

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

**PLANS AND DOCUMENTS**  
 referred to in the PDA  
 DEVELOPMENT APPROVAL

Approval no: DEV-2026-BNH-4193

Date: 17/09/2026



| VERSION | DATE         | DETAILS        | AUTHOR                                                    | AUTHORISATION                                                                                                          |
|---------|--------------|----------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| V3      | 11 June 2026 | Technical Note | Daina Aliboso<br>Hamish Flett<br>Ali Gohari<br>RPEQ 32123 | <br>Hannah Richardson<br>RPEQ 17016 |

**AMENDED IN RED**

By: Alexander King

Date: 27/08/2026



## 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 11<sup>th</sup> 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.

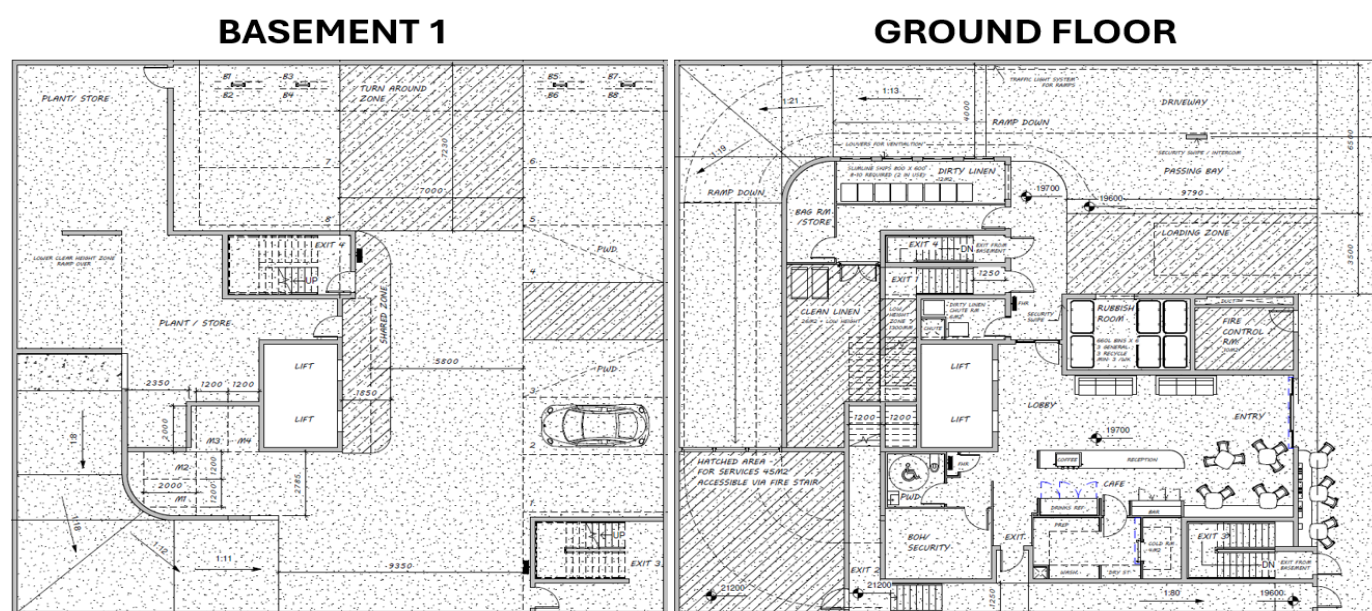


Figure 1: Development Site Plan (Source: Architecture Australia)

Connecting communities. Creating better places.

> 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.

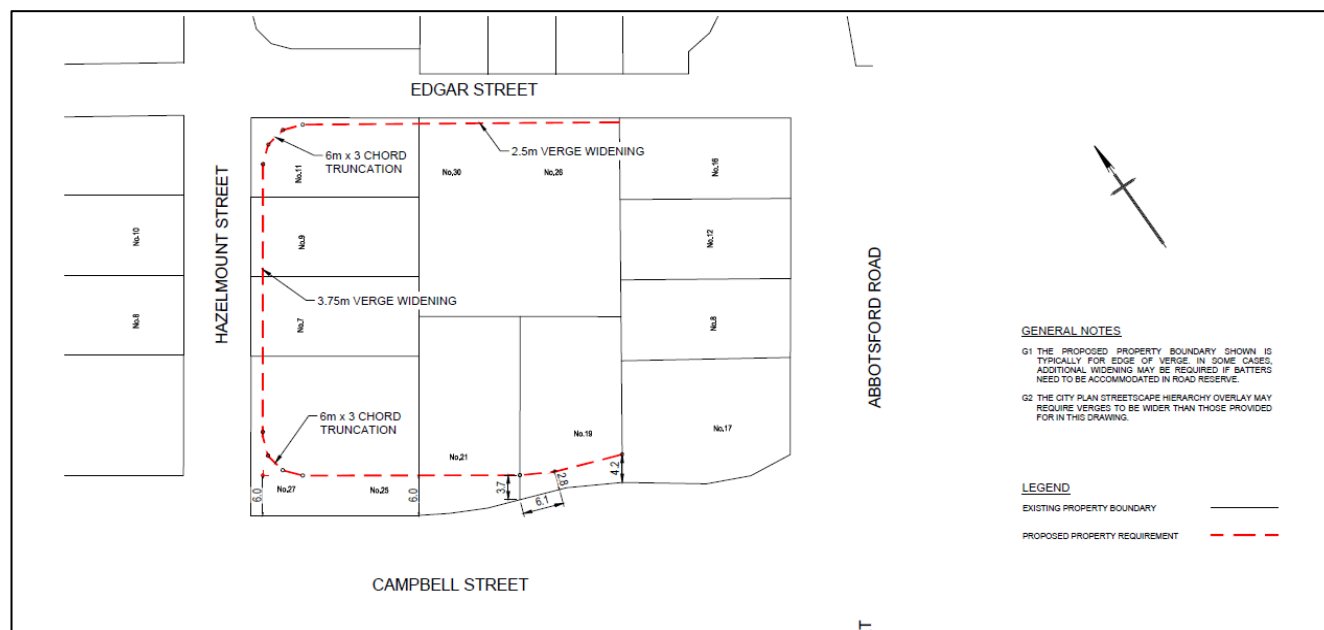


Figure 2: Road Widening Plans (Source: Brisbane City Council)

## 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<br>(One-lane, Two-way Circulation) | 5 m           | 10.0 m<br>(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                | ✓                   |

## AMENDED IN RED

By: Alexander King

Date: 27/08/2026



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 ~~to~~ 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.

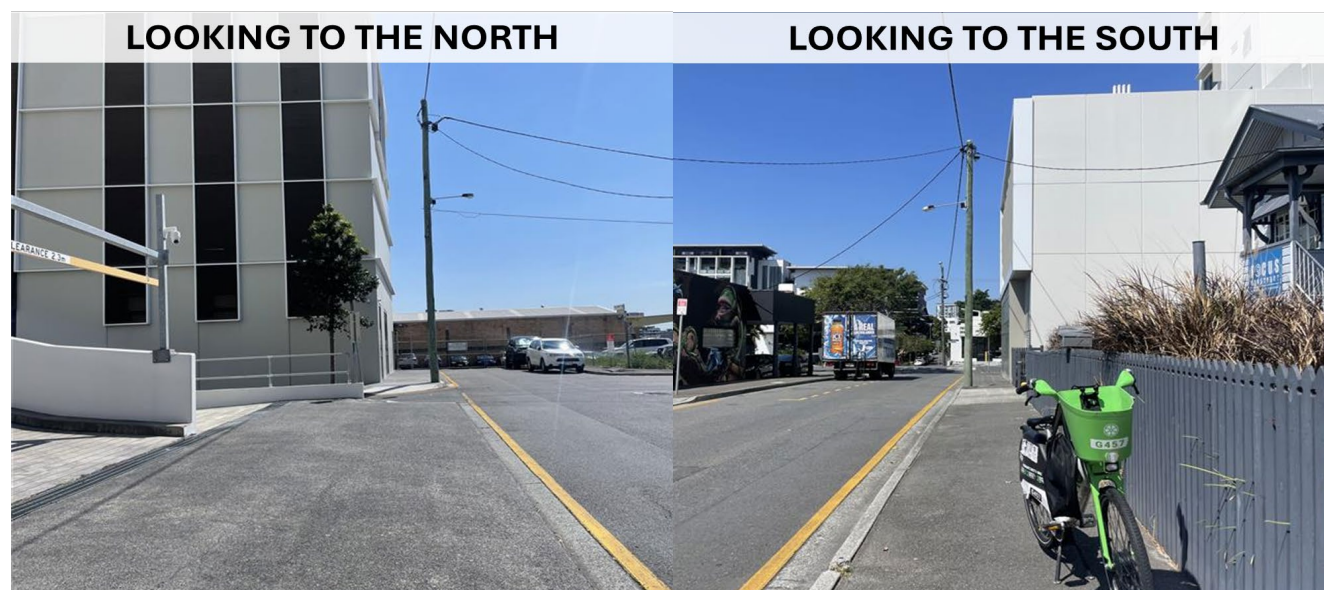
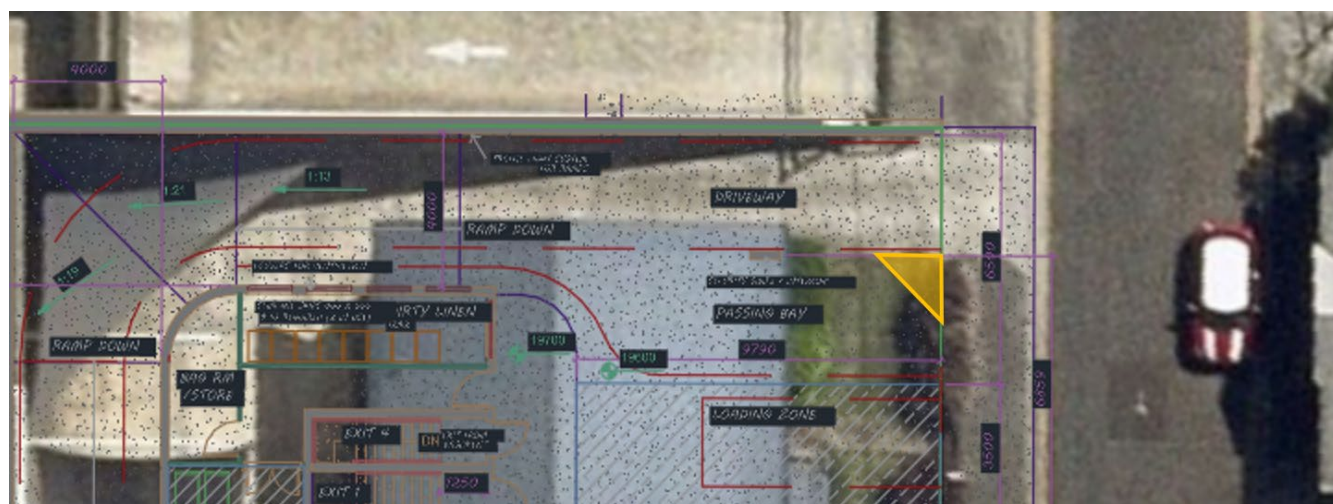


Figure 3: Surrounding Pedestrian Footpath (Source: PSA)

### 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.





### 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.

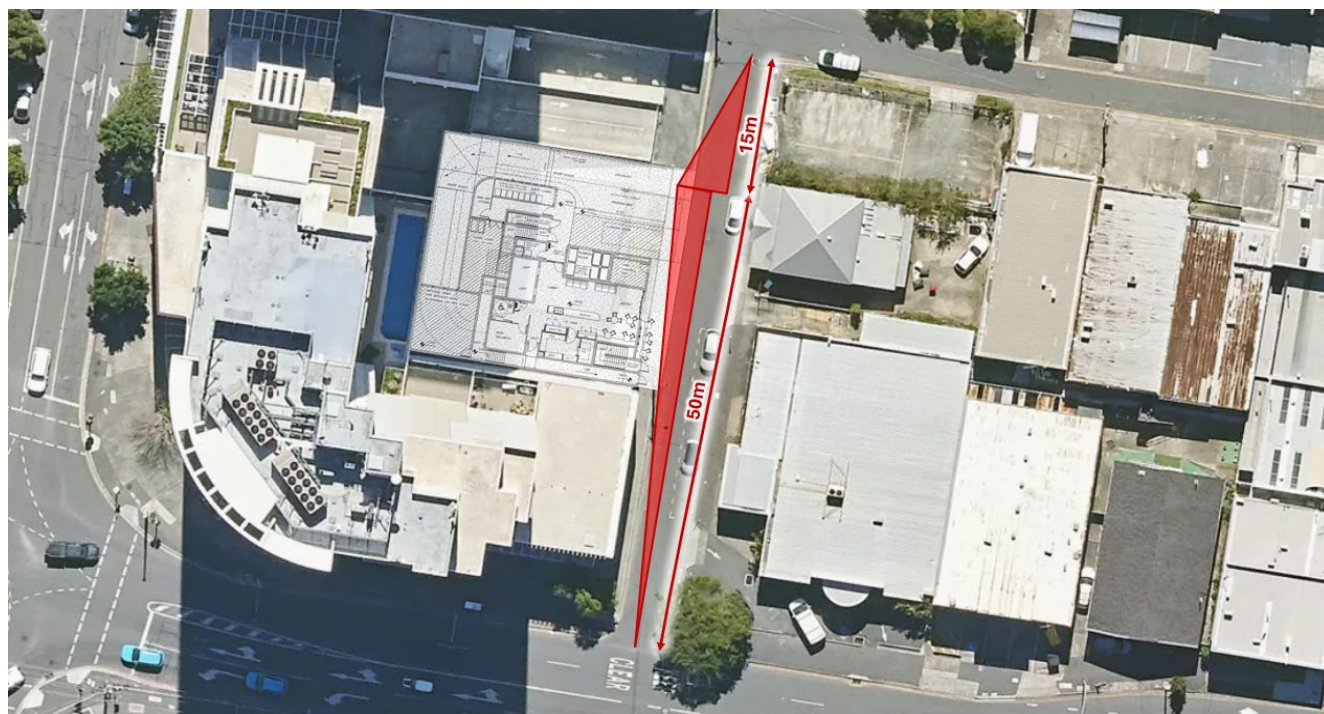


Figure 5: Sight Distance Assessment (Source: PSA)

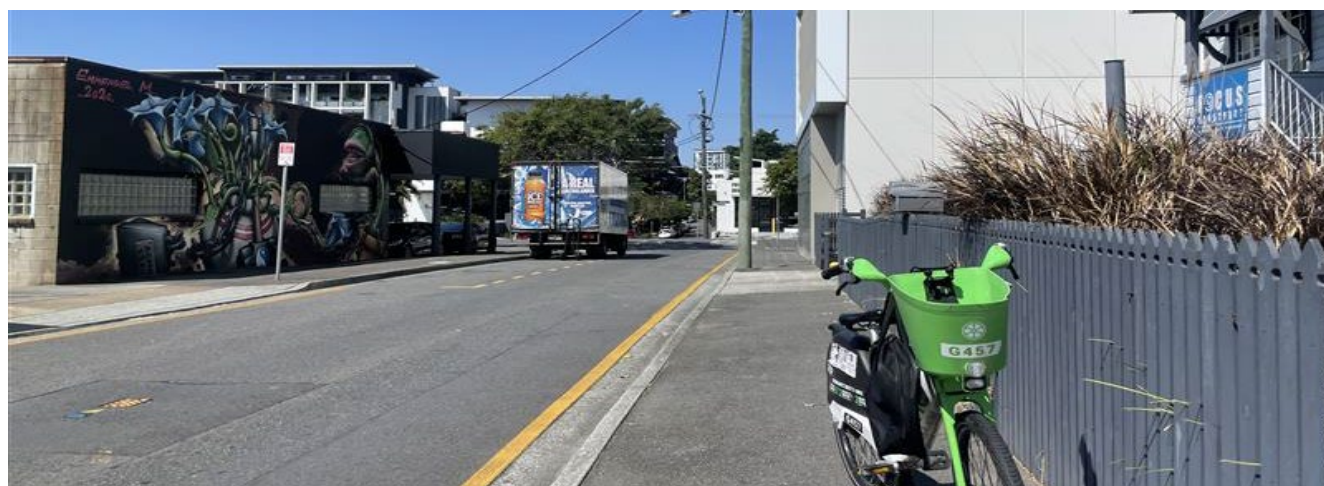
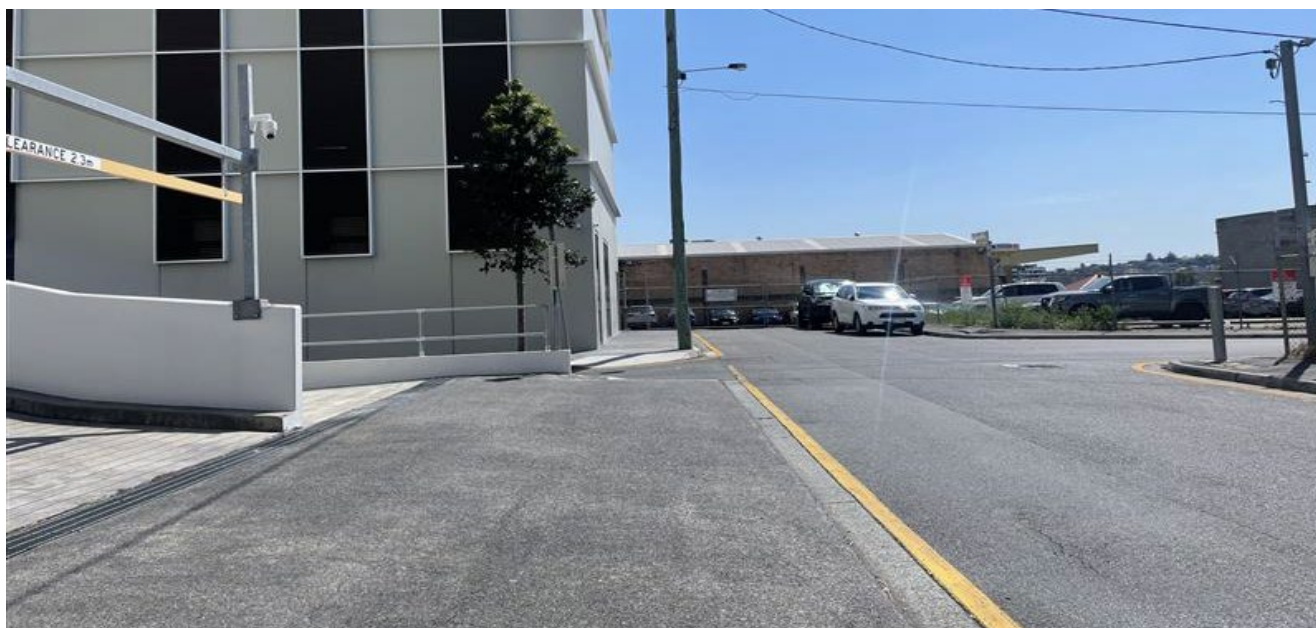


Figure 6: Sight Distance Looking to the South (Source: PSA)



**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.

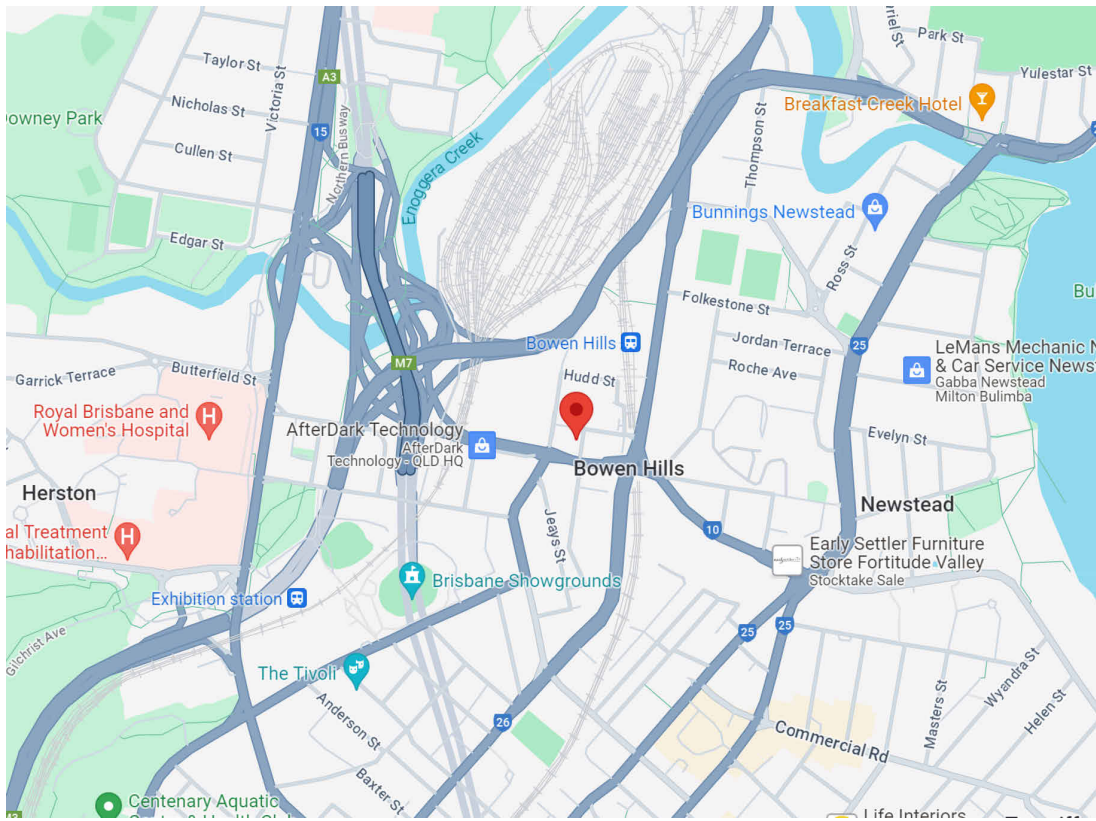
The parking analysis indicates that the development can provide a maximum of 27 car parking spaces while the proposal includes 8 car parking spaces, including 2 PWD spaces, thereby satisfying this requirement. Therefore, the parking provision is considered more than adequate given the site's location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



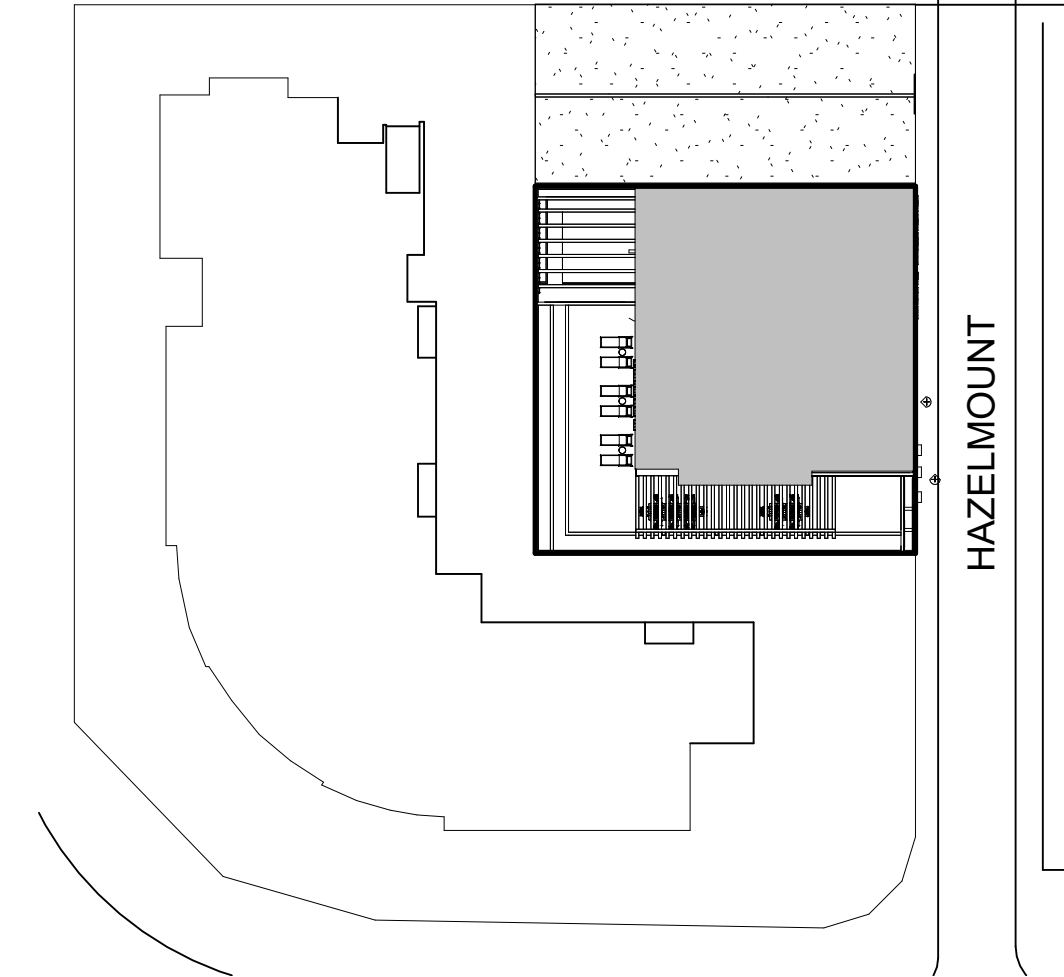
# SURROUNDING AREA MAP

EDGAR

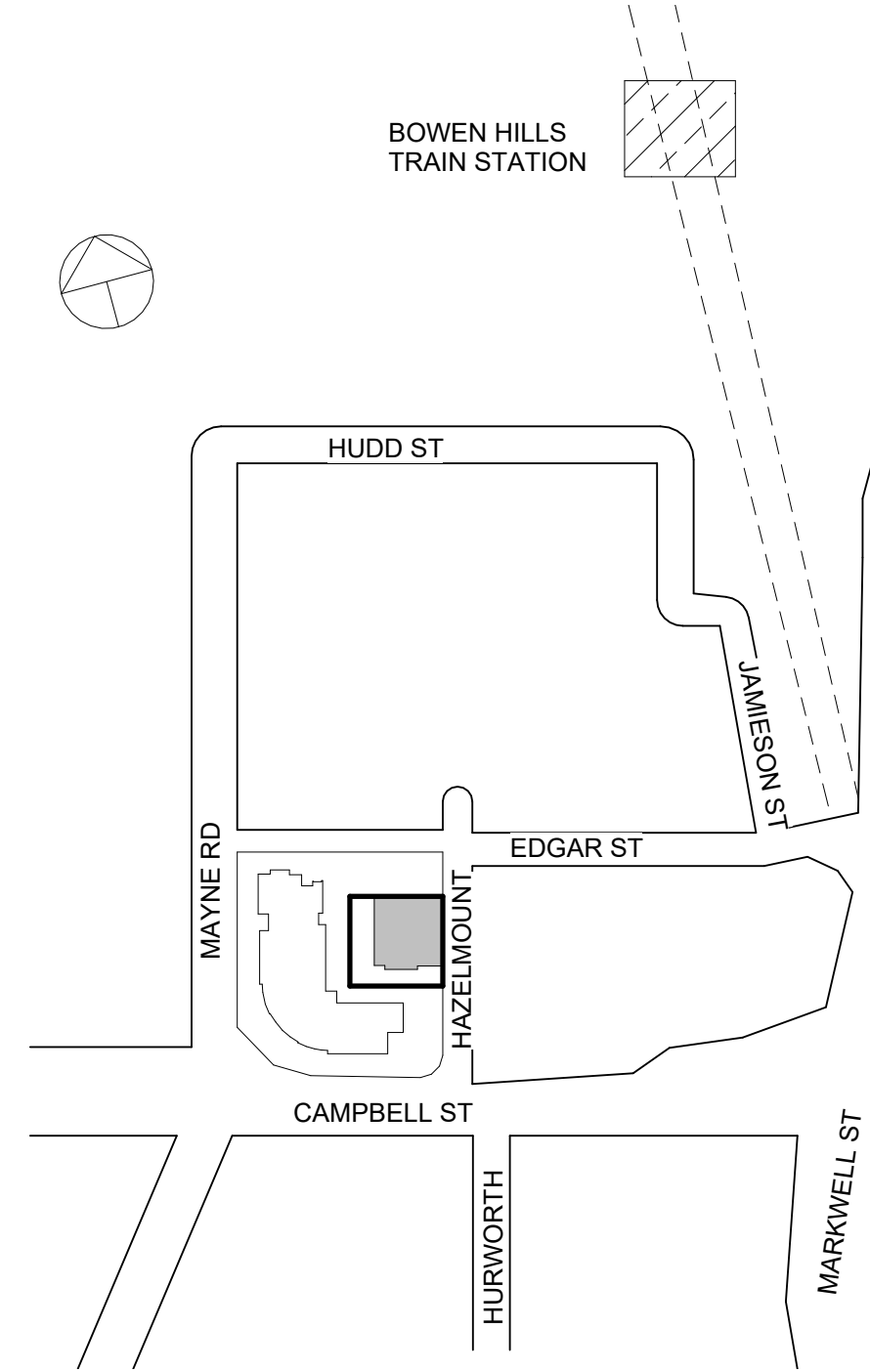
MAYNE

HAZELMOUNT

CAMPBELL



1 SITE  
1 : 500



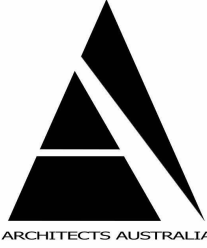
2 AREA PLAN  
1 : 2000

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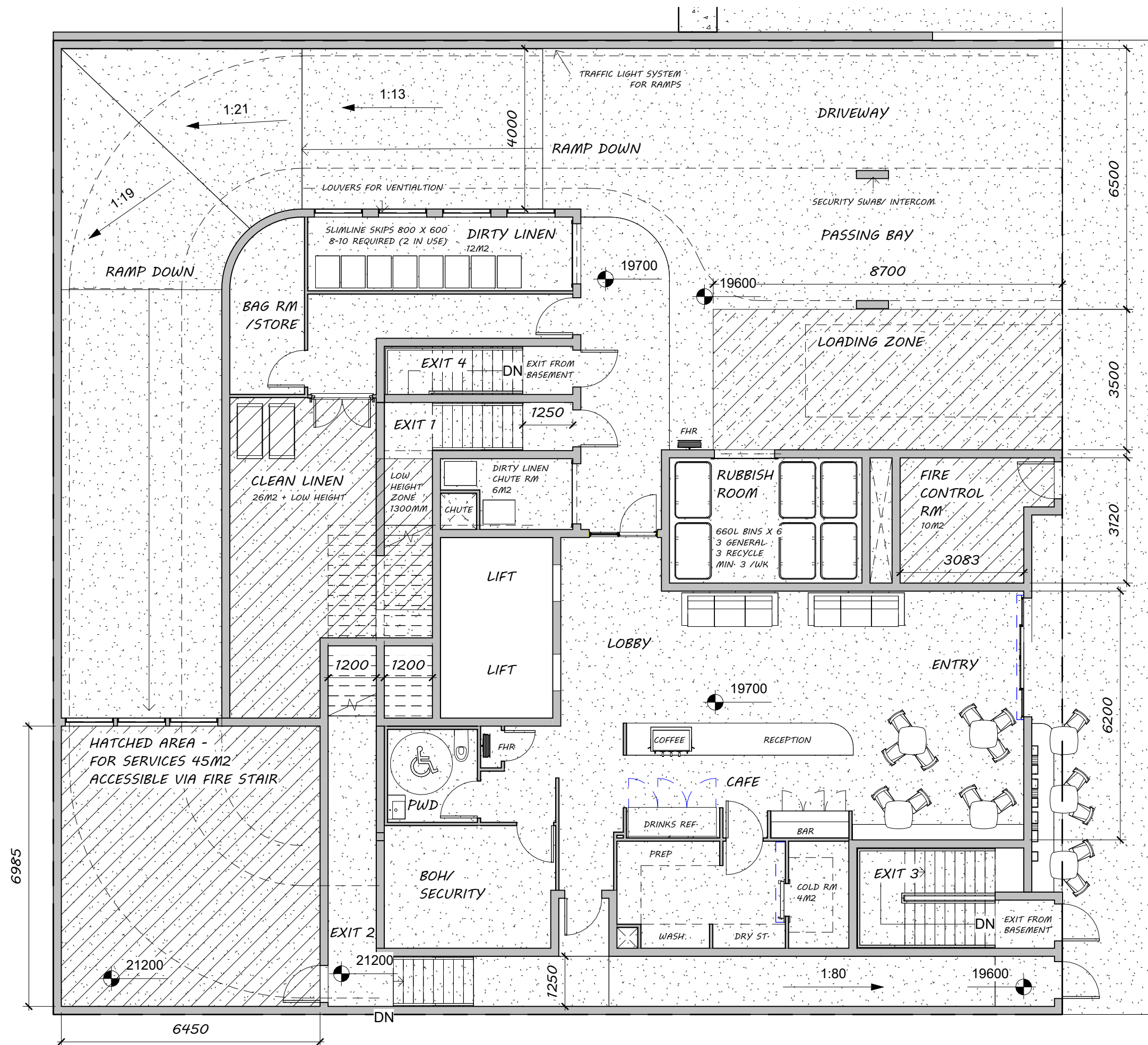
FOCUS DEVELOPMENTS  
NO.1  
THE TODD  
10 HAZELMOUNT ST,  
BOWEN HILLS

SITE LOCALE  
SHEET NO. A001

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

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GROUND FLOOR

SHEET NO. A103

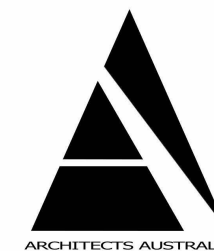
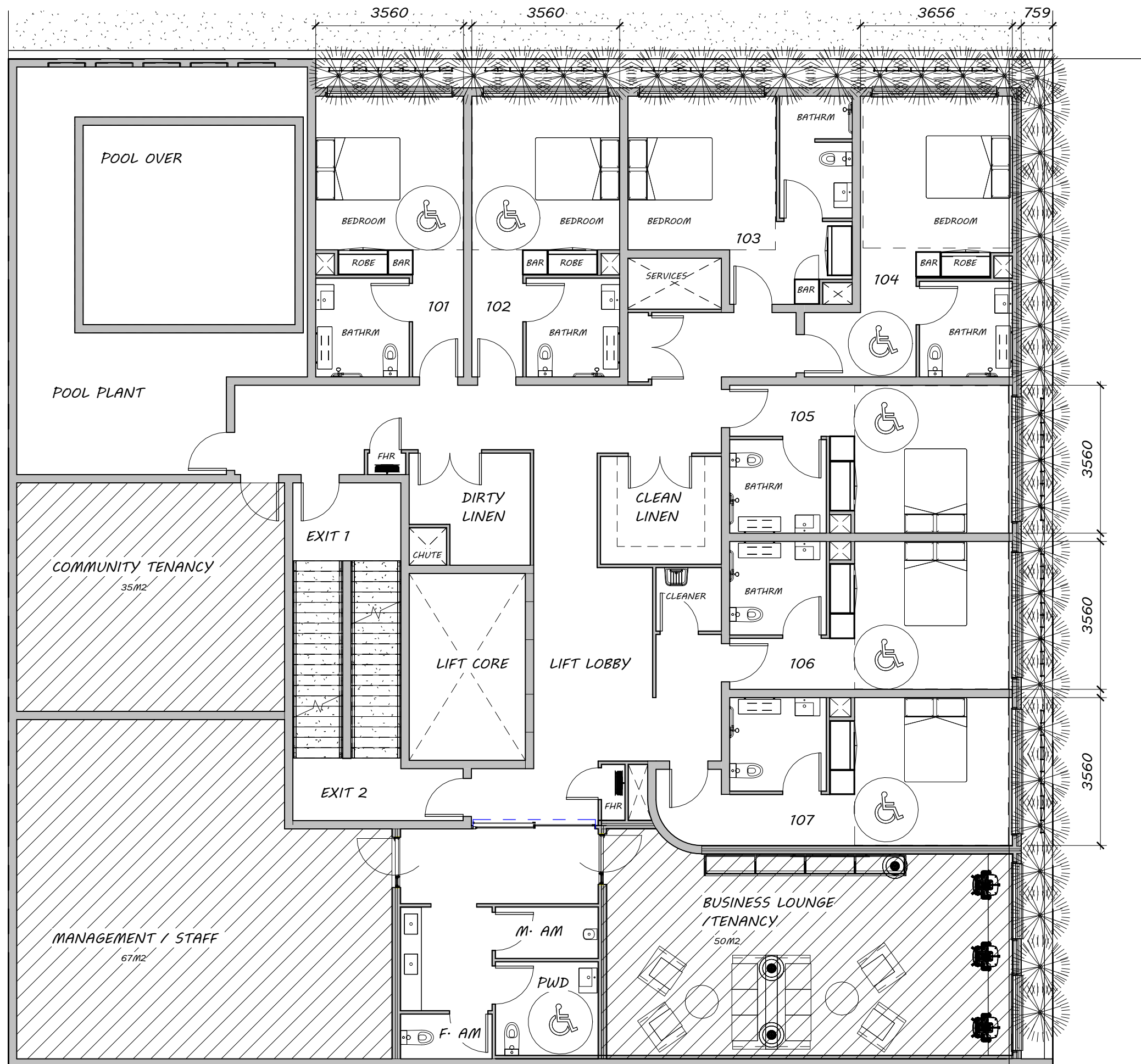
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LEVEL 1

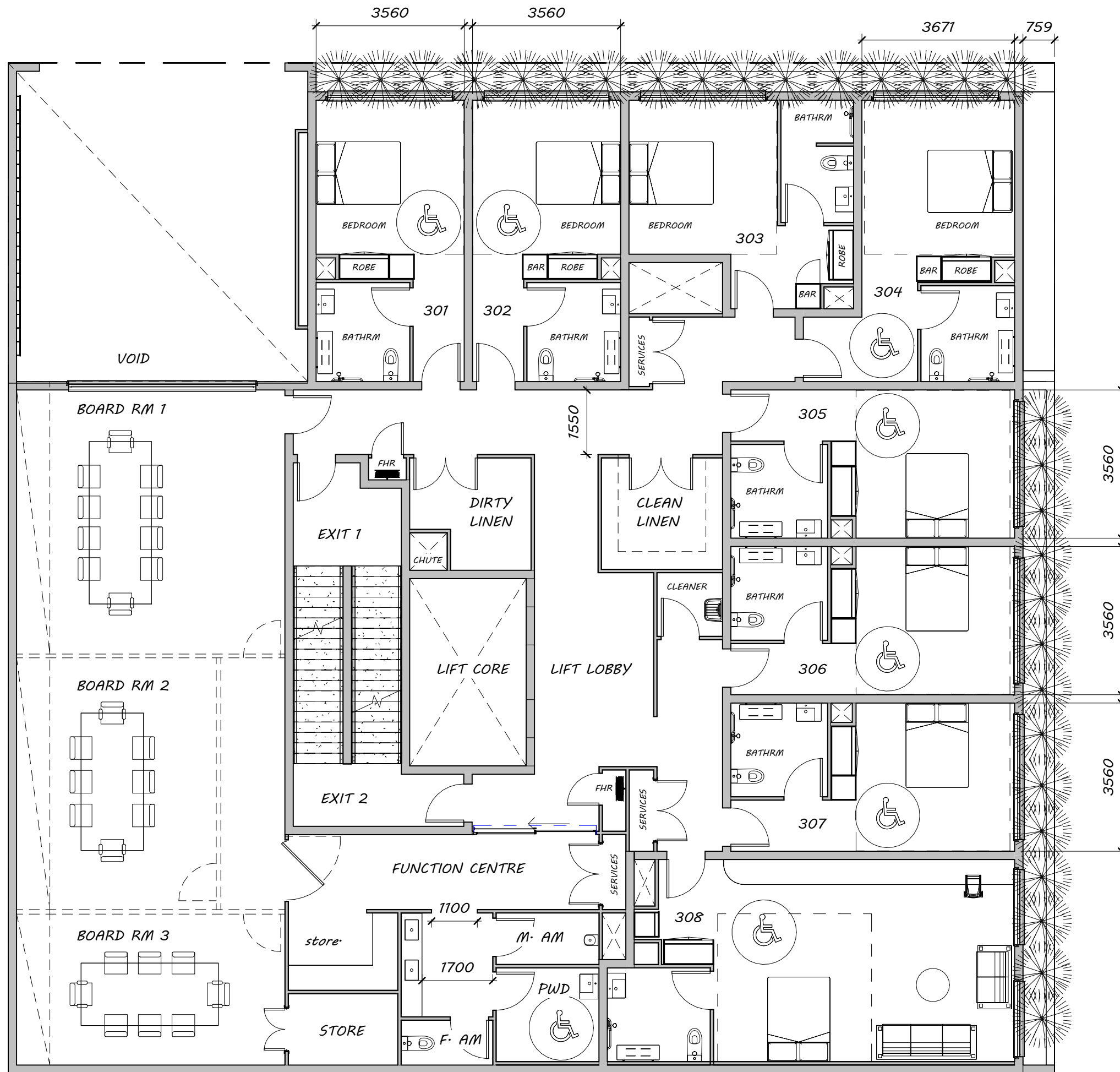
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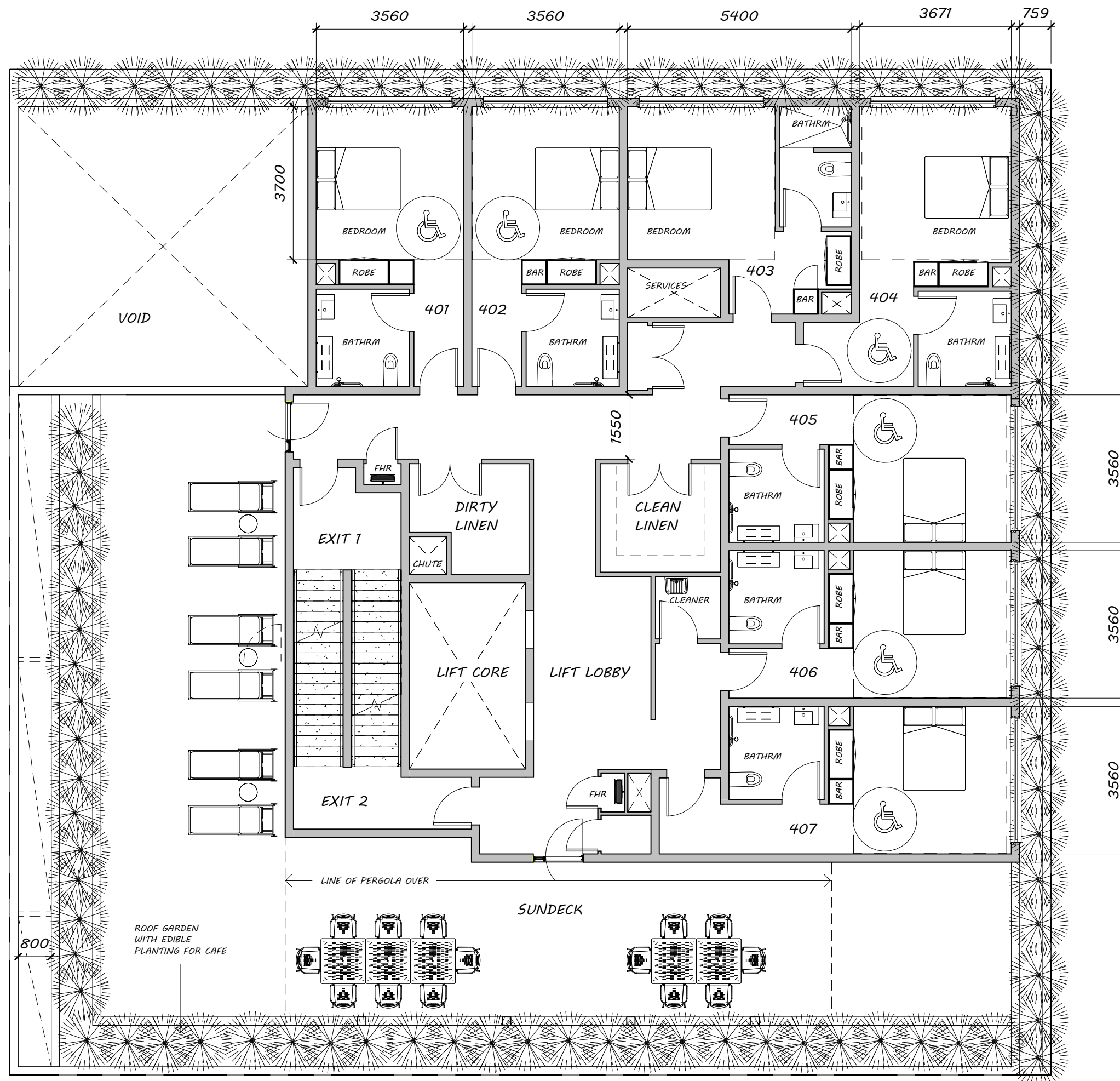
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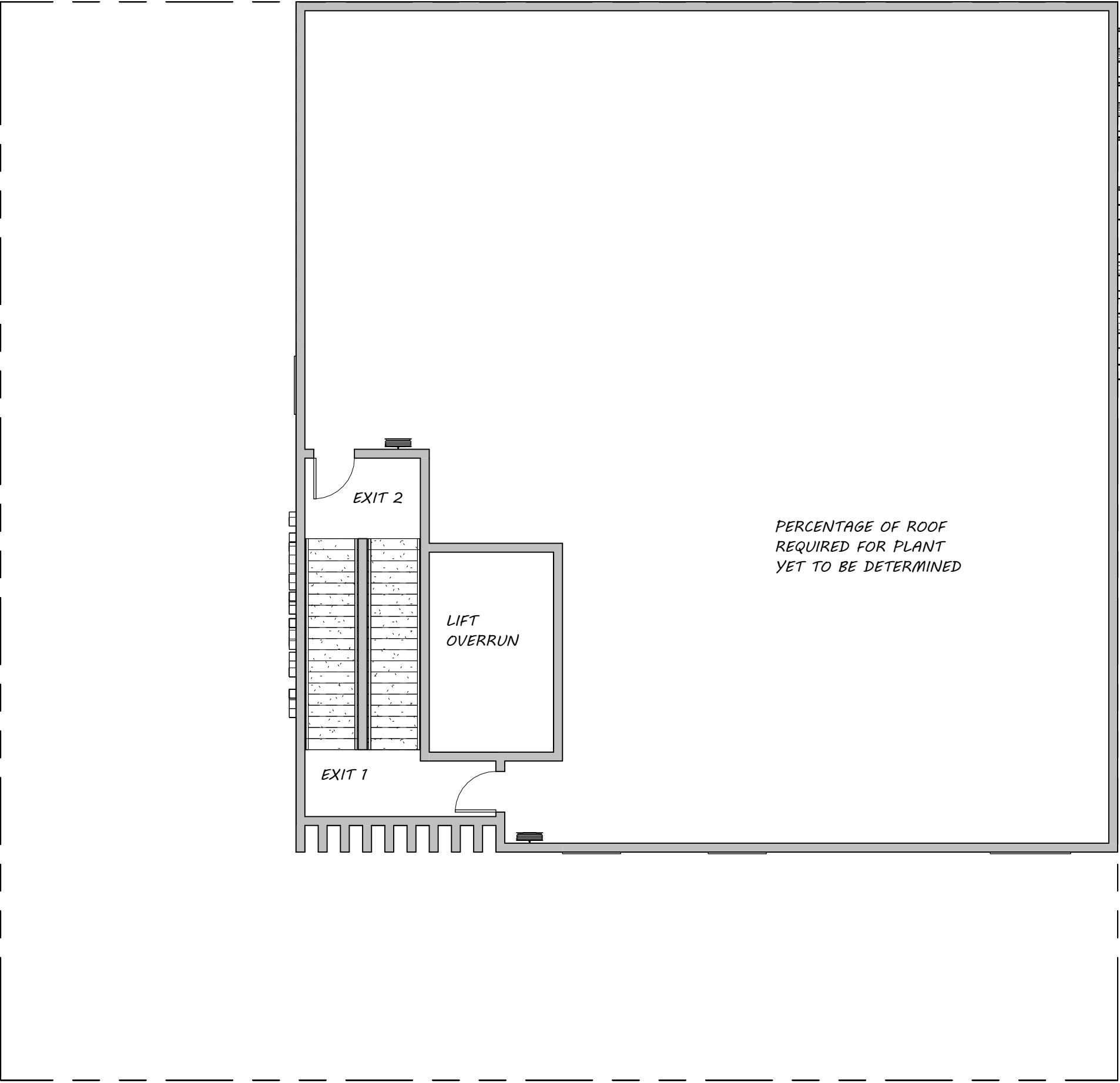
TYPICAL PLAN LVL 5-15

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ROOF

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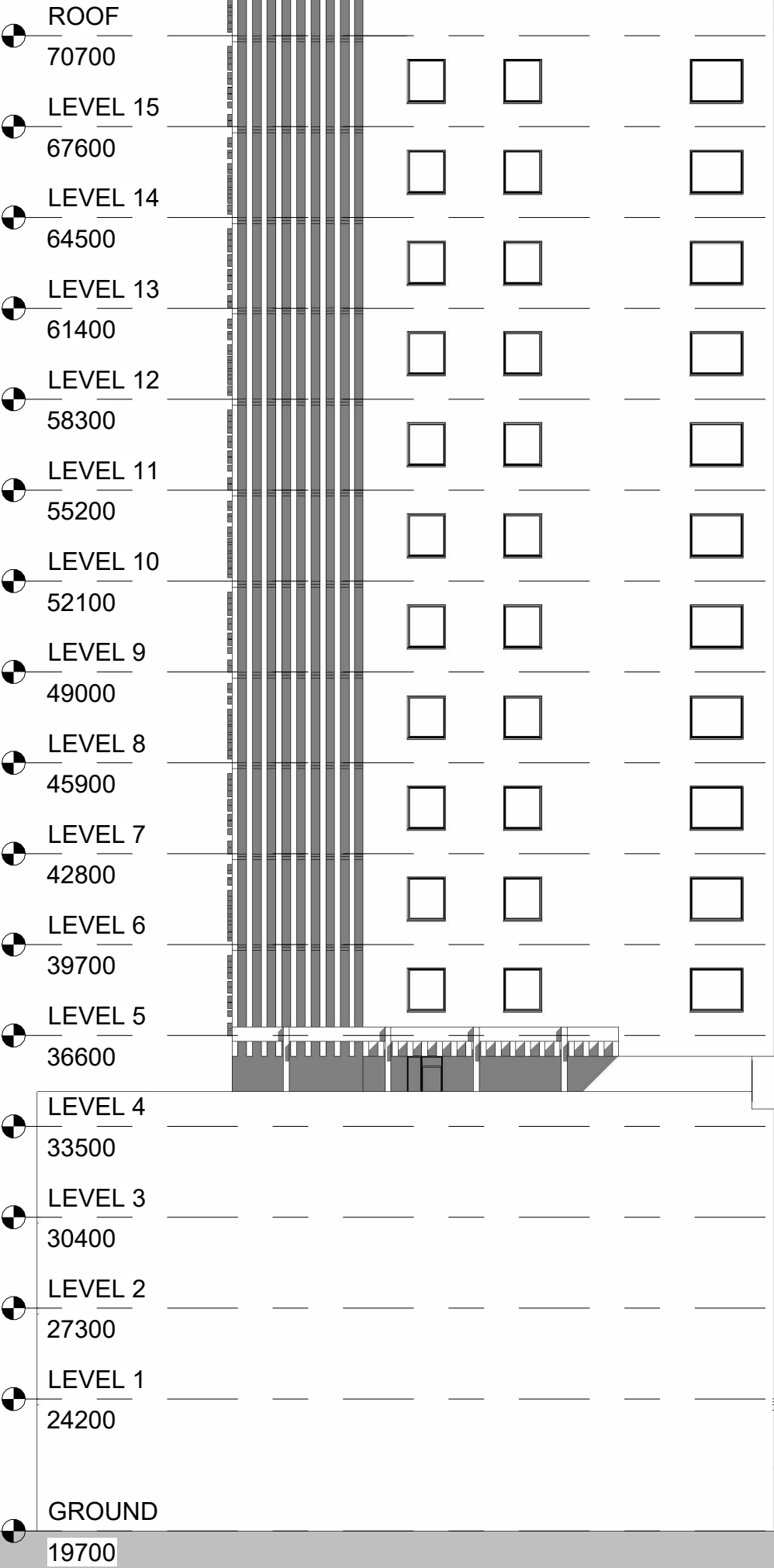
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1

South

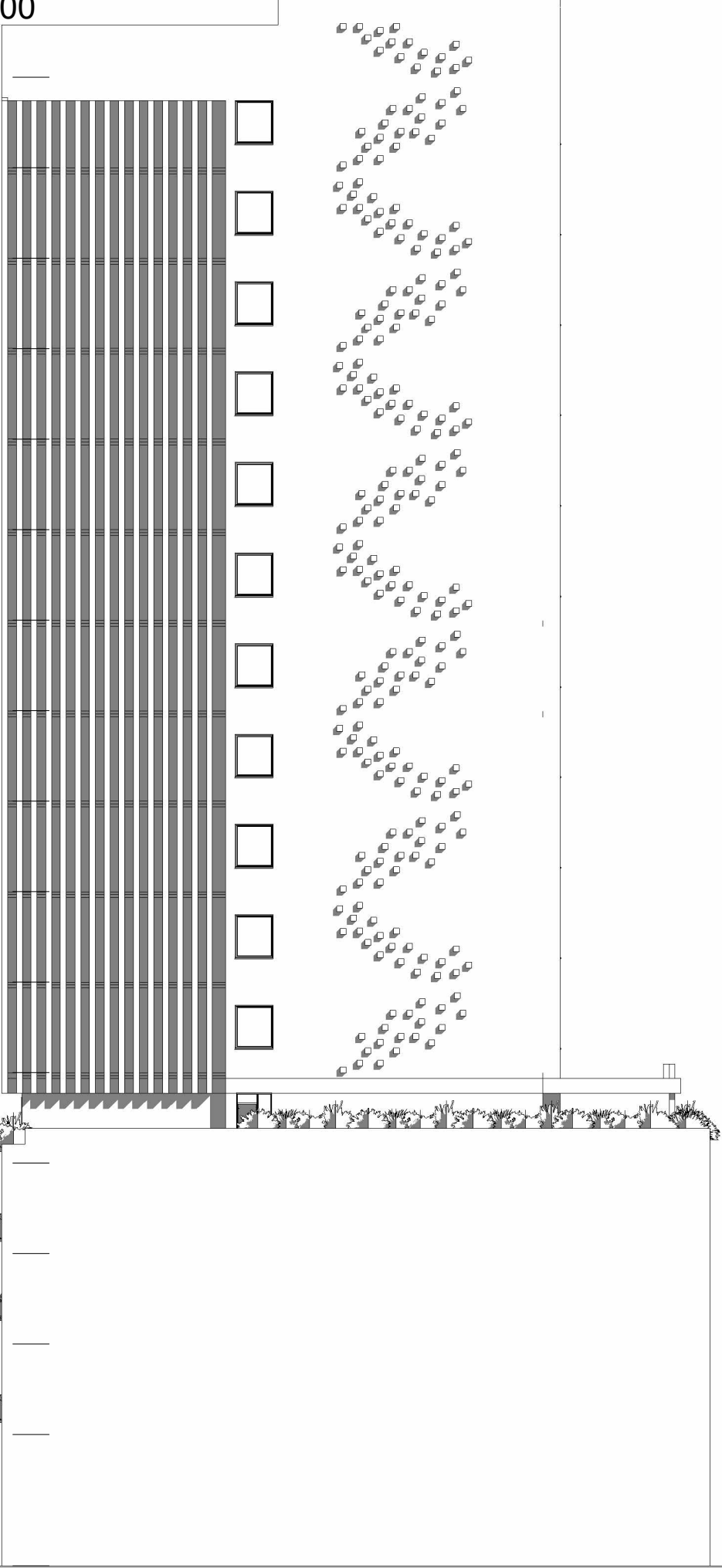
1 : 200



2

West

1 : 200



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ELEVATIONS

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**1** 3D View 1



**2** 3D View 2



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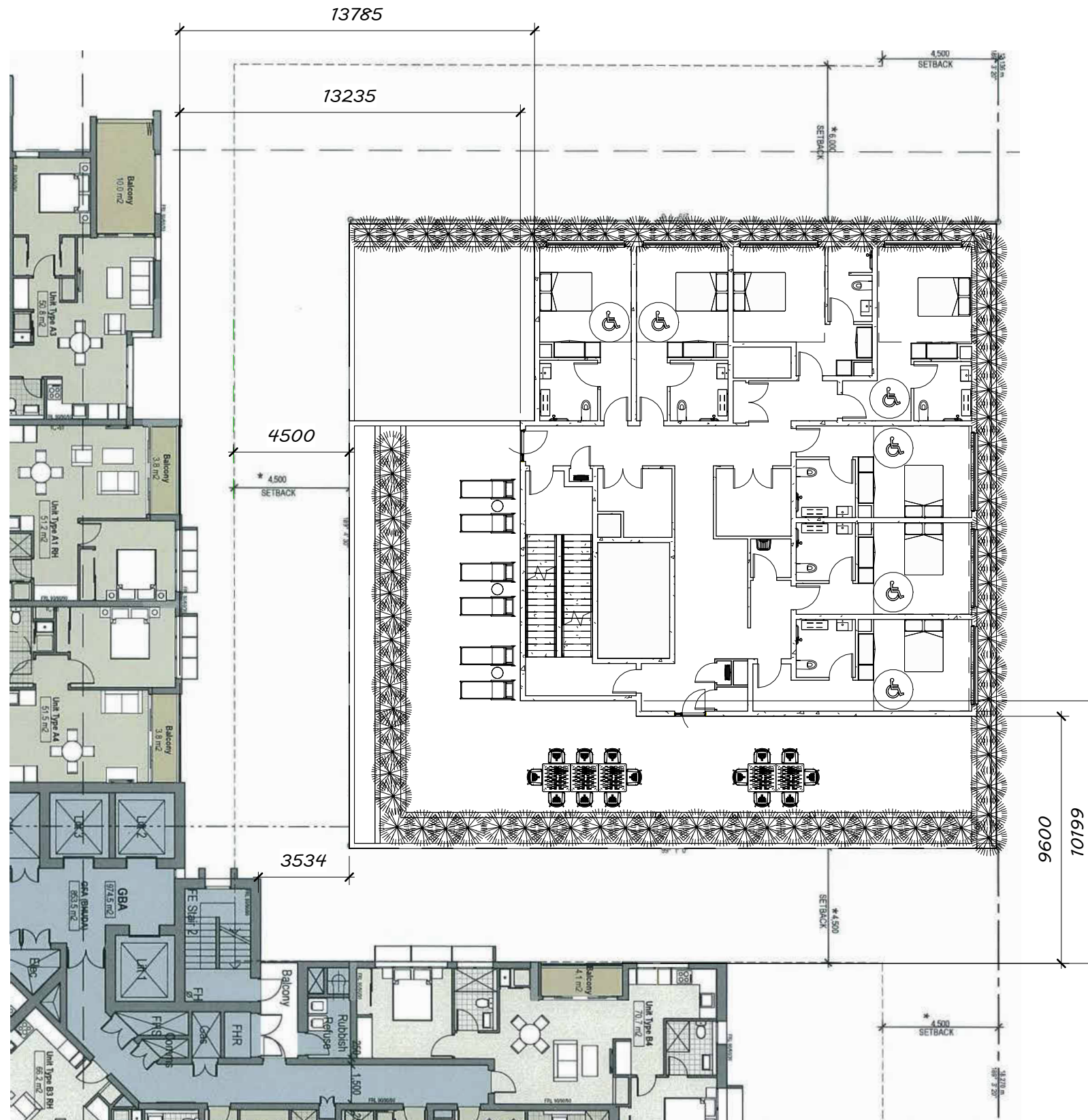
## PERSPECTIVES

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THE TODD  
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## TOWER SETBACKS

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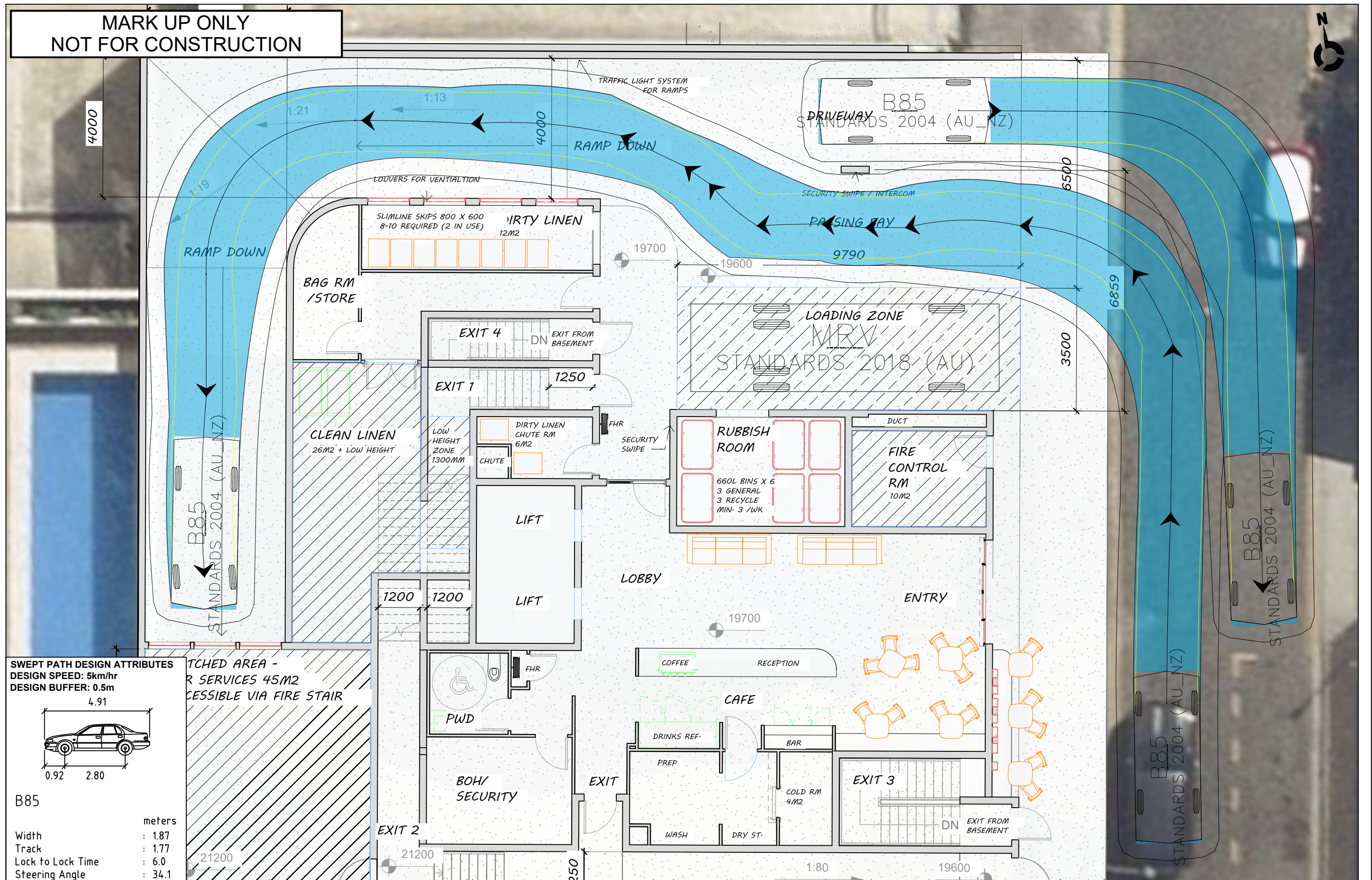
## TOWER SETBACK COMPARED TO NEIGHBOUR

1 : 200



## Appendix 2    Swept Path Analysis

MARK UP ONLY  
NOT FOR CONSTRUCTION



| 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 |



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

DRAWING TITLE

CLIENT

PROJECT

LOCATION

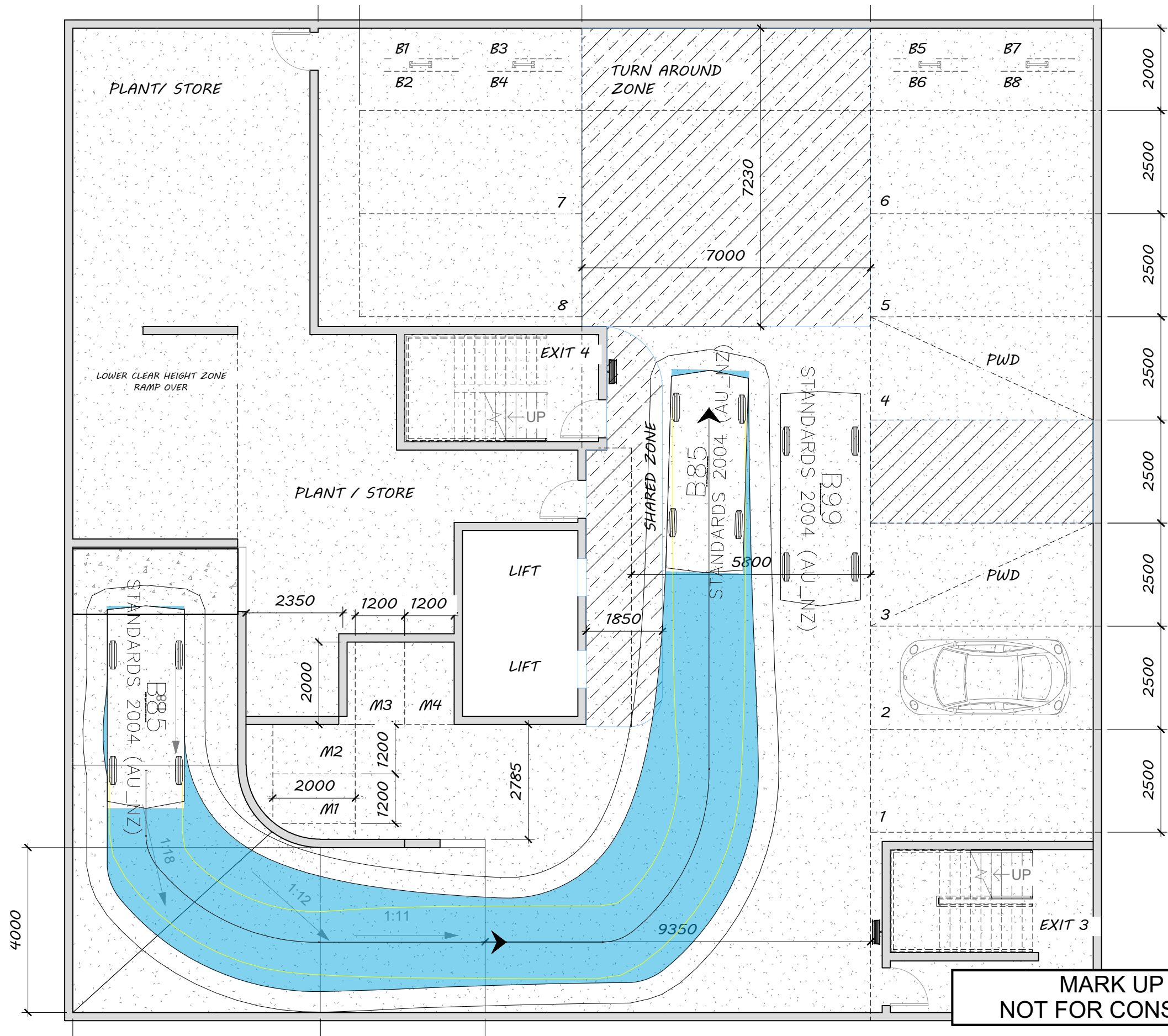
SWEPT PATH ANALYSIS - GROUND FLOOR - B85

FOCUS DEVELOPMENTS NO1

TRAFFIC ENGINEERING ADVICE

10 HAZELMOUNT STREET, BOWEN HILLS QLD 4006

|               |                 |             |                  |
|---------------|-----------------|-------------|------------------|
| DRAWING DATE  | JUNE 2026       | DRAWN BY    | H.F              |
| ORIGINAL SIZE | A1              | CHECKED BY  | H.R              |
| SCALE         | SCALE A3: 1:100 | APPROVED BY | H.R (RPEQ 17016) |
|               |                 | PROJECT NO. | DRAWING NO.      |
|               |                 | 2020        | SK01             |
|               |                 |             | 5                |



| 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 |



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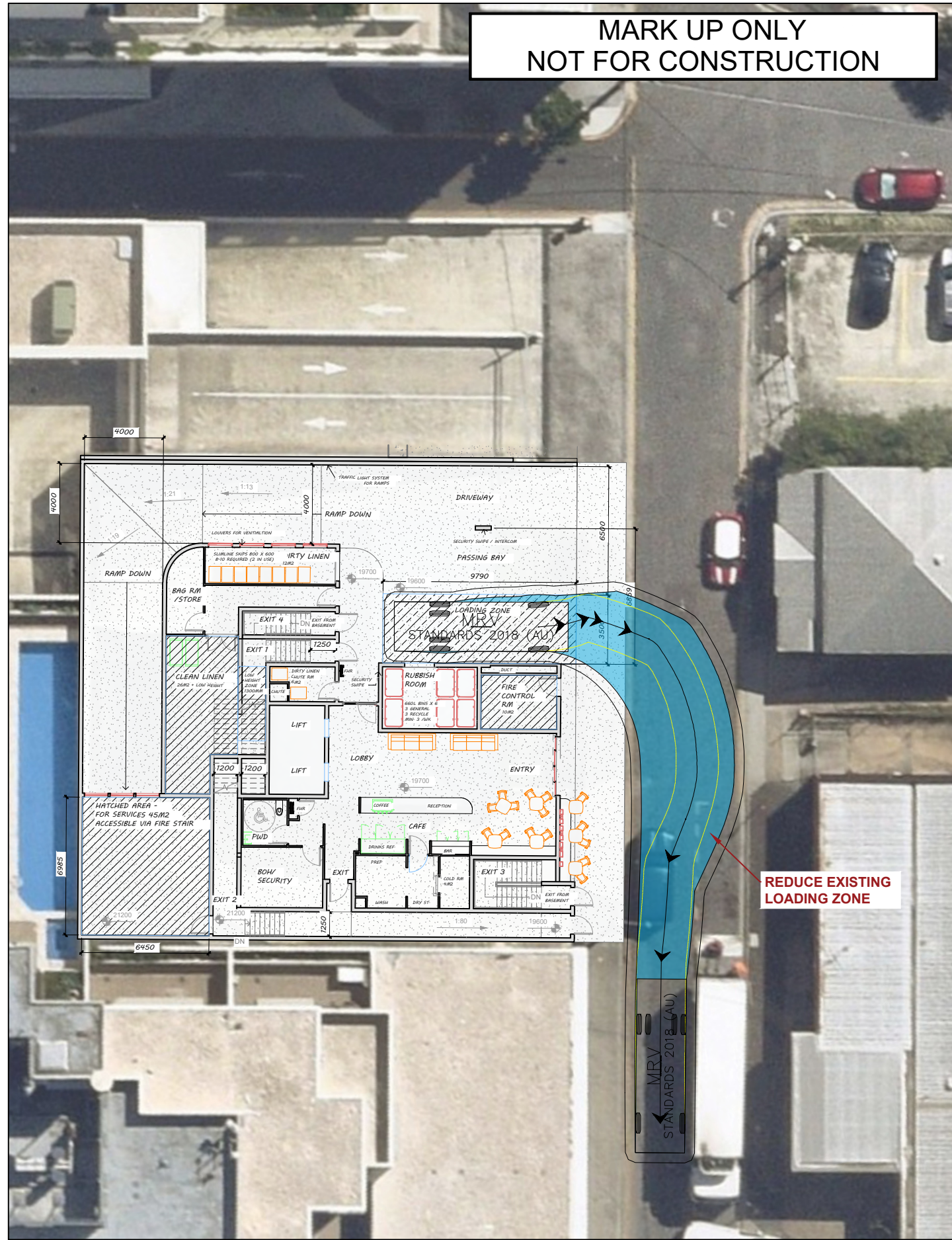
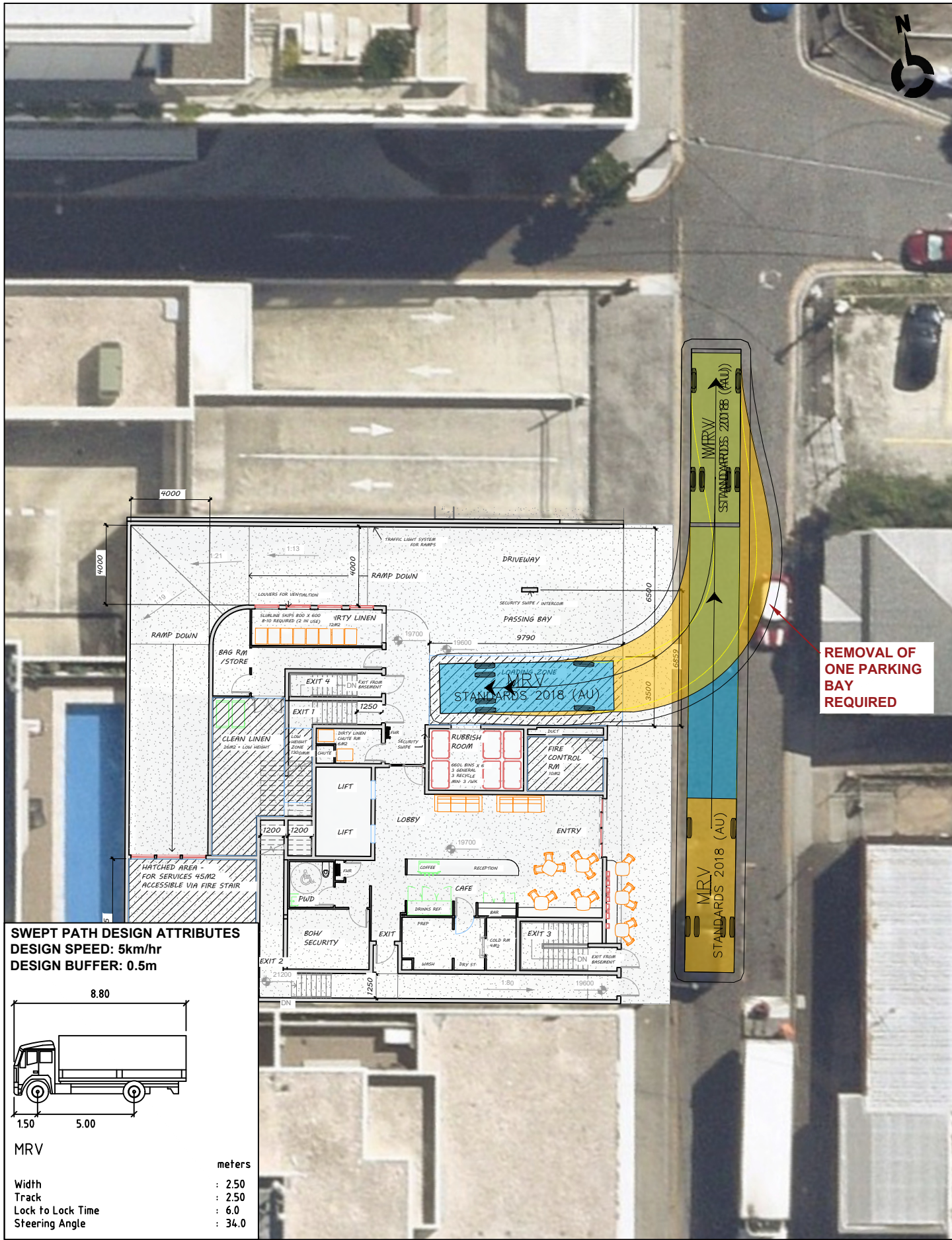
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DRAWING TITLE  
CLIENT  
PROJECT  
LOCATION

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                |



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



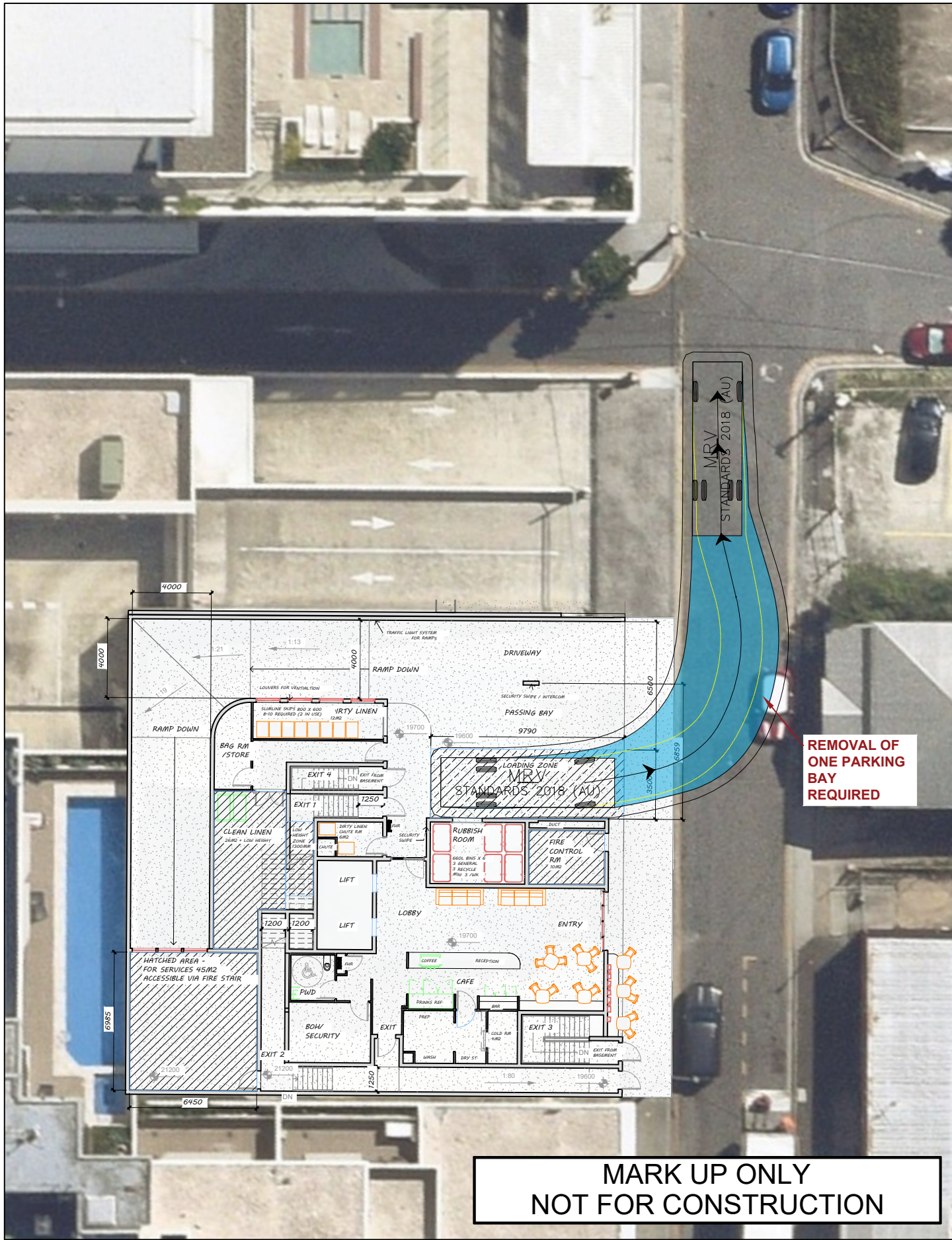
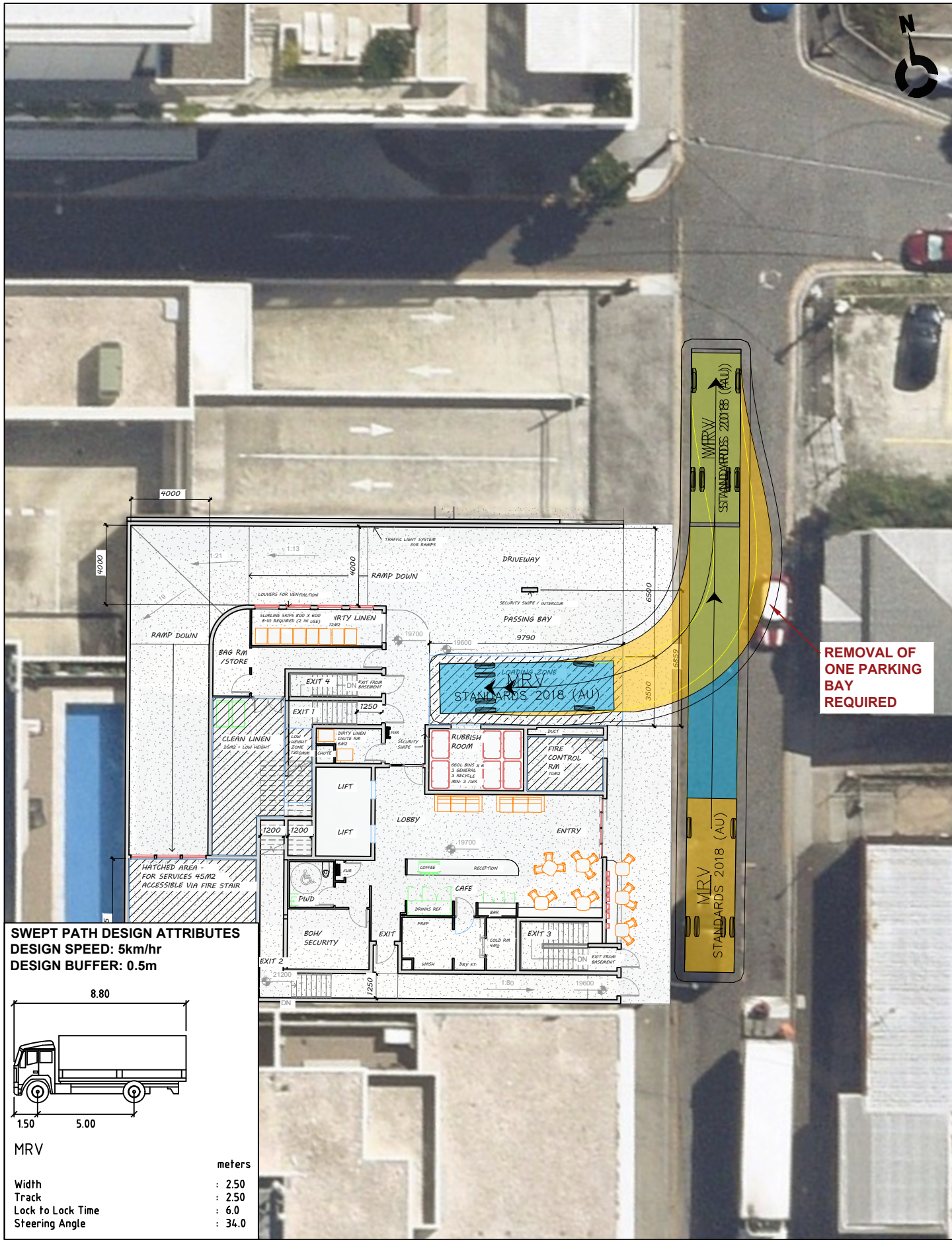
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DRAWING TITLE  
CLIENT  
PROJECT  
LOCATION

SWEPT PATH ANALYSIS - GROUND FLOOR (RIGHT 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              |
|               | SCALE 1:125 (A1) | APPROVED BY | H.R (RPEQ 17016) |
|               |                  | PROJECT NO. | DRAWING NO.      |
|               |                  | 2020        | SK08             |
|               |                  |             | 2                |



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

8.80

1.50 5.00

MRV

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

meters

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 | CHECKED BY  | H.R              |
| SCALE             | 0 2 4 6 7m      | APPROVED BY | H.R (RPEQ 17016) |
| SCALE 1:125 (A1)  | 2020            | DRAWING NO. | SK09             |
|                   |                 | REVISION    | 2                |