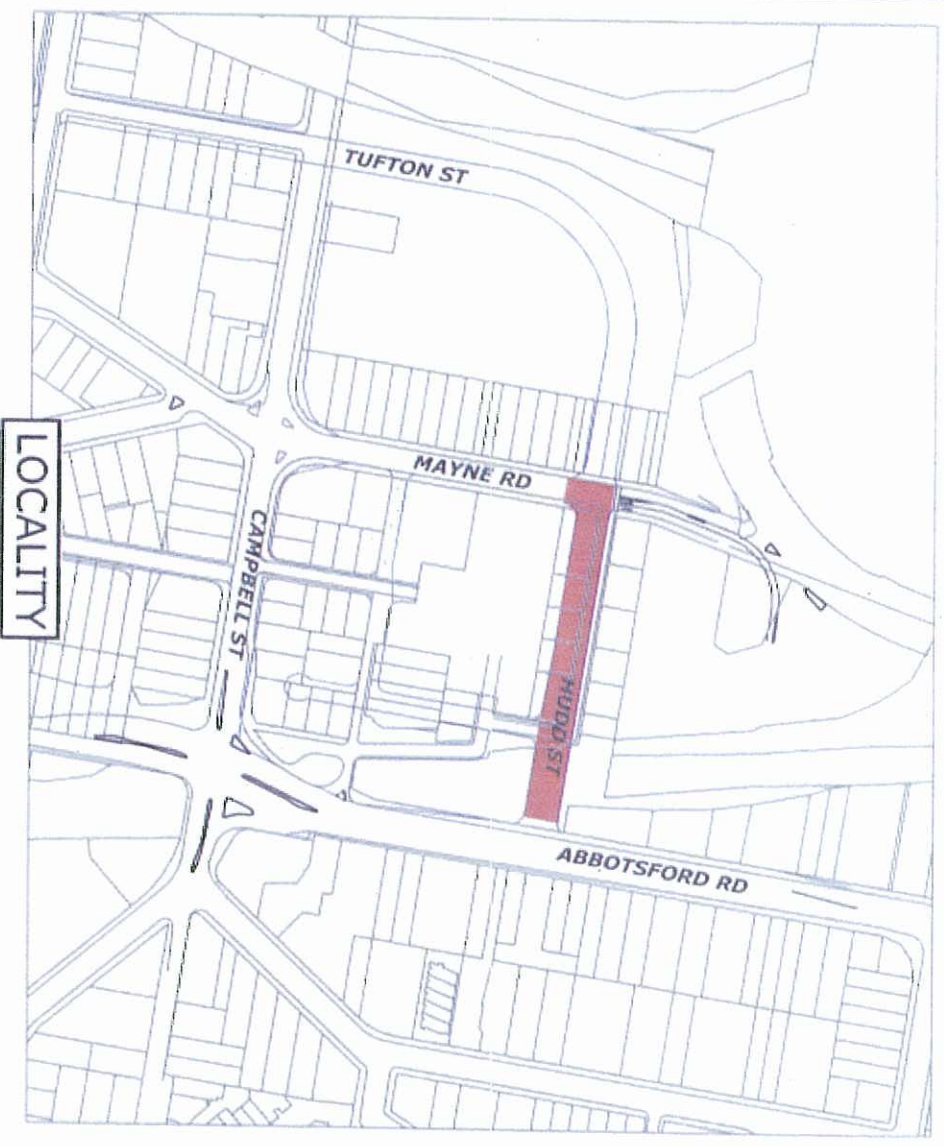
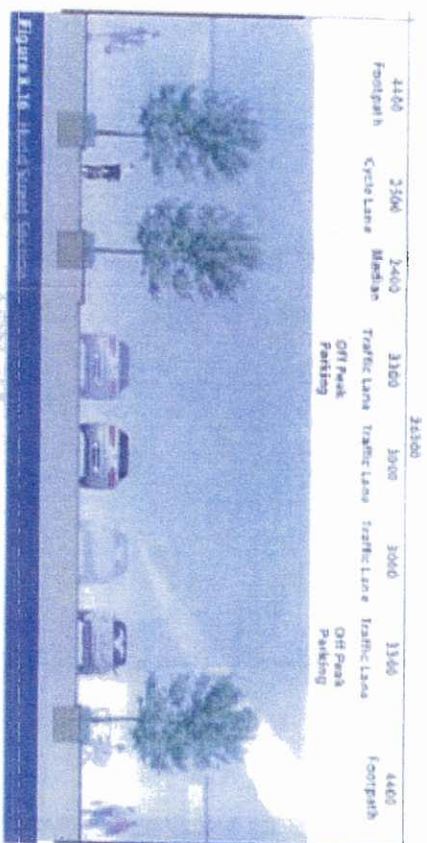
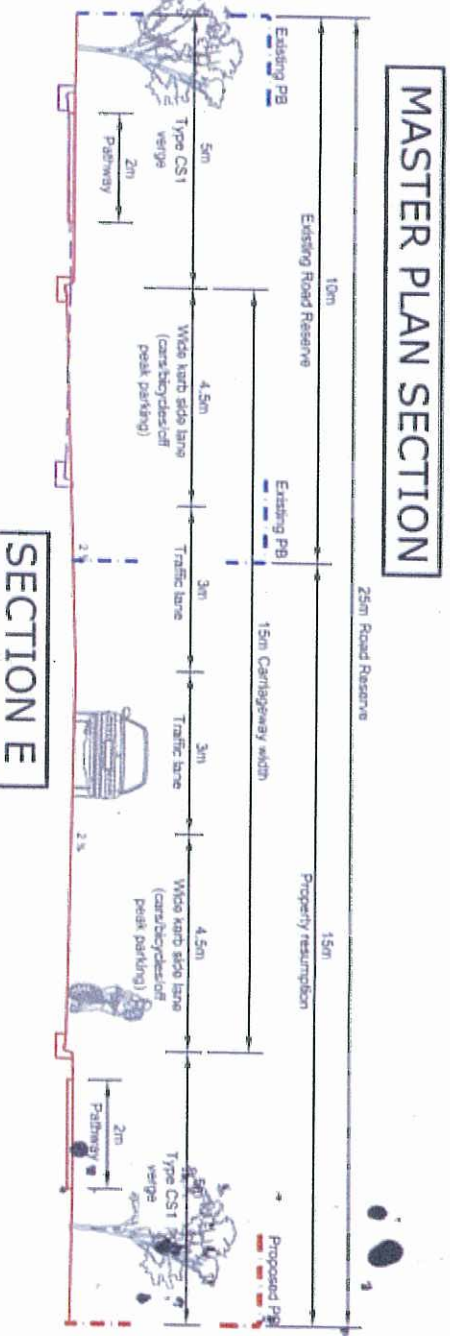




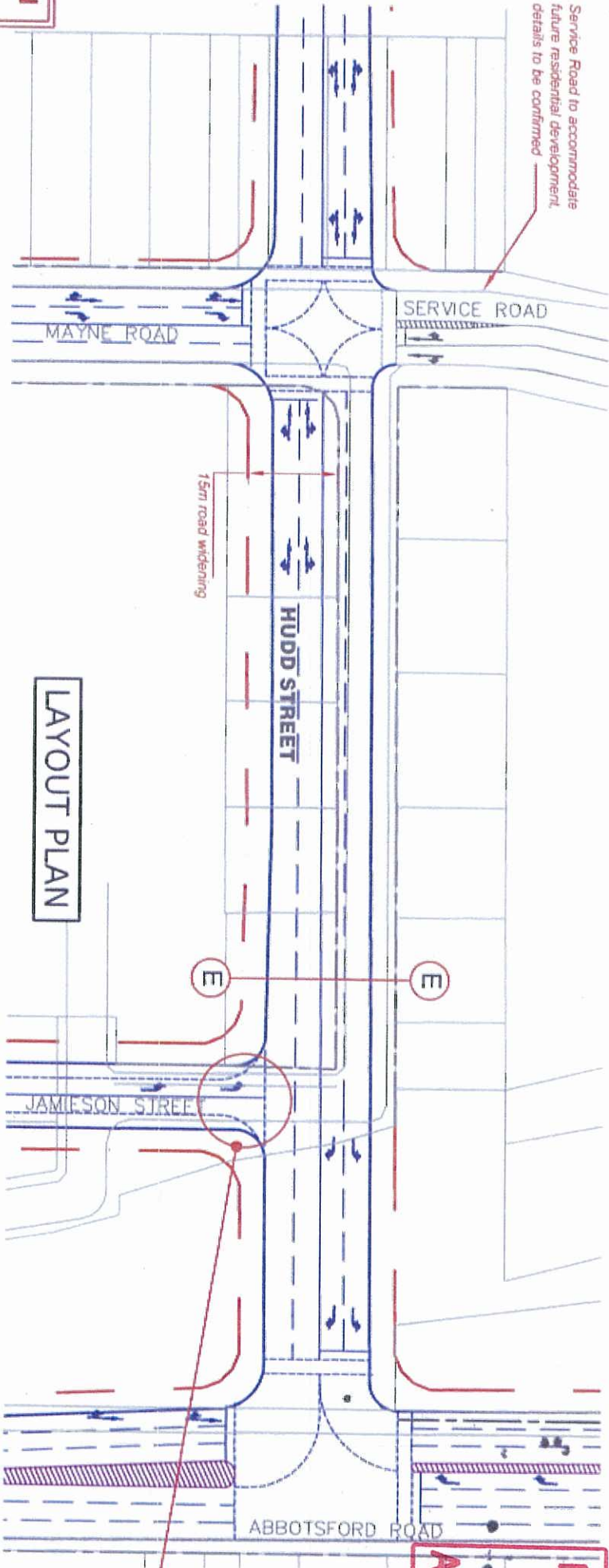
LOCALITY



- MASTER PLAN SECTION ISSUES;**
- \* COPENHAGEN CYCLE LANE AND SEPARATION MEDIAN
  - \* 4.4m VERGE WIDTHS?
- TTM SECTION ALTERNATIVE;**
- \* VERGES TO BE INCREASED TO 5m (BC CS1 STREET)
  - \* 4.5m KERB SIDE LANE SUITABLE FOR LOW SPEED ENVIRONMENT (TRAFFIC / BICYCLE / OFF-PEAK PARKING)
  - \* SUGGESTED 40-50km/h SPEED LIMIT
  - \* NORTHERN PROPERTY BOUNDARY MAINTAINED, SOUTHERN PROPERTY RESUMPTION OF 15m



SECTION E



LAYOUT PLAN

**PRELIMINARY DESIGN**  
FOR DISCUSSION PURPOSES ONLY

**PLANS AND DOCUMENTS**  
referred to in the ULDA  
**APPROVAL dated 30 / 4 / 2012**

|                        |  |                         |  |             |  |             |  |                                  |  |                   |  |
|------------------------|--|-------------------------|--|-------------|--|-------------|--|----------------------------------|--|-------------------|--|
| ASSOCIATED CONSULTANTS |  | ASSOCIATED DRAWINGS     |  | LEVEL DATUM |  | NORTH POINT |  | ULDA - BOWEN HILLS REDEVELOPMENT |  | JOB NO. 27548     |  |
| ULDA                   |  | SCALE                   |  | DESIGNED    |  | DRAWN       |  | PRELIMINARY ROAD NETWORK PLAN    |  | No. 5 OF 23 DWGS. |  |
| LEND LEASE             |  | LOCALITY - 1:4000 @ A3  |  | B.M.        |  | E.W.        |  | HUDD STREET                      |  | 27548-006         |  |
|                        |  | LAYOUT - 1:1000 @ A3    |  | CHECKED     |  | E.C.        |  |                                  |  | REV. A            |  |
|                        |  | SECTIONS - NOT TO SCALE |  | DATE        |  |             |  |                                  |  |                   |  |
| NO. BY DATE            |  | ORIGINAL ISSUE          |  |             |  |             |  |                                  |  |                   |  |
| REVISIONS              |  | APPRO                   |  |             |  |             |  |                                  |  |                   |  |

## WORKPLACE SUSTAINABILITY OVERVIEW

The building seeks to deliver specific environmental initiatives of water efficiency, selection of Materials, Greenstar and Nabers Certification, and natural ventilation as requested in the Client brief.

The proposed solutions generally benefit the occupant through appropriate amenity and benefit owner via reduced energy costs. All solutions provide benefit to the wider environment and are incorporated sympathetically in the design.

The architectural approach to the building design is founded on passive design principles and not solely reliant upon mechanical services to overcome inherent poor planning. This approach is applied to daylight penetration, thermal comfort, indoor air quality, transport, land use and adaptive reuse.

The desire for strong daylight penetration is integral to reduce the requirement for artificial lighting and to enhance occupancy comfort. The depth of the floor plate to glazing has been a significant driver of the building design.

The linear floor plate combined with simple fitout strategies mean the majority of the floor plate is no more than 10m from a natural daylight source.

The façade design modifies to each orientation to address particular issues. These devices with the appropriate glazing co-efficient all contribute to a reduction on the cooling load.

The contribution of landscape is important to the scheme. It visually connects the ground level through the entry to the first level podiums and terrace. The landscape has visual and physical benefits.

The site's location to significant public transport nodes within the TOD Master Plan support the overall sustainability and environmental principles incorporated in the design.

The building design will achieve the 6-star Green Star requirements with a focus on user comfort and amenity. While DPW's sustainability requirements are identified in the Green Plan, flexibility is provided for consultation with DPW to refine the scheme and optimise environmental outcomes.

Compared with traditional non-Ecologically Sustainable Development principles, the proposal is expected to:

- Save around 700 tonnes in annual carbon emission
  - representing a 30% reduction in emissions and the equivalent of taking 180 cars off the road; and
- Lead to a 45% reduction in water consumption and 50% reduction in flows to sewer.

Other key environmental and social sustainability initiatives include:

- All management points achieved including waste management during construction and building commissioning;
- Increased outside air (100% above Australian Standards);
- Good air movement within the office spaces;
- Carbon dioxide monitoring and control;
- Excellent daylighting and external views;
- Excellent lighting design including individually addressable ballasts;
- Low-to-no VOCs and formaldehyde emissions;
- High-quality environmentally sustainable work stations;

- Energy efficient mechanical plant with refrigerant leak detection systems;

- Use of zero-ozone-depleting refrigerants and insulants;

- Energy efficient lighting and excellent sub-metering of all main energy users;

- Sub-metering of all tenancy lighting and small power;

- Intelligent use of standby generation for peak energy demand reduction;

- A solar thermal domestic hot water system;

- Excellent water efficiency and use including:

- Waterless urinals and 6 WELS Star WCs;

- Efficient water fittings;

- Rainwater harvesting for use in toilet flushing;

- Reduced water use in landscape irrigation;

- Water sub-metering to allow monitoring and analysis of water use; and

- Capture and reuse of all the water used for fire system testing.

- Excellent public transport facilities with all relevant Green Star points achieved;

- Extensive cyclist facilities for both occupants and visitors including bicycle storage bays and amenities.

- Provision of space for an office waste recycling operation;

- Green roof on the podium level, providing a reduced-heat island effect, a high level of insulation, visual amenity from the office areas and a green break-out space for occupants.

The development contains a number of key design features which optimise tenant use flexibility while providing the building owner with a low energy system. These initiatives include:

- A high-performance façade including a Low-E coating to reduce high solar gains while maximising daylight to the

- floor plates;

- External shading devices to reduce direct sunlight to the perimeter zones;

- Ventilation systems incorporating high-efficiency energy reclaim which goes beyond the requirements of Section J;

- Highly efficient cooling towers to help achieve Green Star credit WAT-4; and

- Gas-fired tri-generation plant

**PLANS AND DOCUMENTS**  
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# Bowen Hills Government Office Building

27/01/2012

PLANS AND DOCUMENTS

Area Calculations  
 \*GFA calculations as per definitions noted  
 \*NET LETTABLE AREA- Excludes Licensed Areas (EXCLUDES communications/ tenant equipment, storage, internal stairs, sole use referred to in the ULDA toilets, cleaners room, security desk)

APPROVAL dated 30 / 4 / 2012

| Ground/Podium        | A      | B      | C        | D      |        |
|----------------------|--------|--------|----------|--------|--------|
|                      | GFA m² | GFA m² | GFA m²   | NLA m² |        |
|                      | PCA    | PCA    | ULDA     | Govt   | Retail |
| Basement             | 4351   | 1221   | 968      |        |        |
| Ground Level         | 2524   | 2022   | 1681     |        | 151    |
| Tenancy 01           |        |        |          |        | 213    |
| Tenancy 02           |        |        |          |        | 218    |
| Tenancy 03           |        |        |          |        | 134    |
| Cafe                 |        |        |          |        |        |
| Podium Level 1       | 3842   | 1079   | 914      | 700    |        |
| Podium Level 2       | 3133   | 362    | 198      |        | 0      |
| Podium Level 3       | 3839   | 1080   | 914      | 700    |        |
| Podium Level 4       | 3998   | 276    | 109      |        |        |
| Plant Mezzanine      | 1050   | 366    | 109      |        | 0      |
| Ground Podium Totals | 22737  | 5735   | 4893 NLA | 1400   | 716    |

| Tower                    | GBA m² | GFA m² | GFA m² | NLA m² |     |
|--------------------------|--------|--------|--------|--------|-----|
|                          |        | PCA    | ULDA   | PCA    |     |
| Tower Level 1 (Low)      | 2670   | 2570   | 2300   | 2091   |     |
| Tower Level 2 (Low)      | 2430   | 2430   | 2157   | 1950   |     |
| Tower Level 3 (Low)      | 2570   | 2570   | 2300   | 2091   |     |
| Tower Level 4 (Low)      | 2430   | 2430   | 2157   | 1950   |     |
| Tower Level 5 (Low)      | 2570   | 2570   | 2300   | 2091   |     |
| Tower Level 6 (Low)      | 2430   | 2430   | 2157   | 1950   |     |
| Tower Level 7 (Low)      | 2570   | 2570   | 2300   | 2091   |     |
| Tower Level 8 (transfer) | 2430   | 2430   | 2157   | 1950   |     |
| Tower Level 9 (overrun)  | 2570   | 2570   | 2300   | 2091   |     |
| Tower Level 10 (High)    | 2430   | 2430   | 2200   | 2028   |     |
| Tower Level 11 (High)    | 2570   | 2570   | 2343   | 2167   |     |
| Tower Level 12 (High)    | 2430   | 2430   | 2200   | 2028   |     |
| Tower Level 13 (High)    | 2570   | 2570   | 2343   | 2167   |     |
| Tower Level 14 (High)    | 2430   | 2430   | 2200   | 2028   |     |
| Tower Level 15 (High)    | 2570   | 2570   | 2343   | 2167   |     |
| Tower Totals             | 37570  | 37570  | 33757  | 30840  |     |
|                          | 60307  | 43305  | 38650  | 32240  | 716 |

Note - All Net Lettable Area calculations are preliminary only and approximated. Final lease area calculations and calculations for any legal purposes should be undertaken by a qualified surveyor from the as-constructed conditions. Areas are likely to adjust during the design development and documentation processes.

| PLOT RATIO |                 |
|------------|-----------------|
| SITE AREA  | 4350 m²         |
| GFA        | 38650 m²        |
|            | plot ratio 8.89 |

Bowen Hills Government Office Building  
Car Parking Schedule

Note: all numbers will be subject to review in subsequent design stages and may adjust based on general design development.

3/02/2012

|               | Total Cars* | Small Cars | PWD |
|---------------|-------------|------------|-----|
| Basement      | 50          | 0          | 2   |
| Ground        | 0           | 0          | 0   |
| Podium 1      | 73          | 24         | 1   |
| Podium 2      | 78          | 24         | 1   |
| Podium 3      | 78          | 24         | 1   |
| Podium 4      | 70          | 3          | 1   |
| Podium 4 Mezz | 26          | 0          | 1   |
| Total         | 375         | 75         | 7   |

\*Total Cars includes Small Car spaces and PWD spaces  
Small Cars are approximately 20% of total car spaces this is noted as being above green star requirement and is based on dimensional restrictions in planning.

|                  | LRV | MRV | SRV |
|------------------|-----|-----|-----|
| Service Vehicles | 1   | 2   | 2   |

\*Service Vehicles in accordance with TTM direction, note will need TTM review of manoeuvring to confirm configuration achievable.

End of Trip Facilities

Solution consistent with brief

Secure Bicycles

250 bicycles

Total showers

25 showers = 1 shower per 10 bicycles

Male

15 showers = 60% male ratio

Female

10 showers = 40% female ratio

Total Lockers

350 lockers = 1 locker per bicycle at 60% male and 40% female ratio plus 100 walker lockers

Male

210 lockers (double stacked lockers)

Female

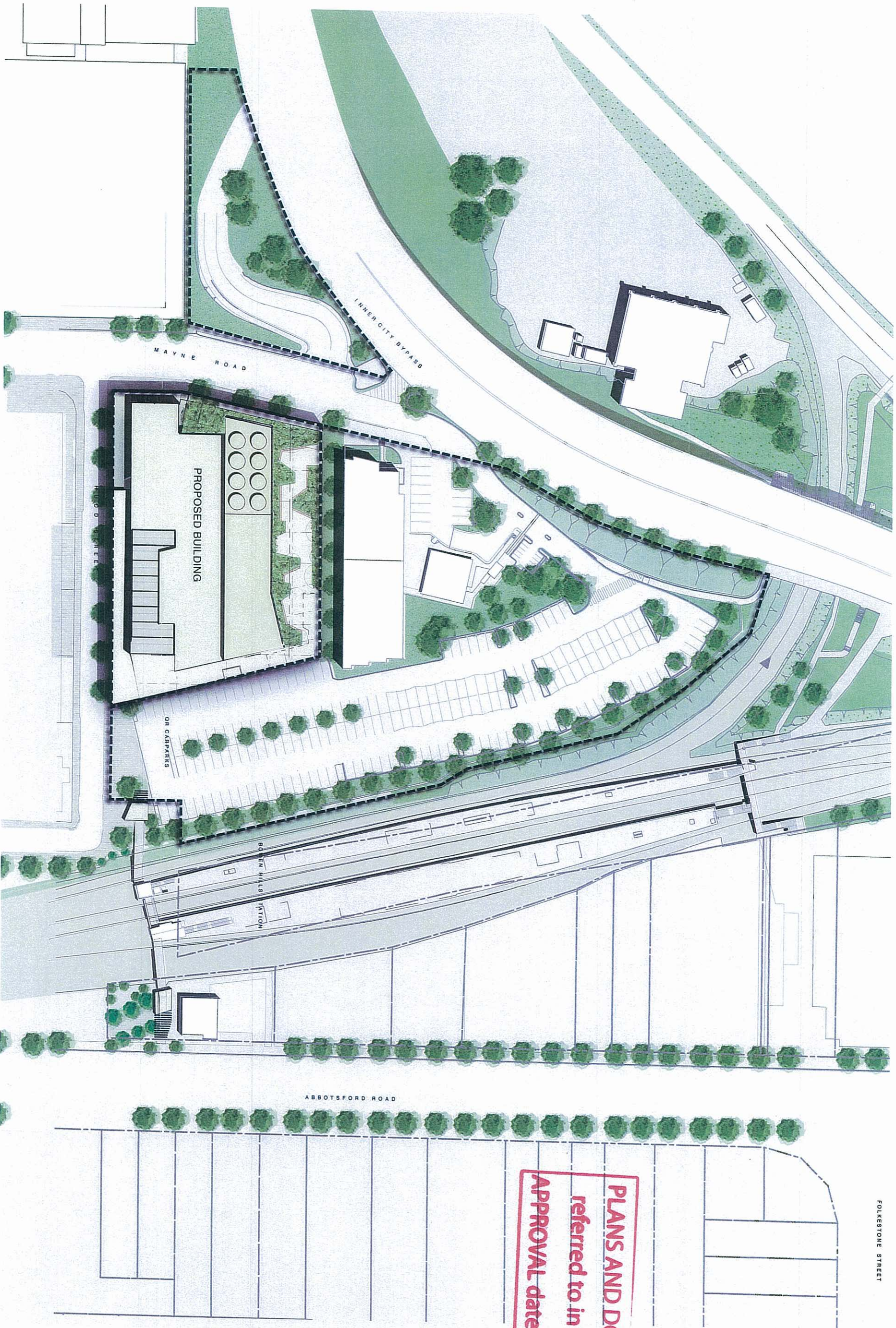
140 lockers (double stacked lockers)

Total Visitor Bicycle Parking

44 bicycles

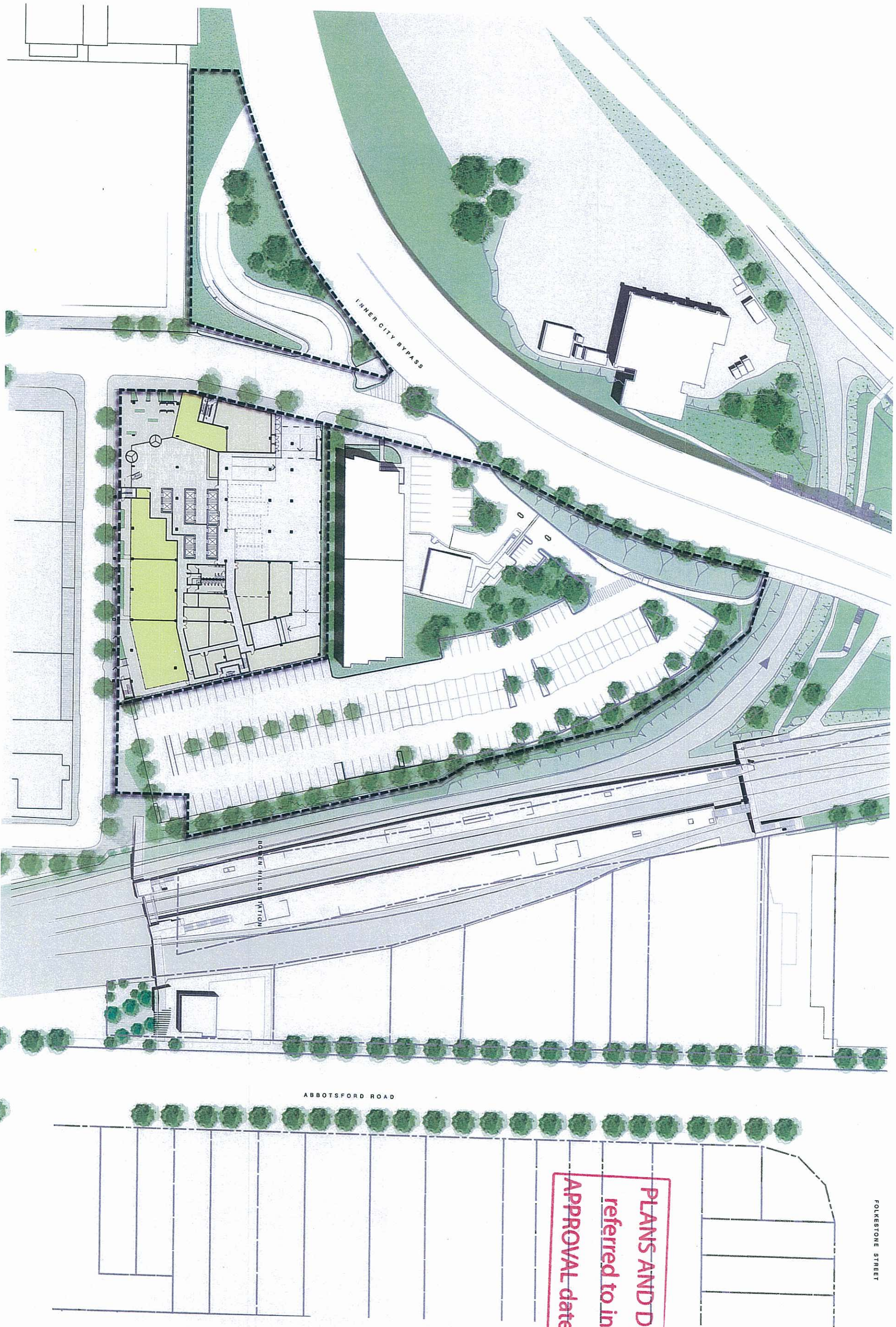
Calculation based on Greenstar TRA-3 Cyclist facilities (3 points)

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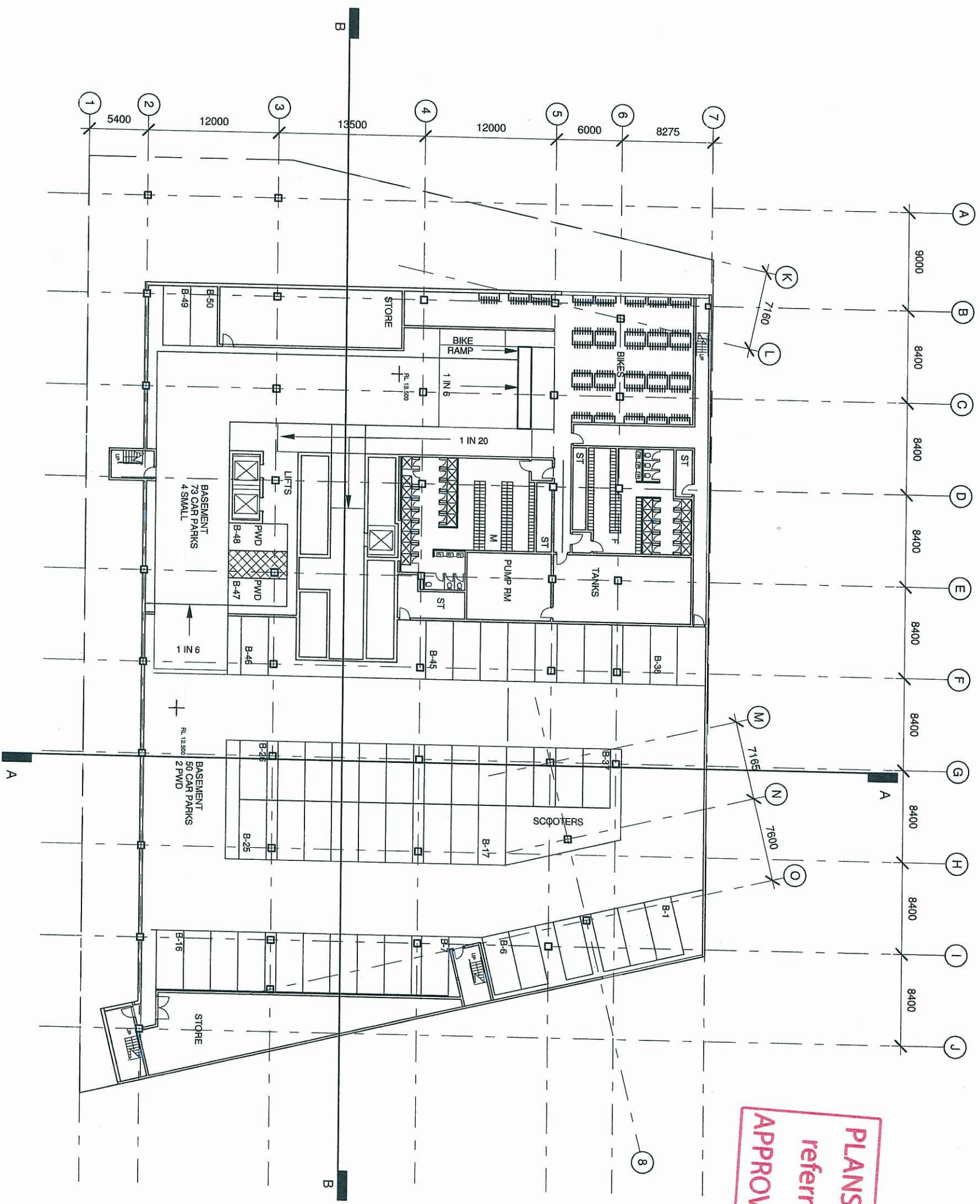
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MASTER PLAN STAGE ONE 1:1000@A3 0 10 20 30 ①



SITE PLAN 1:1000@A3 0 10 20 30 ①

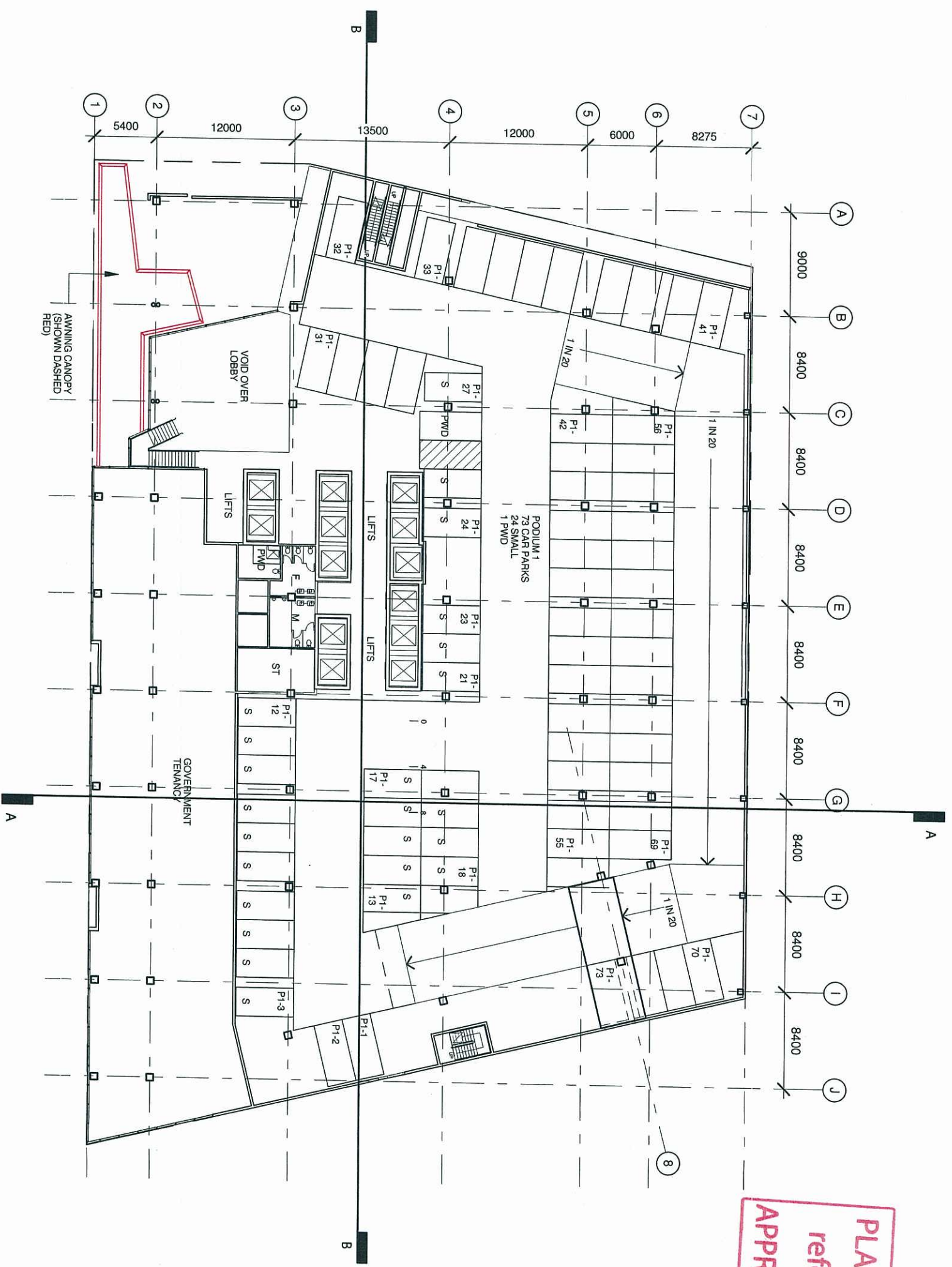
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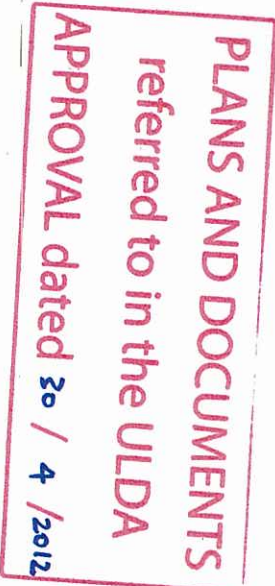


GROUND PLAN 1:400@A3

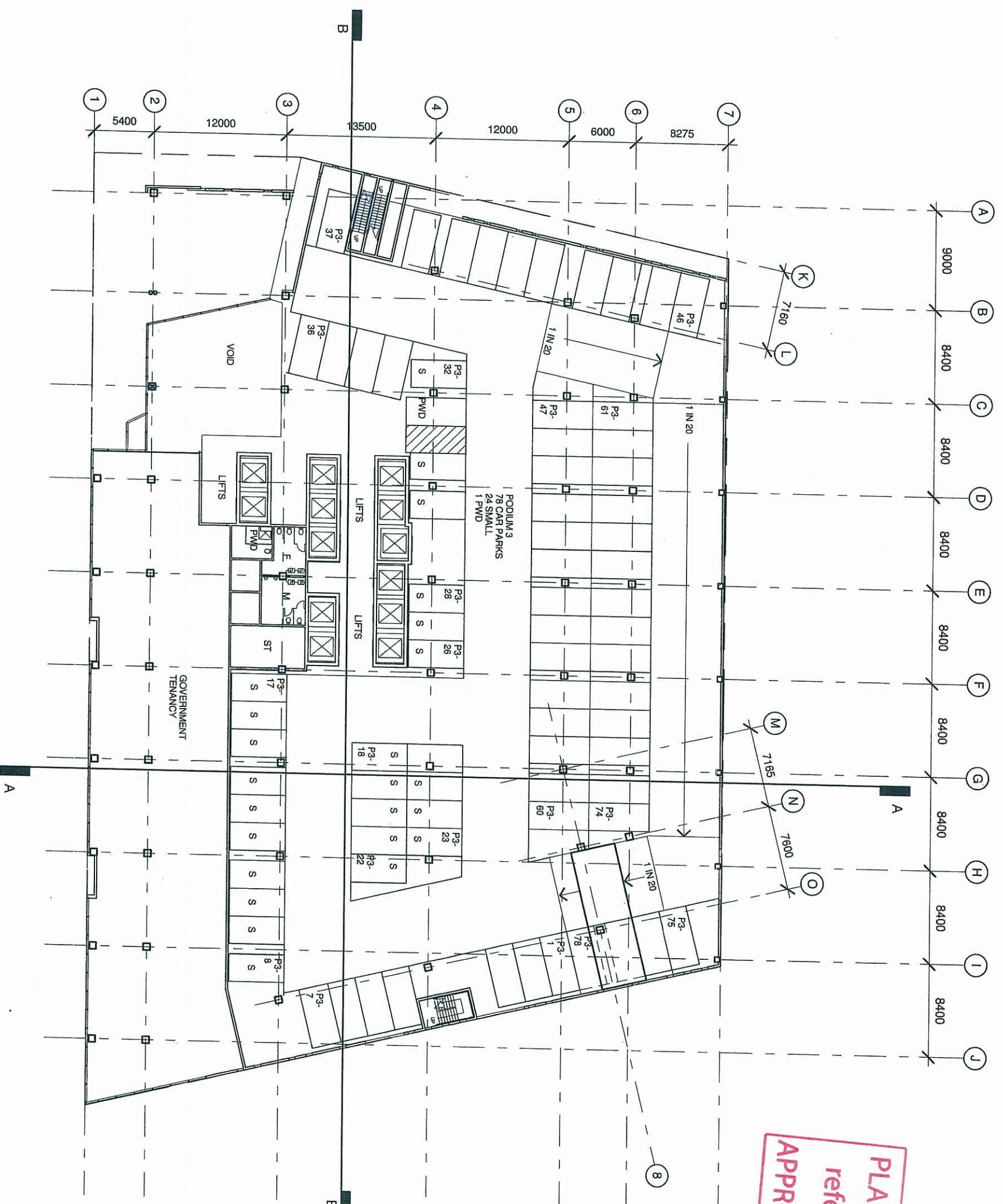
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LEVEL ONE PODIUM PLAN 1:400@A3 0 4 8 1



**PLANS AND DOCUMENTS**  
referred to in the ULDA  
APPROVAL dated 30 / 4 / 2012



APPROVAL dated 30 / 4 / 202

