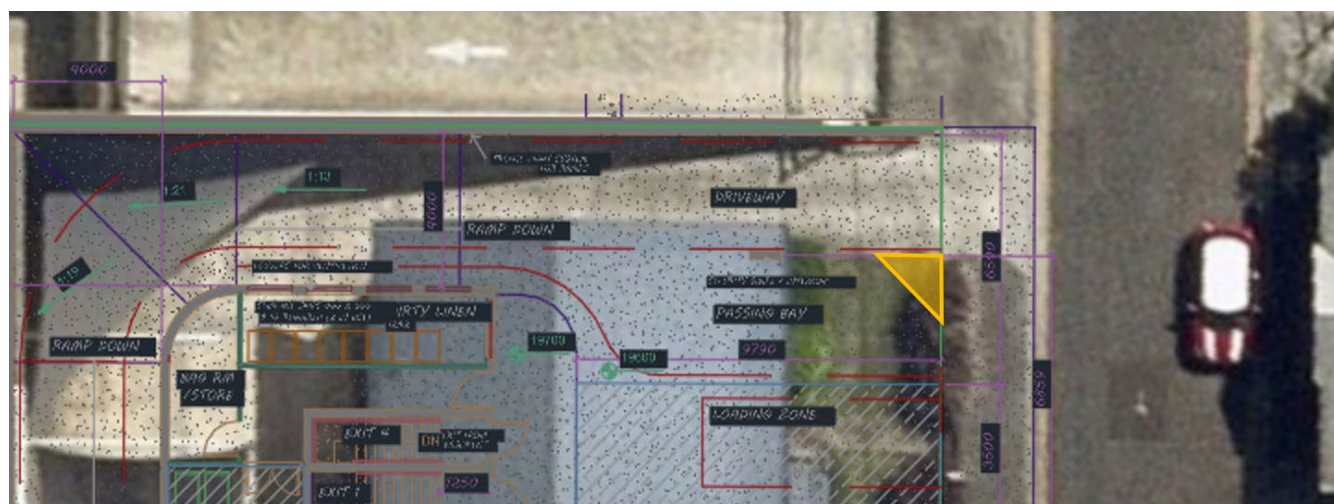


Figure 4: Pedestrian Spays (Source: Architecture Australia, PSA)



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 while sight distance looking to both directions is illustrated in Figure 6 and Figure 7

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.

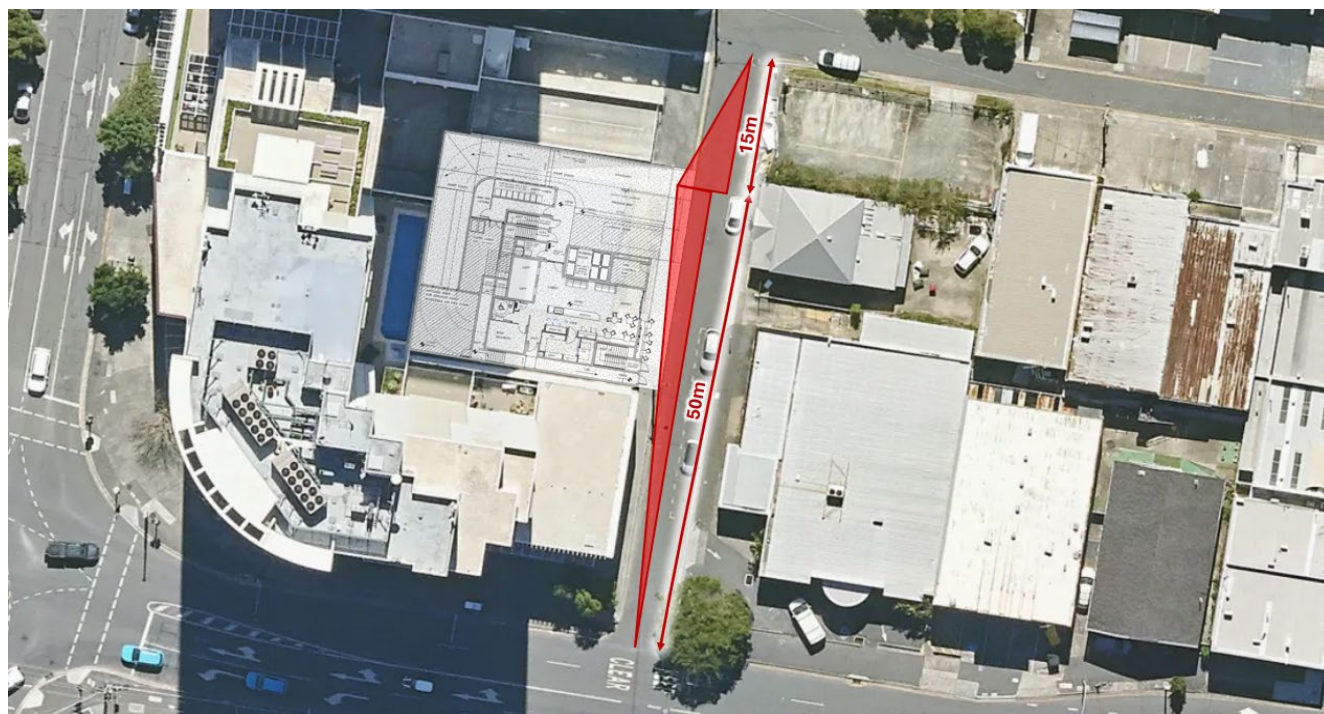


Figure 5: Sight Distance Assessment (Source: PSA)

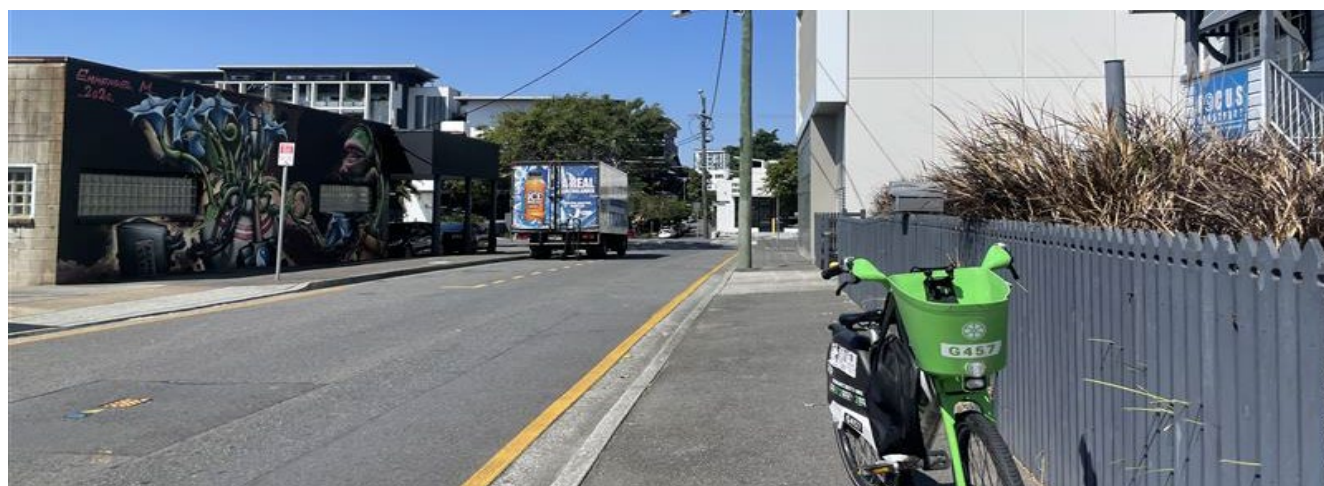


Figure 6: Sight Distance Looking to the South (Source: PSA)

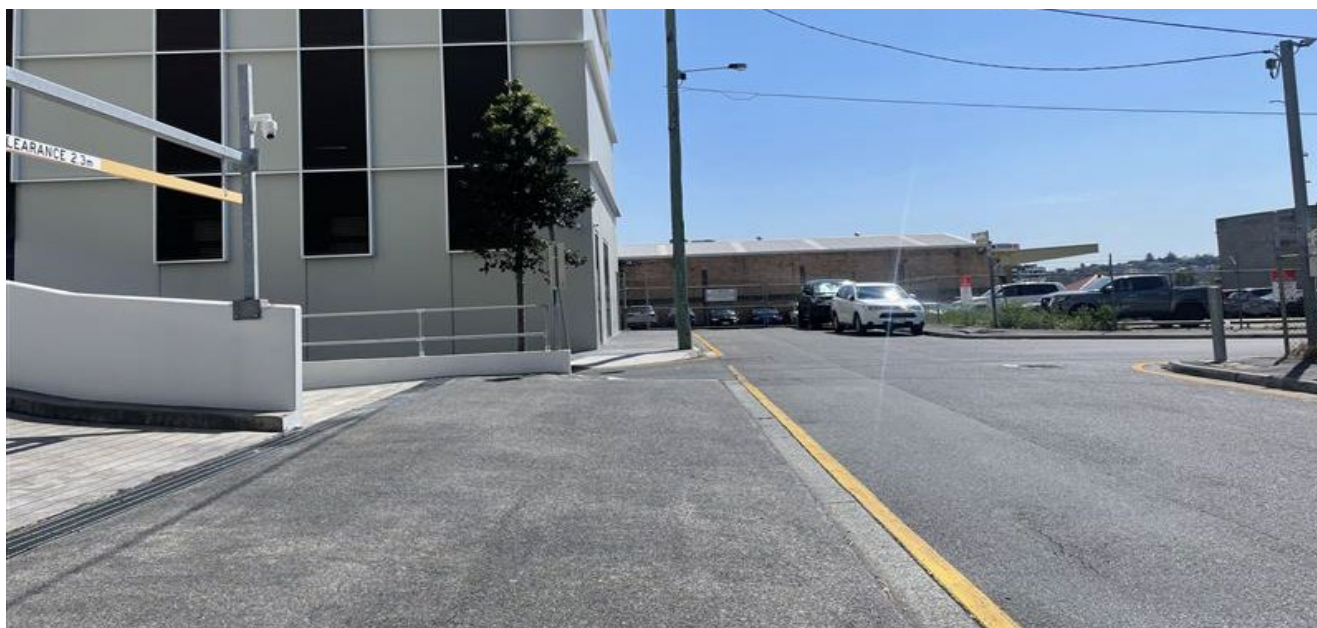


Figure 7: Sight Access Looking to the North (Source: PSA)

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 107 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 parking aisle widths. The swept path analysis indicates that a passenger vehicle can manoeuvre within the site and access the basement car parking 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 in and out of the basement circulation roadway at a time, operating as a single-lane access. To manage potential vehicle conflicts, traffic signals and an additional passing bay/waiting bay will be provided at the entrance to alert incoming vehicles when an outbound vehicle is present and allow a waiting vehicle to hold on-site whilst the opposing vehicle exits the development. These measures will enhance safety and operational efficiency at the site access point.

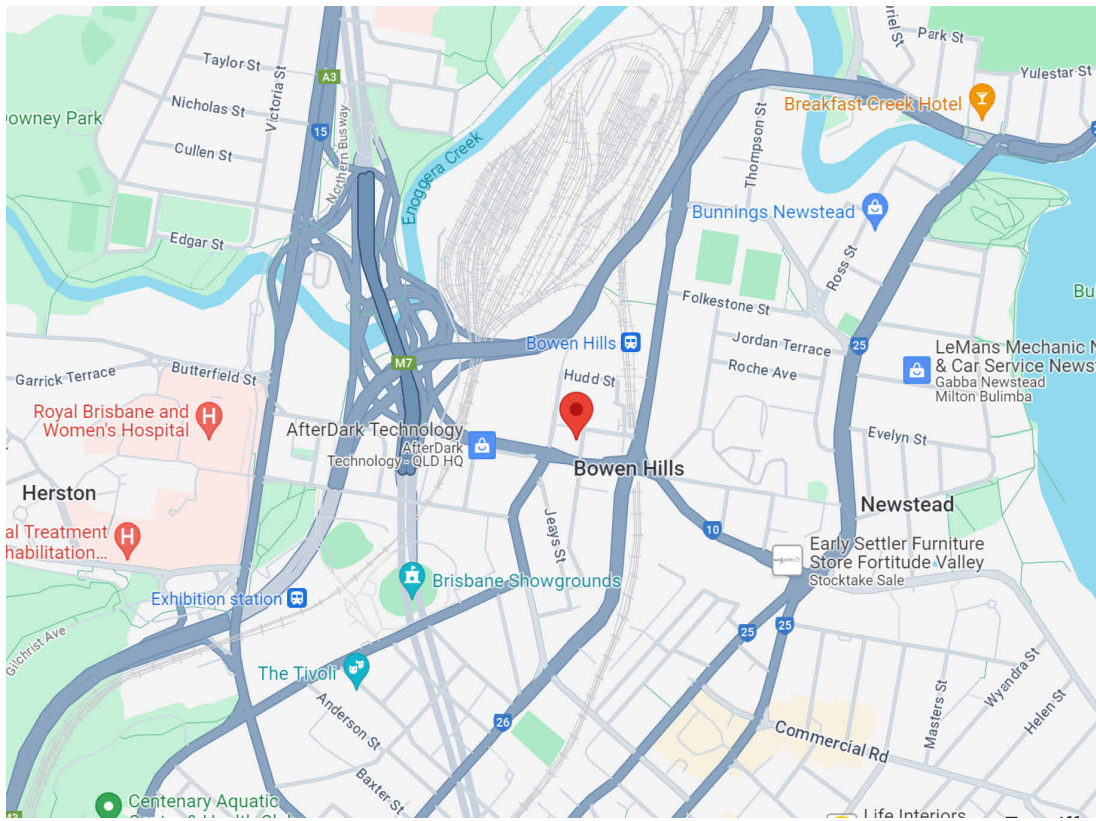
The parking analysis indicates that the development can provide a maximum of 27 car parking spaces while the proposal includes 8 car parking spaces, including 2 PWD spaces, thereby satisfying this requirement. Therefore, the parking provision is considered more than adequate given the site's location and access to public transport.

Swept path analysis further confirms that a Medium Rigid Vehicle (MRV) can access the loading bay. While minor interaction with the existing on-street loading zone opposite the site may occur during right-turn exit manoeuvres, this impact is limited and can be mitigated through operational controls, including a left-in / left-out servicing arrangement. Accordingly, the proposed servicing strategy is considered acceptable and no additional amendments required.

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



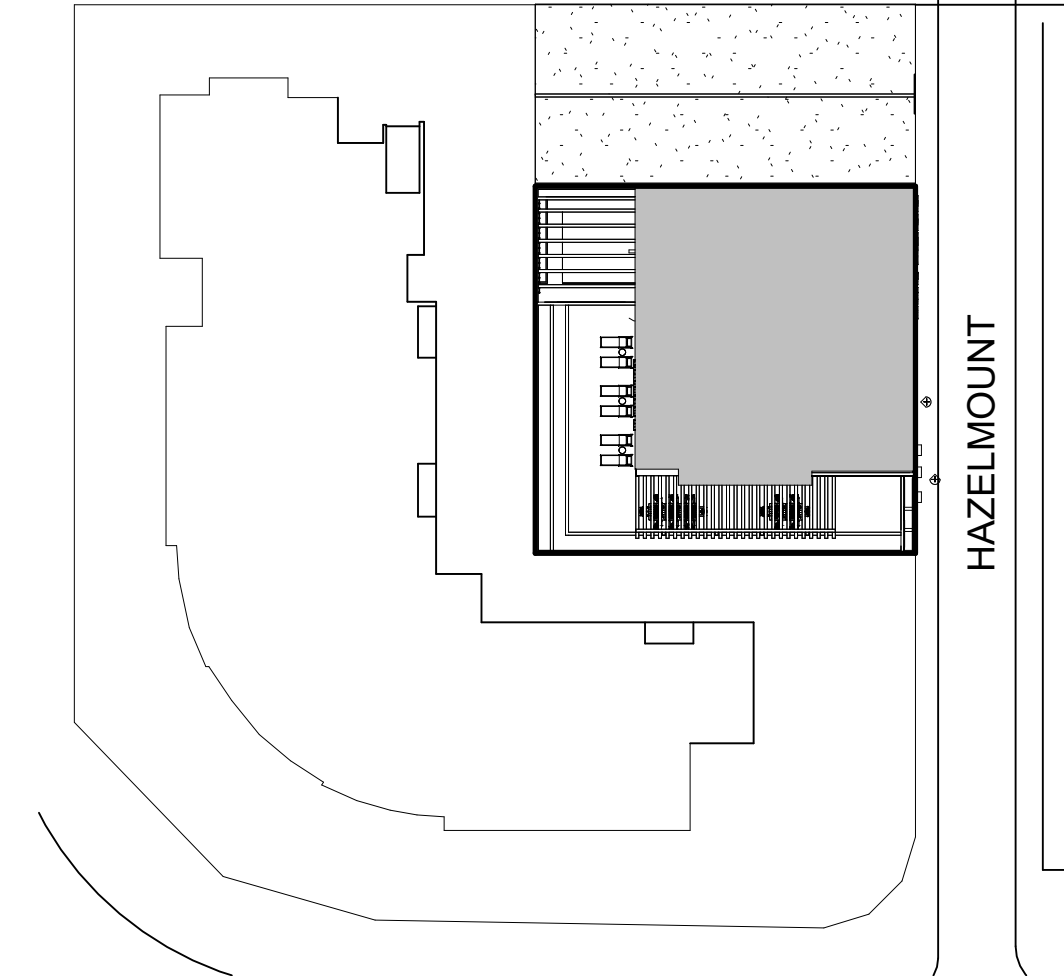
SURROUNDING AREA MAP

EDGAR

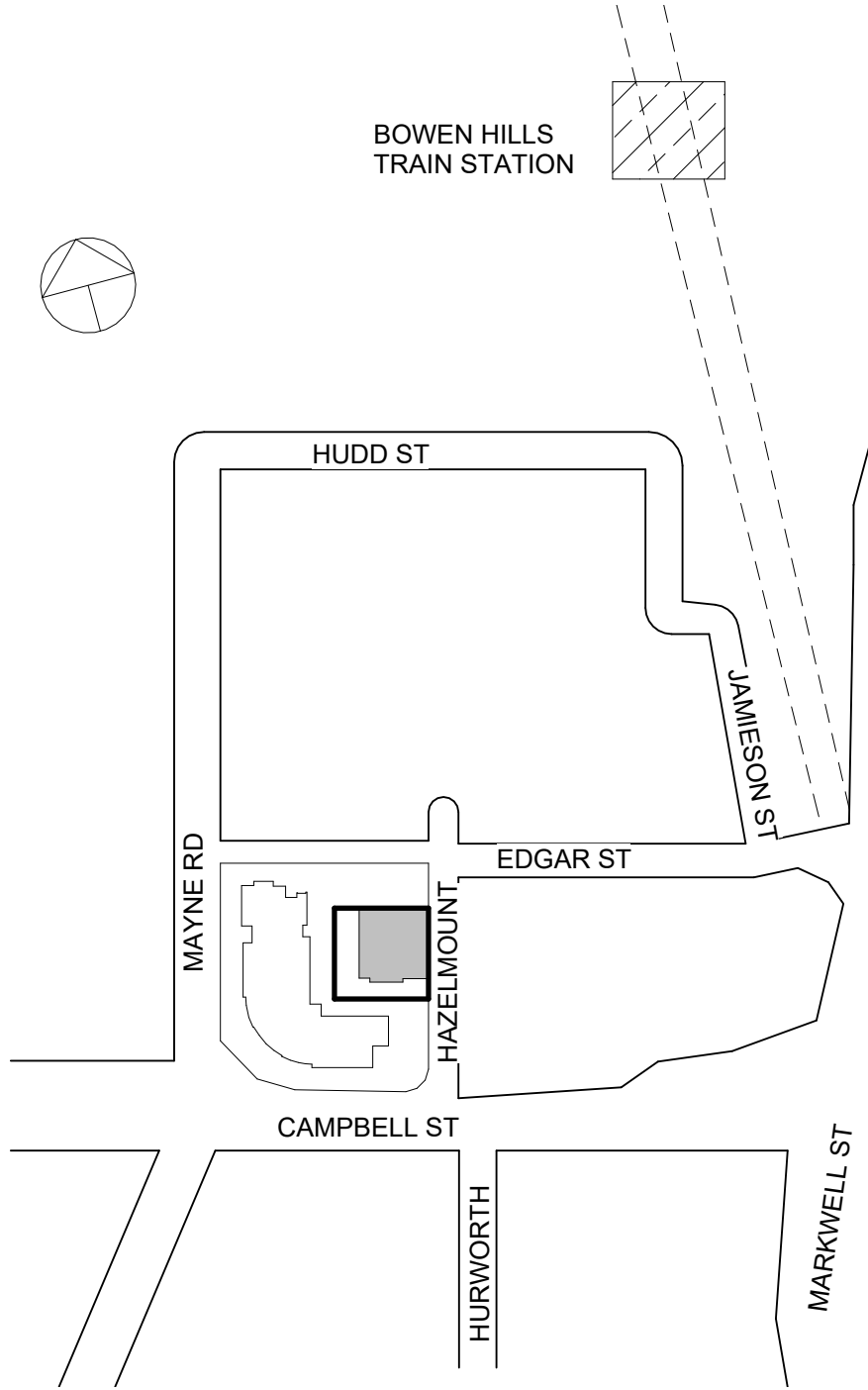
MAYNE

HAZELMOUNT

CAMPBELL



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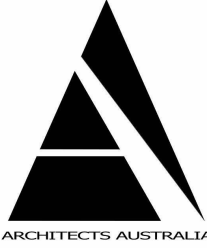
2 AREA PLAN
1 : 2000

PROPERTY DESCRIPTION

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

DISTANCE TO CLOSEST

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

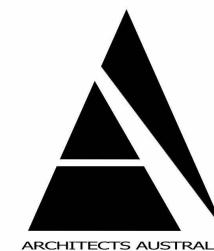
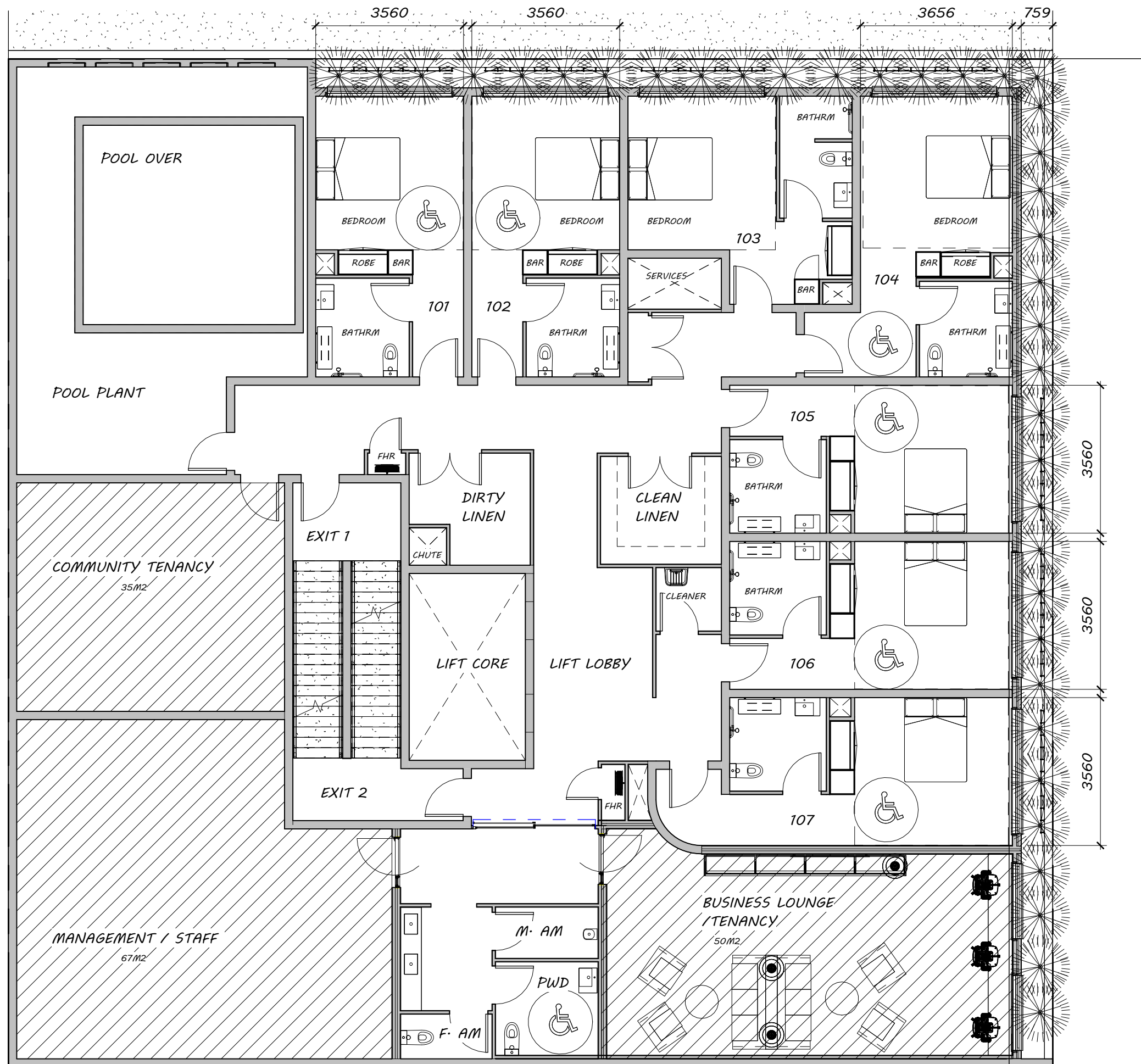

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FOCUS DEVELOPMENTS
NO.1
THE TODD
10 HAZELMOUNT ST,
BOWEN HILLS

SITE LOCALE
SHEET NO. A001

SCALE As indicated @
A3 PROJECT NO. 2062
ISSUE 4
DATE 28/02/24

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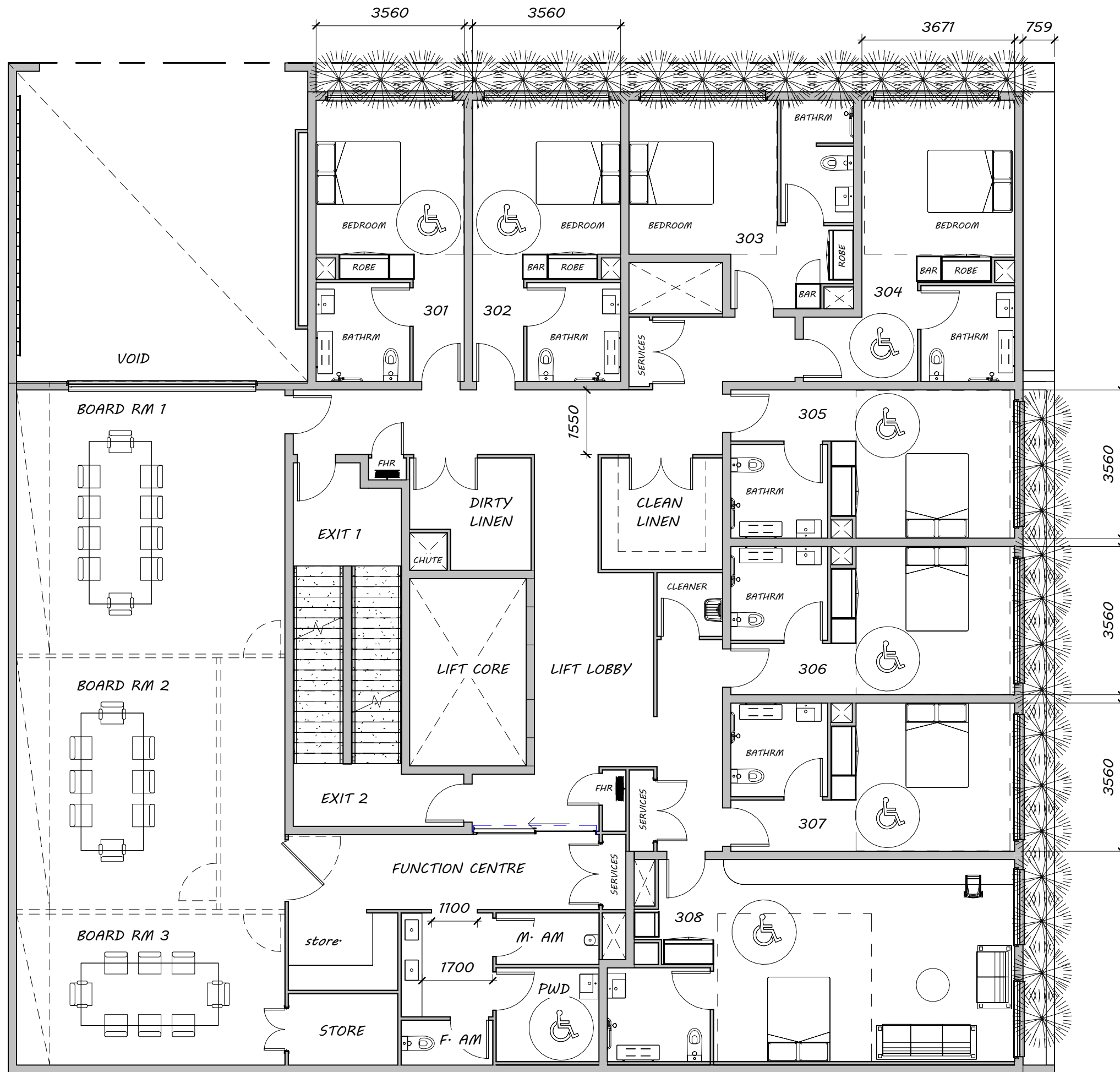
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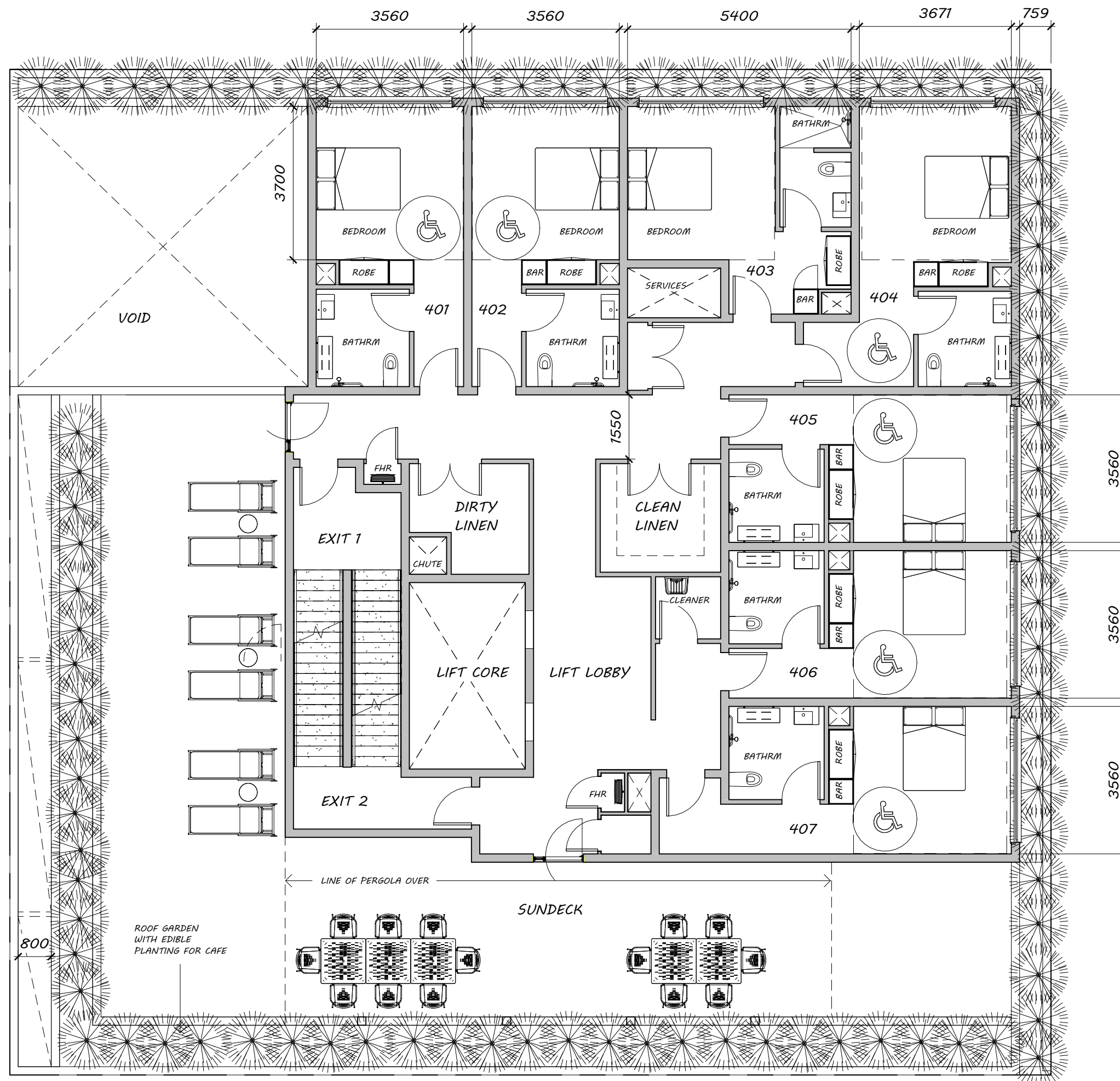
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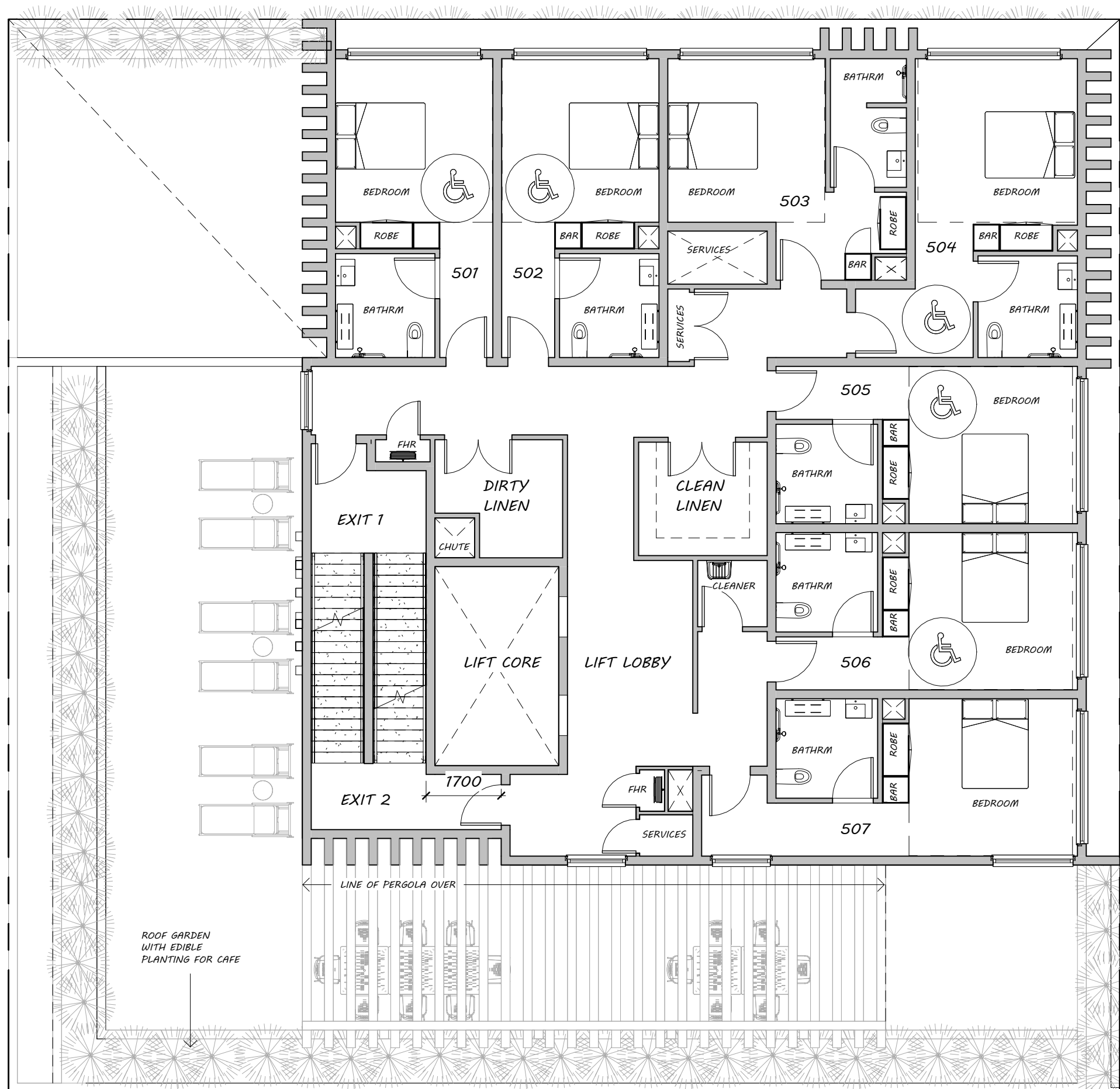
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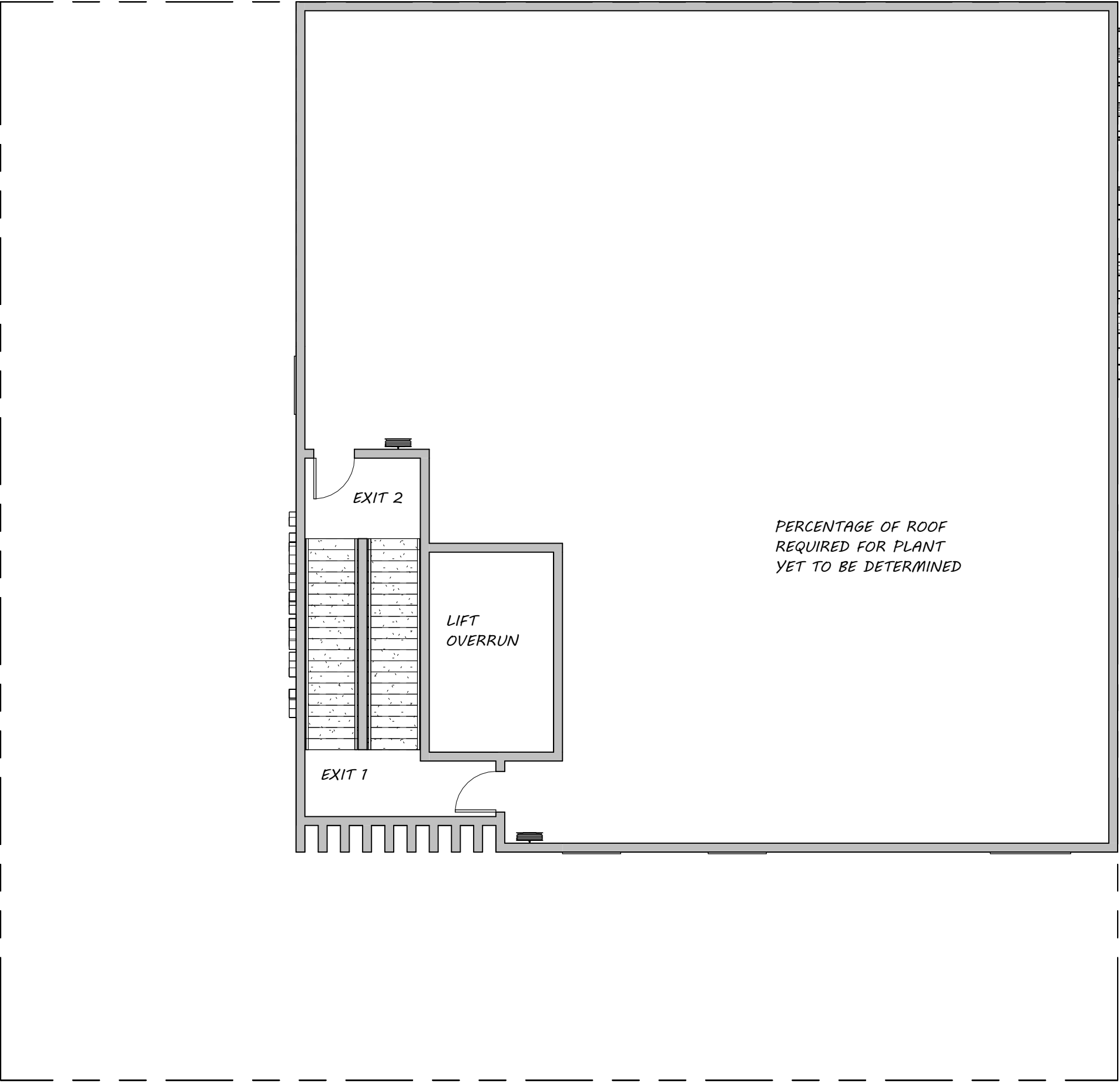
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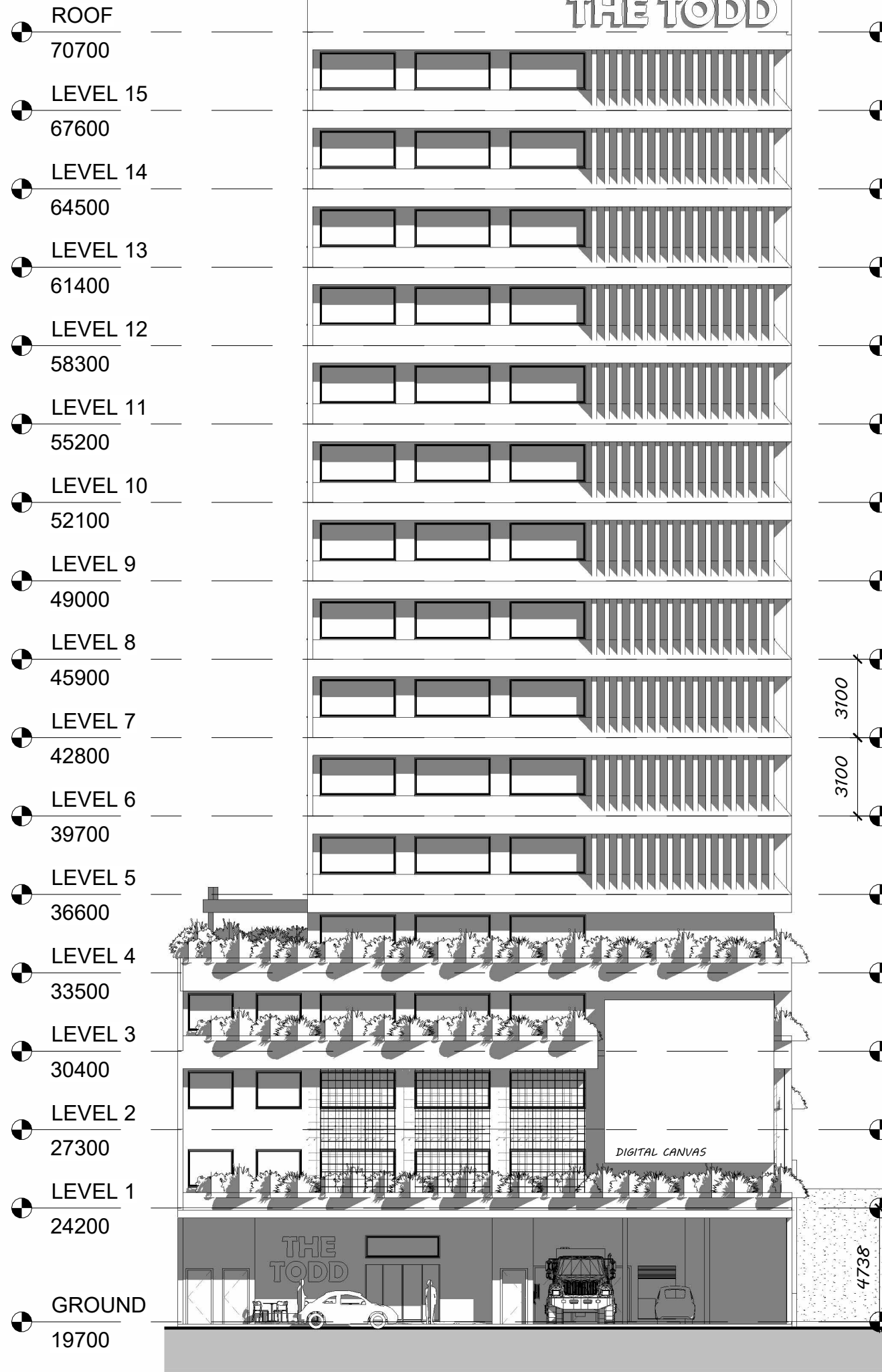
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1

East

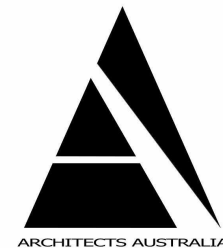
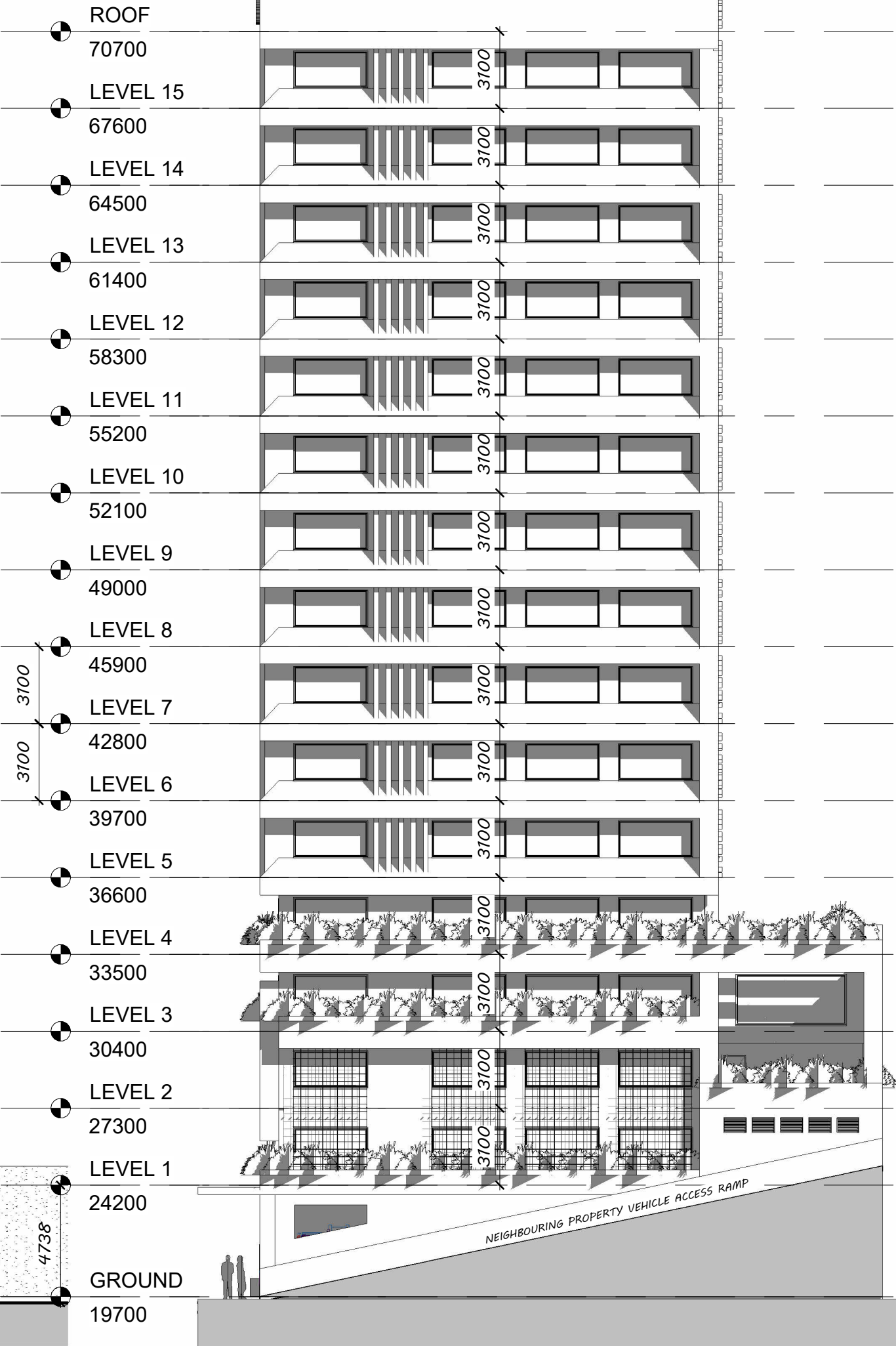
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2

North

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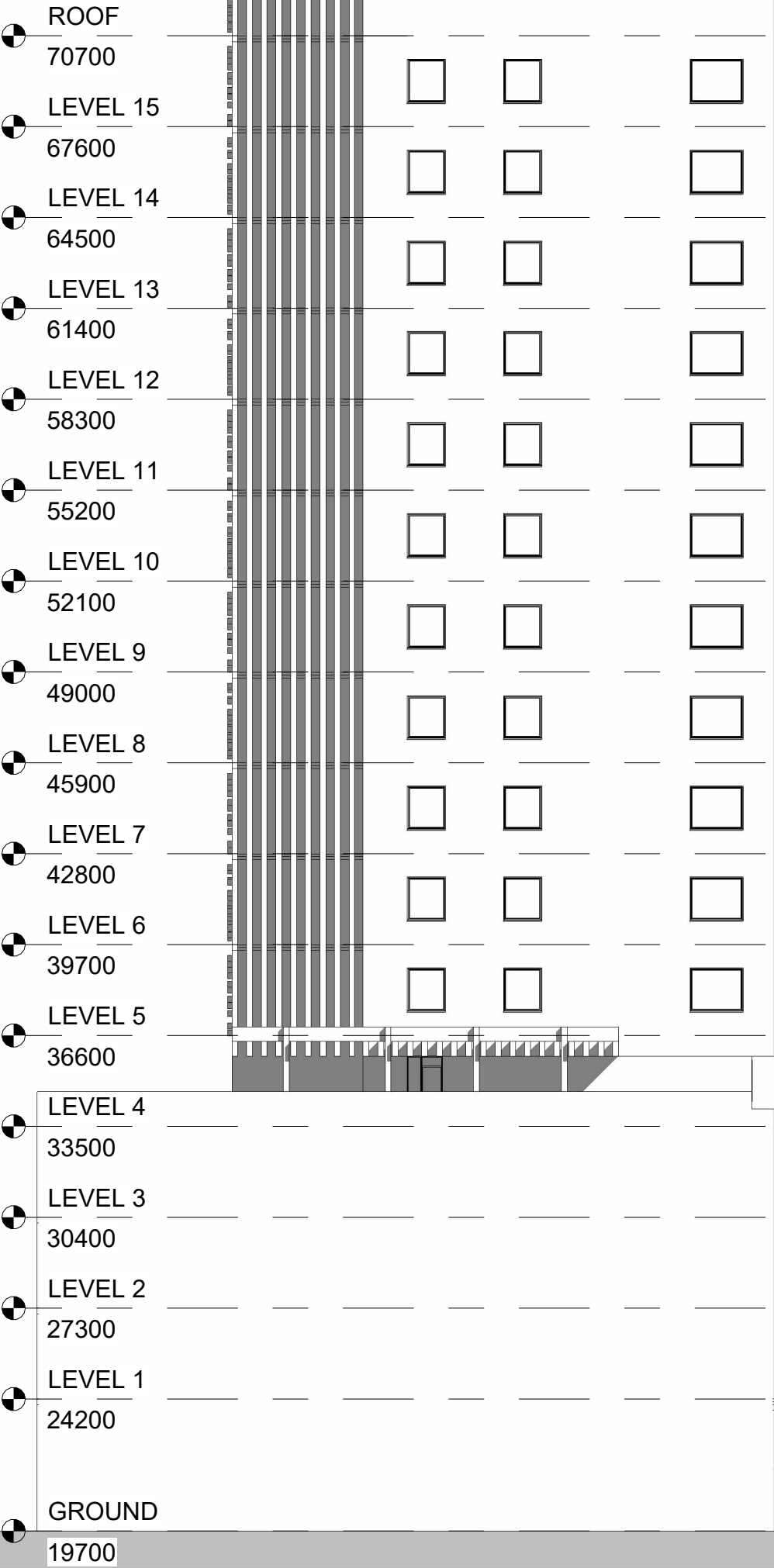
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1

South

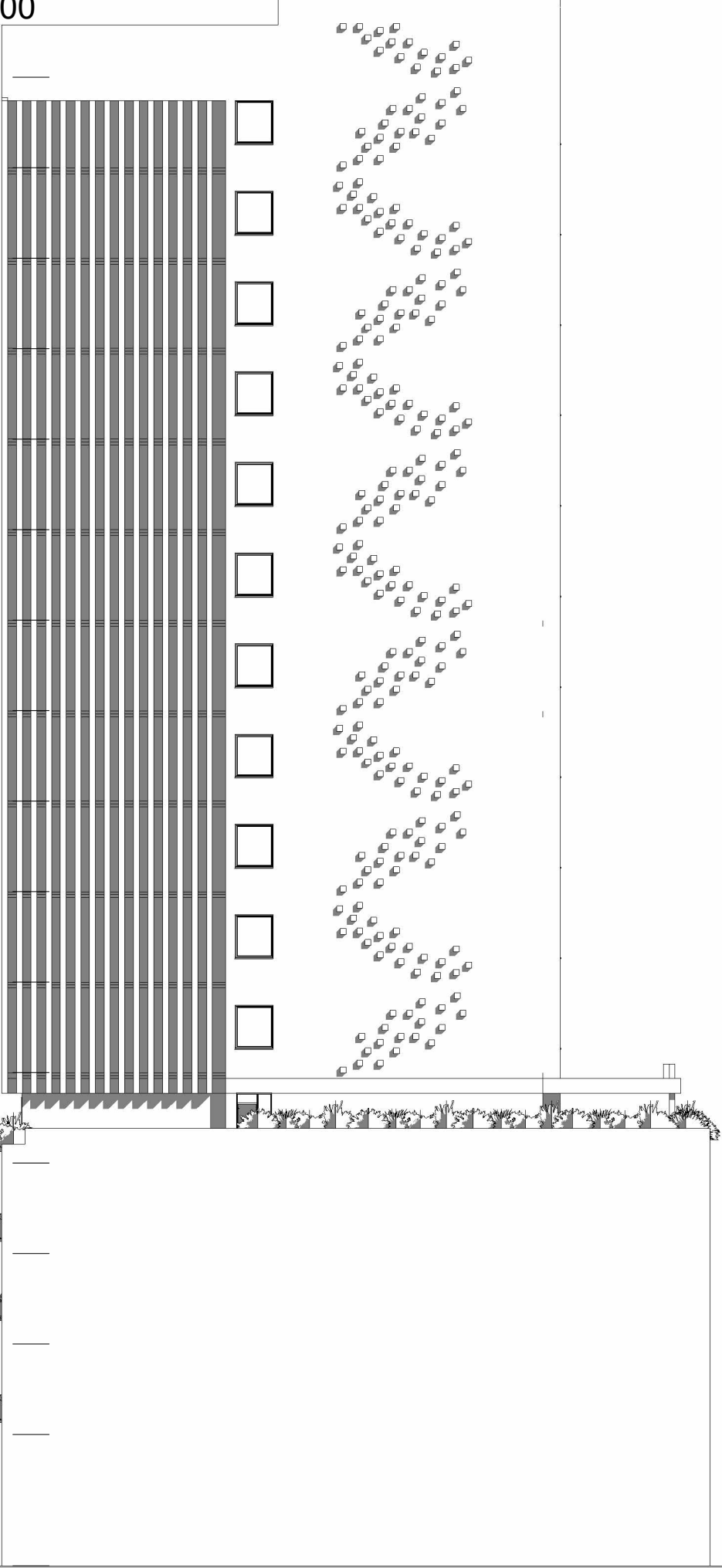
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West

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1 3D View 1



2 3D View 2



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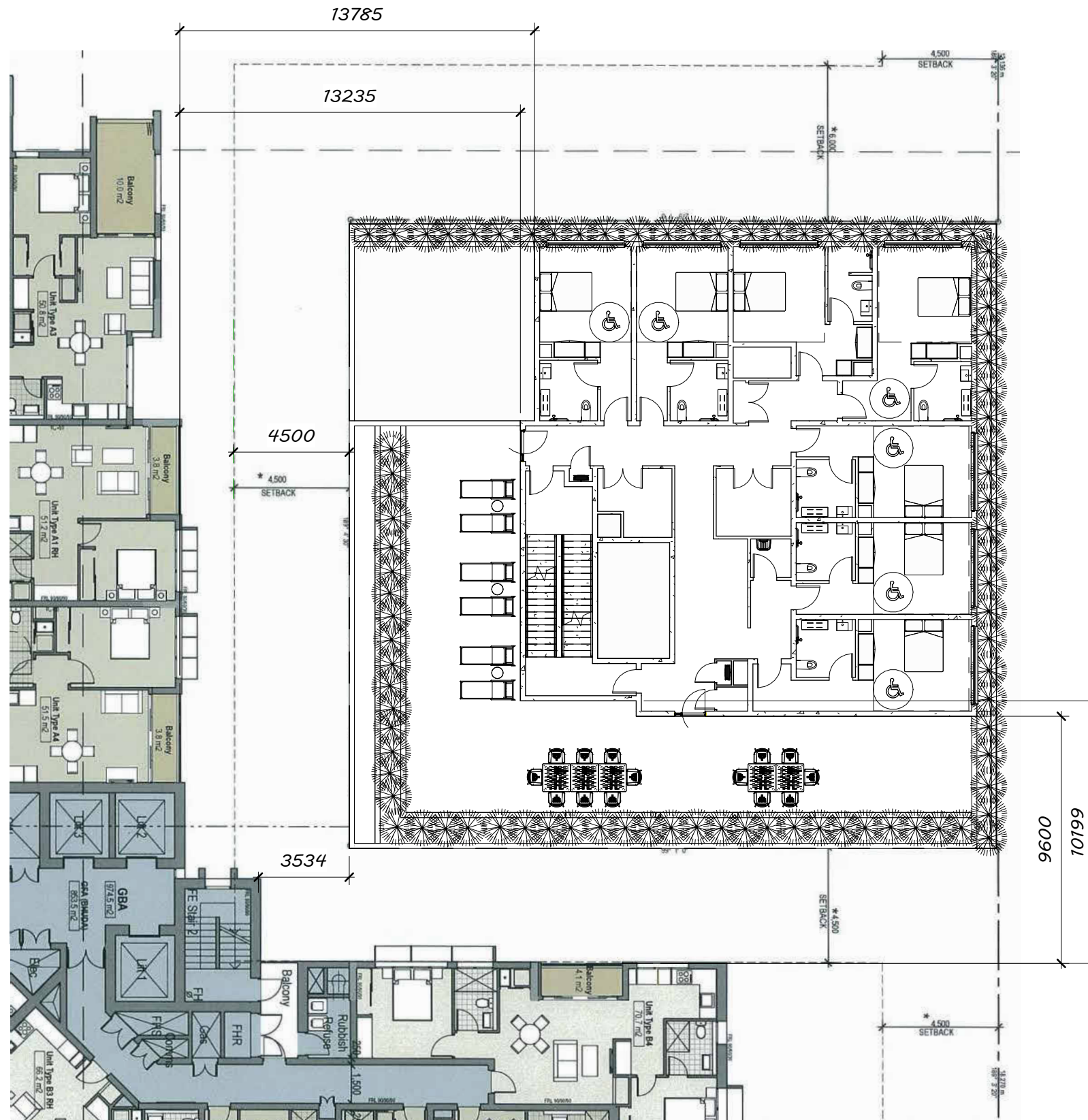
PERSPECTIVES

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TOWER SETBACKS

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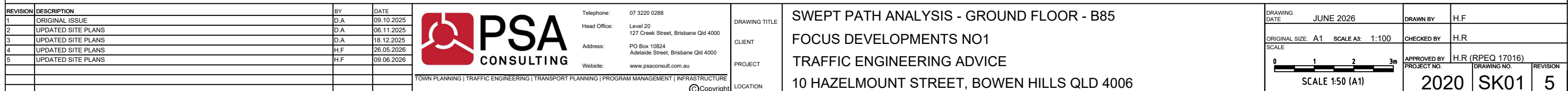
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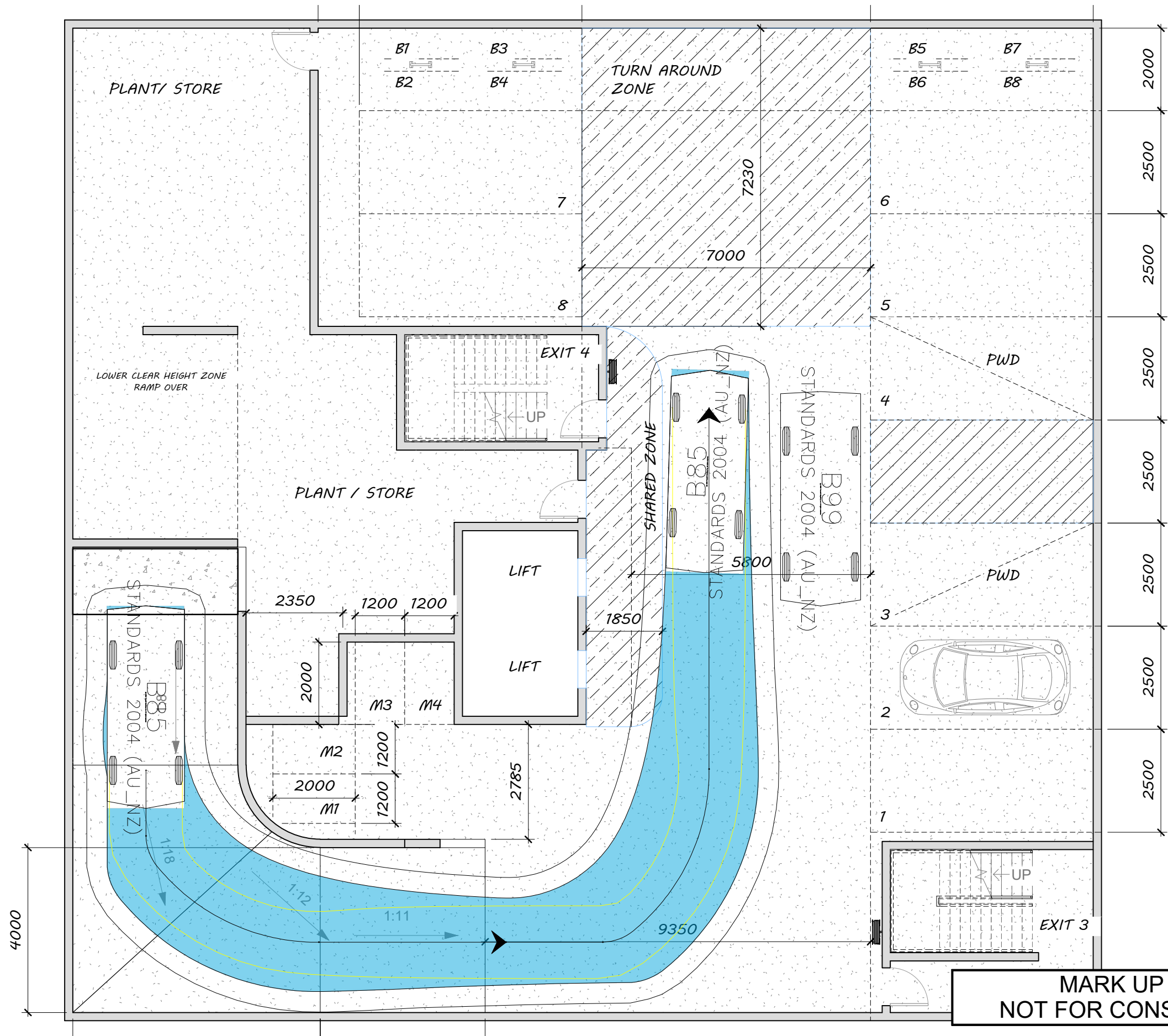
TOWER SETBACK COMPARED TO NEIGHBOUR

1 : 200



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
4	UPDATED SITE PLANS	H.F	26.05.2026
5	UPDATED SITE PLANS	H.F	09.06.2026



Telephone: 07 3220 0288
Head Office: Level 20
127 Creek Street, Brisbane Qld 4000
Address: PO Box 10824
Adelaide Street, Brisbane Qld 4000
Website: www.psaconsult.com.au

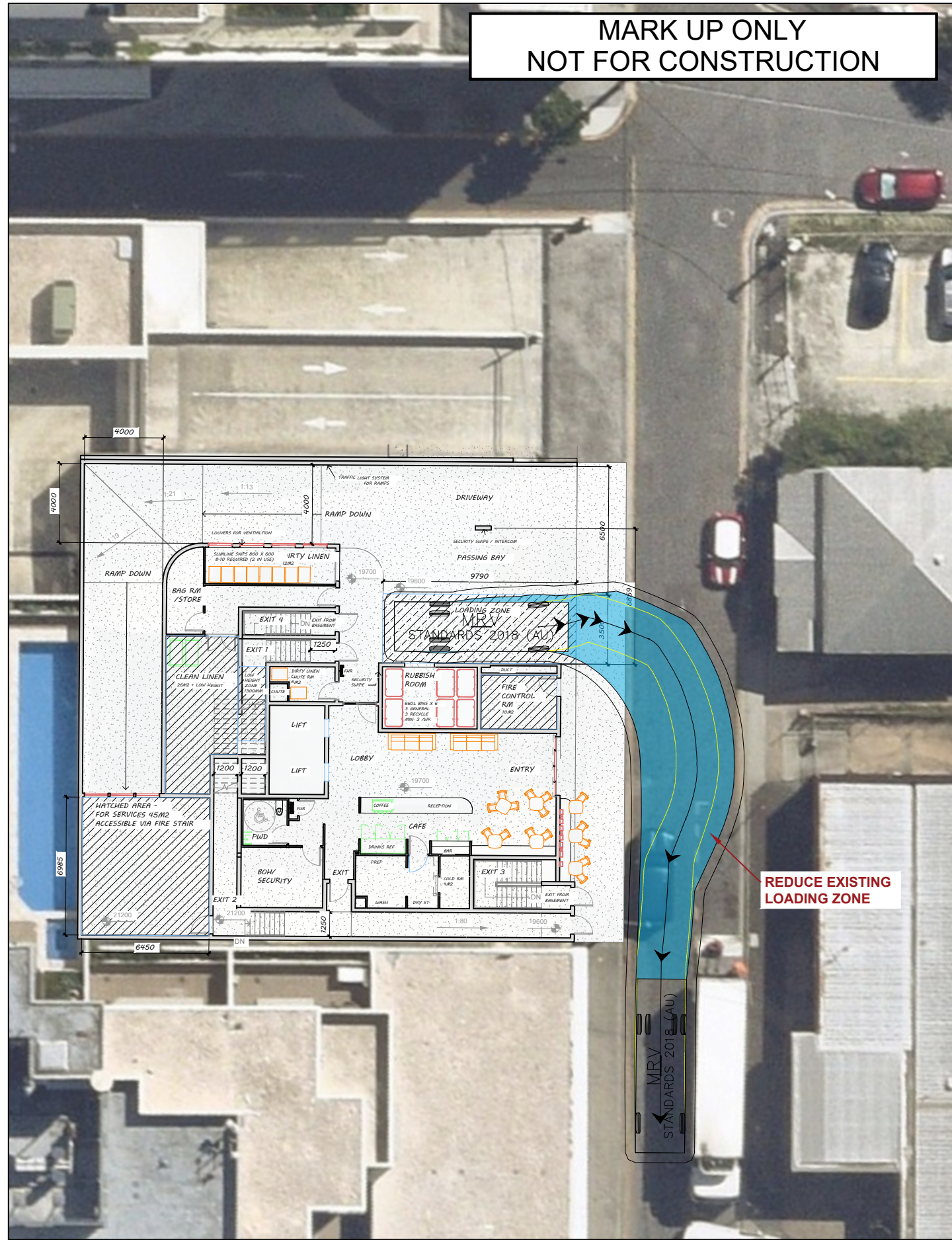
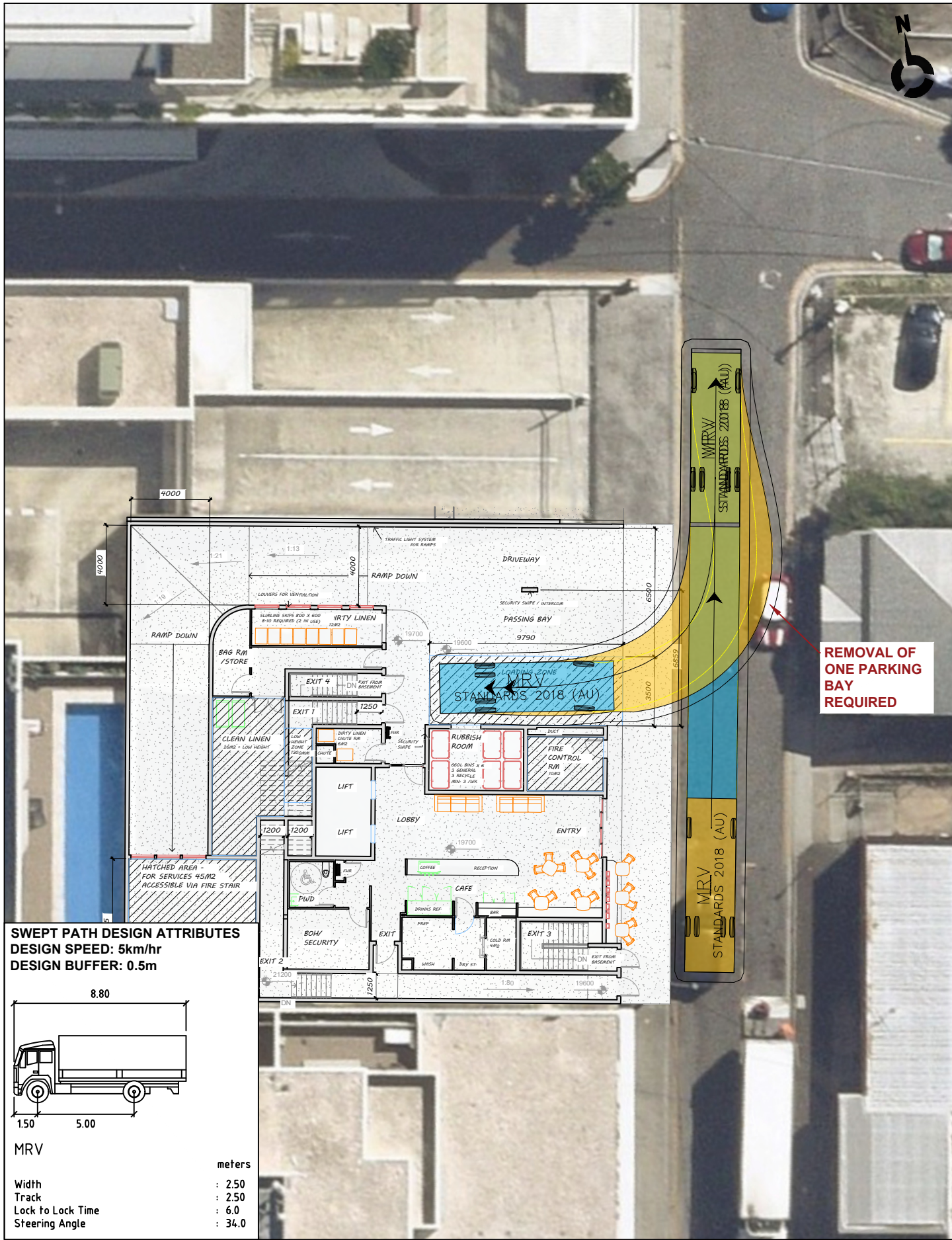
TOWN PLANNING | TRAFFIC ENGINEERING | TRANSPORT PLANNING | PROGRAM MANAGEMENT | INFRASTRUCTURE
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DRAWING TITLE
CLIENT
PROJECT
LOCATION

SWEPT PATH ANALYSIS - BASEMENT 1 - B85
FOCUS DEVELOPMENTS NO1
TRAFFIC ENGINEERING ADVICE
10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

DRAWING DATE: JUNE 2026
ORIGINAL SIZE: A1 SCALE A3: 1:200
SCALE
0 1 2 3m
SCALE 1:50 (A1)

DRAWN BY	H.F
CHECKED BY	H.F
APPROVED BY	H.F (RPEQ 17016)
PROJECT NO.	2020
DRAWING NO.	SK02
REVISION	5



SWEPT PATH DESIGN ATTRIBUTES
DESIGN SPEED: 5km/hr
DESIGN BUFFER: 0.5m

8.80

MRV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

meters

REVISION	DESCRIPTION	BY	DATE
1	UPDATED SITE PLANS	H.F	26.05.2026
2	UPDATED SITE PLANS	H.F	09.06.2026

PSA
CONSULTING

Telephone: 07 3220 0288
Head Office: Level 20
127 Creek Street, Brisbane Qld 4000
Address: PO Box 10824
Adelaide Street, Brisbane Qld 4000
Website: www.psaconsult.com.au

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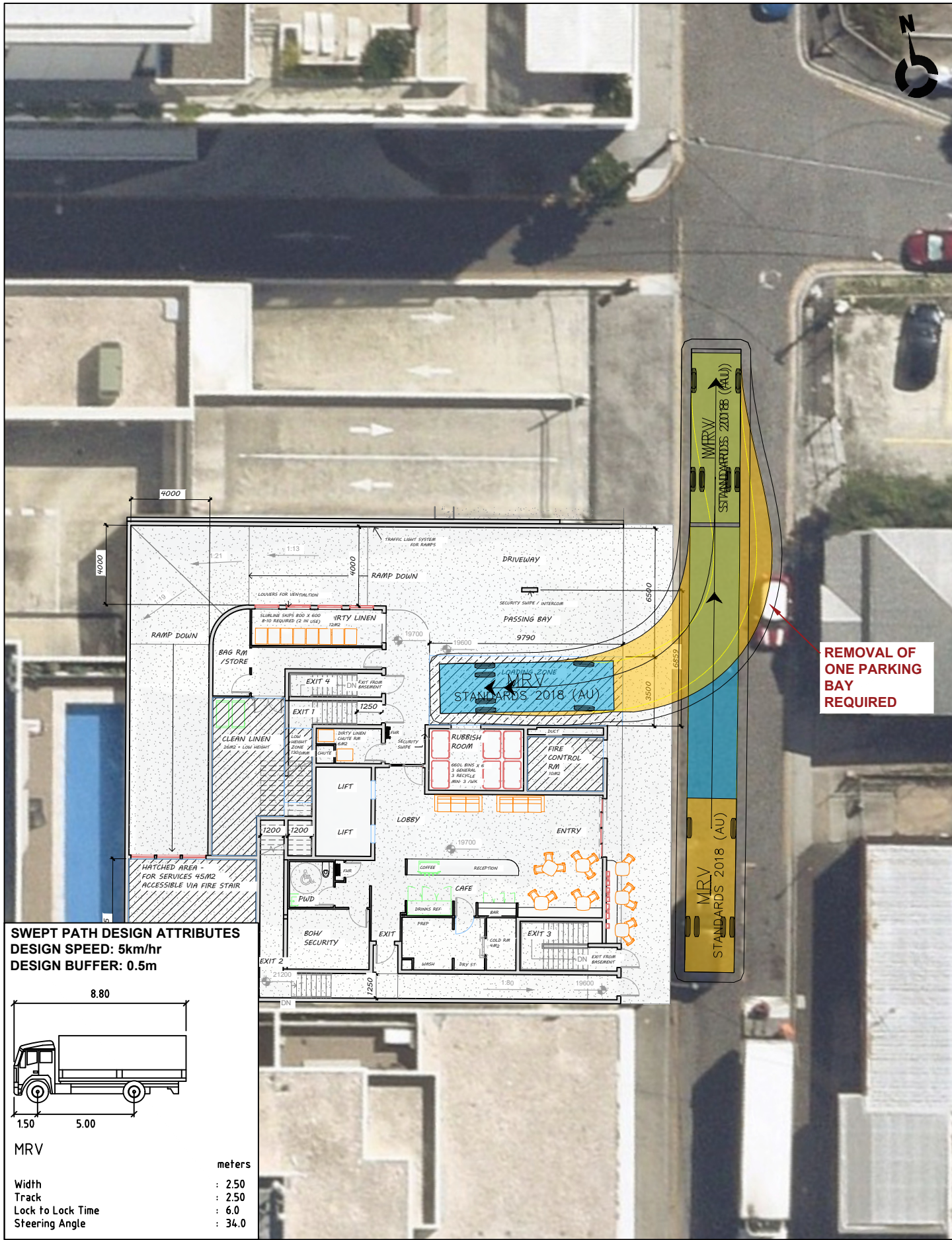
DRAWING TITLE
SWEPT PATH ANALYSIS - GROUND FLOOR (RIGHT OUT) - MRV

CLIENT
FOCUS DEVELOPMENTS NO1

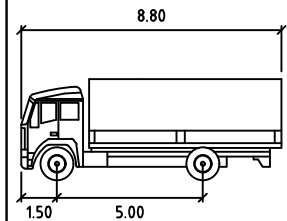
PROJECT
TRAFFIC ENGINEERING ADVICE

LOCATION
10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

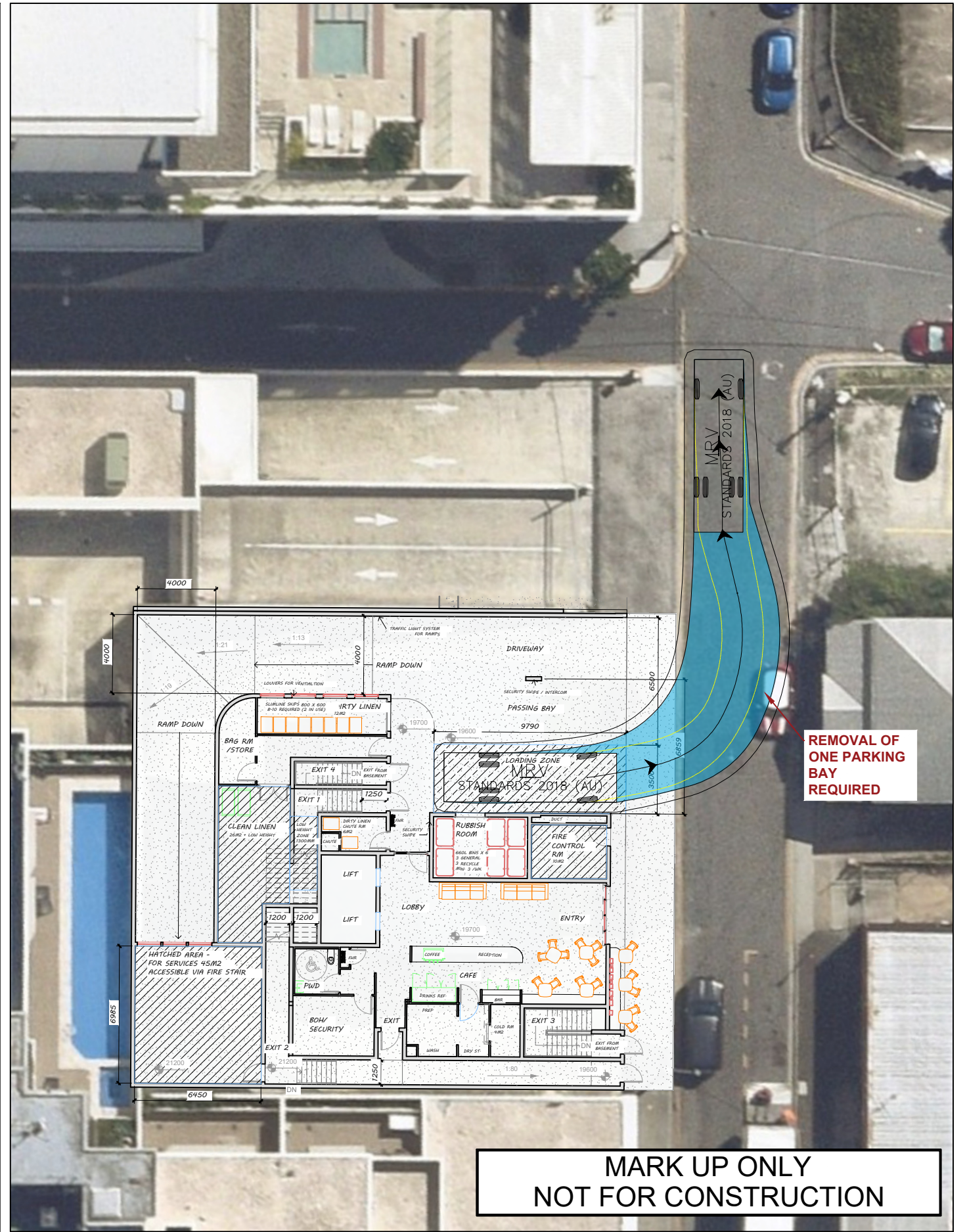
DRAWING DATE JUNE 2026	DRAWN BY H.F
ORIGINAL SIZE: A1 SCALE A3: 1:250	CHECKED BY H.R
SCALE 0 2 4 6 7m SCALE 1:125 (A1)	APPROVED BY H.R (RPEQ 17016)
2020	SK08
2	2



SWEPT PATH DESIGN ATTRIBUTES
DESIGN SPEED: 5km/hr
DESIGN BUFFER: 0.5m



MRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



MARK UP ONLY
NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	BY	DATE
1	UPDATED SITE PLANS	H.F	26.05.2026
2	UPDATED SITE PLANS	H.F	09.06.2026



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DRAWING TITLE
CLIENT
PROJECT
LOCATION

SWEPT PATH ANALYSIS - GROUND FLOOR (LEFT OUT) - MRV
FOCUS DEVELOPMENTS NO1
TRAFFIC ENGINEERING ADVICE
10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

DRAWING DATE	JUNE 2026	DRAWN BY	H.F
ORIGINAL SIZE	A1	SCALE A3:	1:250
SCALE	0 2 4 6 7m	CHECKED BY	H.R
APPROVED BY	H.R (RPEQ 17016)	DRAWING NO.	2020 SK09
REVISION			2