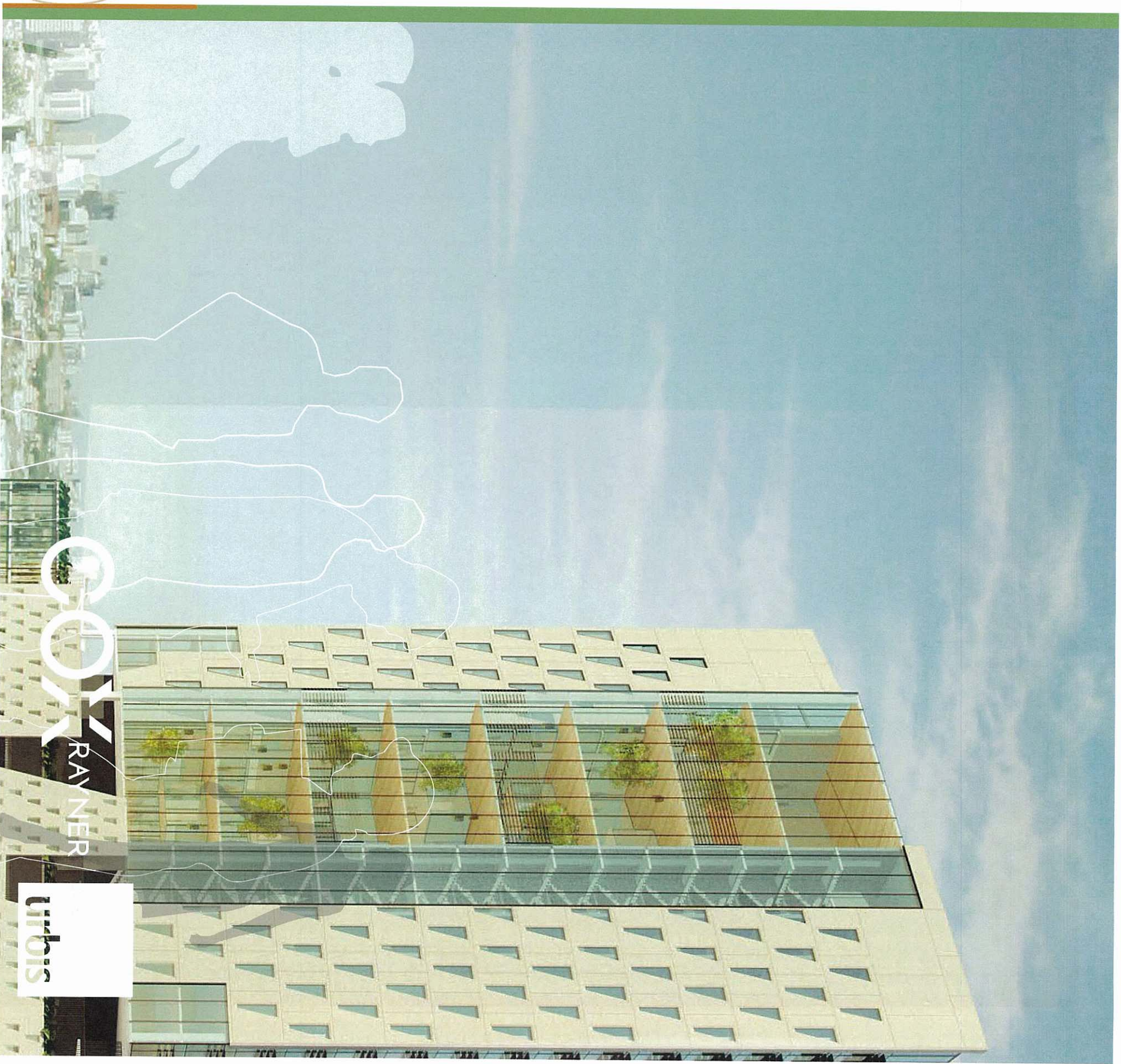


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26 APR 2012
By: PETA McCULLACH (name)
of the ULDA

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



Street

Bowen Hills

GOY RAYNER

urbis

Sub-precinct Plan
February 2012

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Benjamin Slack
Associate Director	Kris Krpan
Consultant	Claire Pattearson
Job Code	BA2069
Report Number	2

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1.0 INTRODUCTION

1.1 Document Purpose

In accordance with section 3.2.6 of the Bowen Hills Urban Development Area Development Scheme (Development Scheme) permissible development must not occur unless a detailed plan for the precinct (sub precinct plan) has been approved or the ULDA advises that in its opinion that one is not required. In this instance a sub precinct plan is required for land within Precinct 1b (refer to 'FIGURE 1: Sub Precinct Site').

This document demonstrates how the overall sub precinct is to be developed in an orderly fashion outlining key requirements for:

- Access and Mobility;
- Built Form;
- Open Space and Public Realm;
- Staging; and
- Infrastructure.

1.2 Site and Context

The sub-precinct area is Precinct 1b of the Development Scheme. This land is specifically described as:

LOT ON PLAN	AREA (SQM)
Lot 103 on SP155738	10,710
Lot 101 on RP146694	1431
Lot 1 on RP9896	470
Lot 2 on RP9896	430
Lot 3 on RP9896	434
Lot 5 on RP9895	334
Lot 6 on RP9895	334
Lot 7 on RP885888	222
Part of Lot 30 on SP229949	1,850
Total Area	16,215

TABLE 1: PROPERTY DESCRIPTION



FIGURE 1: SUB PRECINCT SITE



An application to reconfigure the allotments to the east of Mayne Road within the sub-precinct to enable the creation of Lot 10 (4350m²) was lodged with the ULDA on 9 December 2011. This lot is proposed to accommodate the State Government Office requirements the subject of this application. The sub-precinct has an area of 16,215m² and is bound by Hudd Street to the south, Mayne Road to the west, the Inner City By-Pass to the north and the Bowen Hills Railway Station to the east. Part of Lot 30 on SP229949 is to the west of the inner city by pass and currently used for access purposes to the Mayne Rail yards.

The sub precinct currently is occupied by a number of buildings including the QR train drivers offices and their associated car parking.

Contextually the site is within 2.5 kilometres from the Brisbane CBD, 600 metres from the Royal Brisbane and Woman's Hospital, 300 metres from the RNA redevelopment site, 1 kilometre from Fortitude Valley and is within the Bowen Hills 'Heart' (refer to 'FIGURE 2: Site Context').

1.3 Development Potential

The development scheme encourages a range of uses at a high intensity within the sub precinct. Preferred uses include office, multiple residential, shops, child care centres, community facilities, educational establishments, food premises, medical centres and indoor sport and recreation.

The planning controls recognise the location of the sub precinct adjacent to the Bowen Hills Railway Station allowing a plot ratio of 8 and building heights from 24 to 30 stories. Given that the area of the precinct is 16,215m² this equates to a total GFA allowed of 129,720m².

On a stage by stage basis the following GFA allocation is indicative and nominal and is shown in 'TABLE 2: GFA Allocation':

STAGE	AREA	PROPOSED GFA	DEVELOPMENT SCHEME GFA
Stage 1	4,350m ²	38,650m ²	34,800m ²
Stage 2	10,015m ²	80,000m ²	80,120m ²
Part of Lot 30 on SP229949	1,850m ²	-	14,800m ²
Total	16,215m²	118,650m²	129,720m²

TABLE 2: GFA ALLOCATION



FIGURE 2: SITE CONTEXT



2.0 SUB PRECINCT PLAN

2.1 Key Outcomes

The key outcomes for the sub precinct are as follows (refer to 'FIGURE 3: Sub Precinct Plan'):

- The creation of a mixed use high density precinct adjacent to the Bowen Hills Railway Station;
- Reinforcing the range of uses allowed by the Development Scheme for the precinct with a focus on office, food premises, shop and multiple residential;
- Built form activating Hudd Street with active uses at the ground plane and uses above the ground plane providing surveillance of this public realm above podium;
- Built form providing activation at the ground plane to the east either fronting a public plaza or an internal street;
- A landmark building being located on the corner of Hudd Street and Mayne Road;
- Secondary activation to the railway corridor in the buildings in Stage 2 to the east;
- Ensuring that vehicles are able to move freely through the precinct including upgrading of Hudd Street with future access over the railway corridor to Abbotsford Road;
- The ability to locate a local street in the sub - precinct that runs through the new plaza to Hudd Street;
- The location of bus stops along Hudd Street;
- A permeable sub precinct for pedestrians and cyclists that enables movement between the railway station, the sub precinct and surrounding areas;
- The creation of a public plaza located between the railway station and development to the west;
- The plaza will be delivered in Stage 2;
- Landscaping along Hudd Street and within the sub precinct that provides a sub-tropical refuge from the elements; and
- Maintenance of access to the Mayne Railways from Mayne Road.

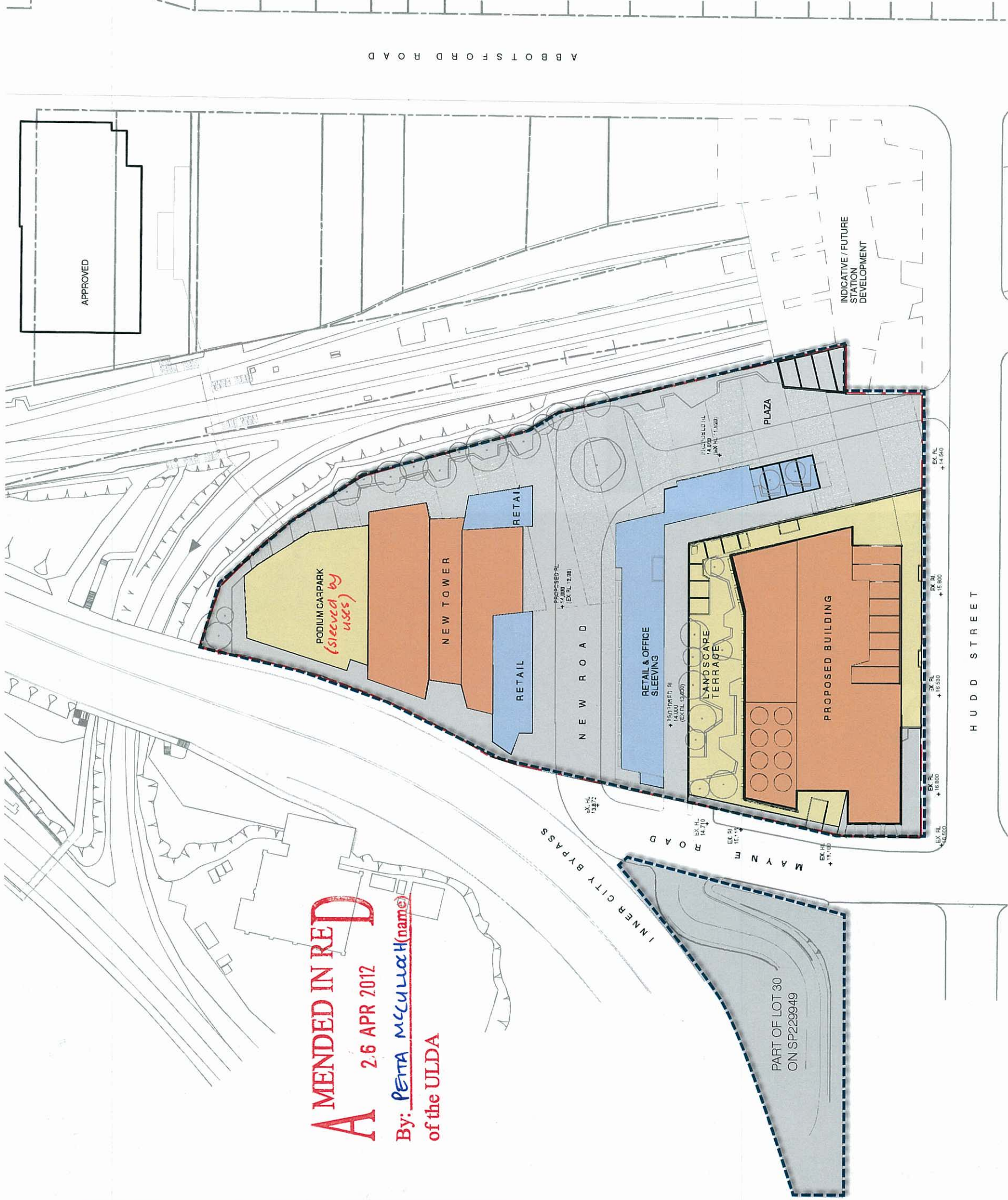


FIGURE 3: SUB PRECINCT PLAN
Source: Cox Rayner

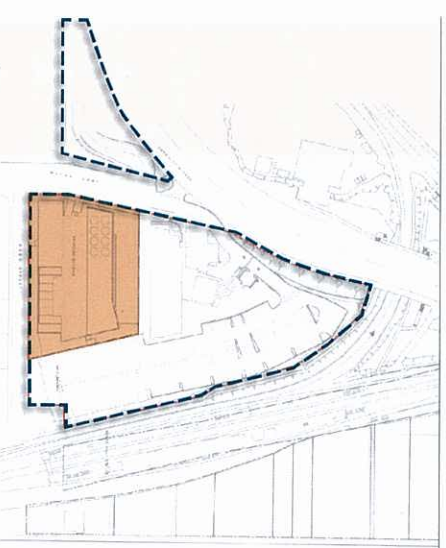
By: Penta McCullough (name)

- KEY
- Site Boundary
- Stage 1
- Stage 2

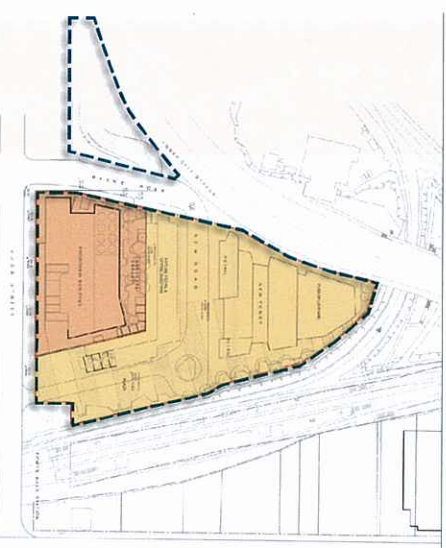
with active users sleeping any above ground car parking.

- Development of retail to serve stage 2 pavilion car park generally in accordance with stamped approved DA019 Rev D; DA06 Rev D; DA04 Rev D; DA05 Rev D; DA07 Rev D; DA08 Rev D located in Appendix A of this sub-precinct plan.*

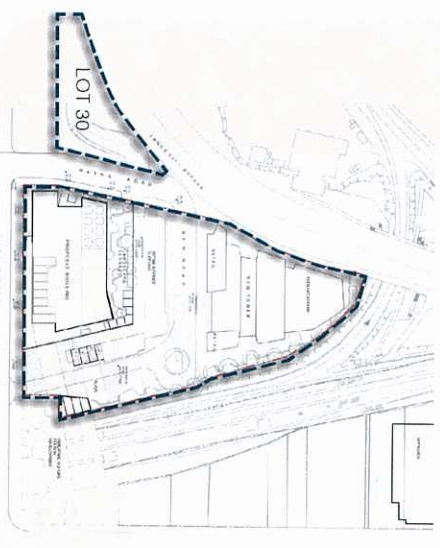
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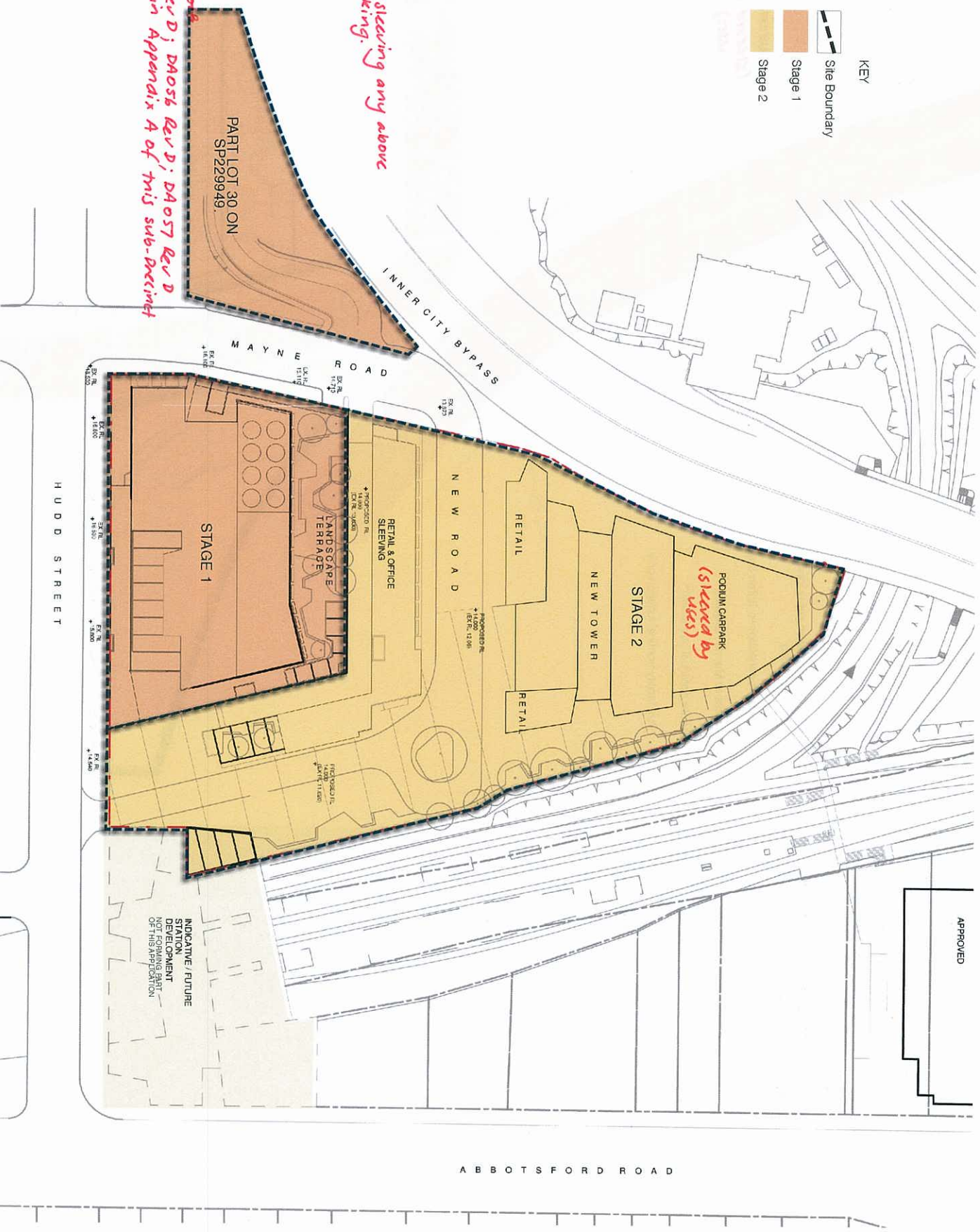
Source: Cox Rayner



Source: Cox Rayner



Source: Cox Rayner



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3.0 ELEMENT 1 | ACCESS AND MOBILITY
By: PETA McCULLACH (name)
of the ULDA

3.1 Intent

The overall intent for access and mobility within the sub precinct is to provide movement within and to other precincts for vehicles (both public and private), pedestrians and cyclists that is safe, sustainable, equitable and permeable. The key issue within the sub precinct is providing significant and unimpeded access to the Bowen Hills Railway station.

3.2 Street Networks and Types

There are a number of key streets within the sub precinct including:

- Hudd Street;
- Mayne Road; and
- Inner sub precinct street.

These are shown in "FIGURE 3: Sub Precinct Plan" and "FIGURE 8: Street Network" opposite.

- KEY
- 1 Hudd Street widens (4 lane) to south
 - 1A Hudd Street Future Bridge Connection to Abbotsford Road
 - 2 Existing Mayne Road access to Stage 2
 - 3 New inner sub precinct street separating stage 1 and 2
 - 4 Road through public plaza (one way) left into Hudd Street
 - 5 Potential connection to Tufston Street
 - 6 Access to Mayne Railyards
 - Future potential bus facility*
- *Bus facility nominal location only

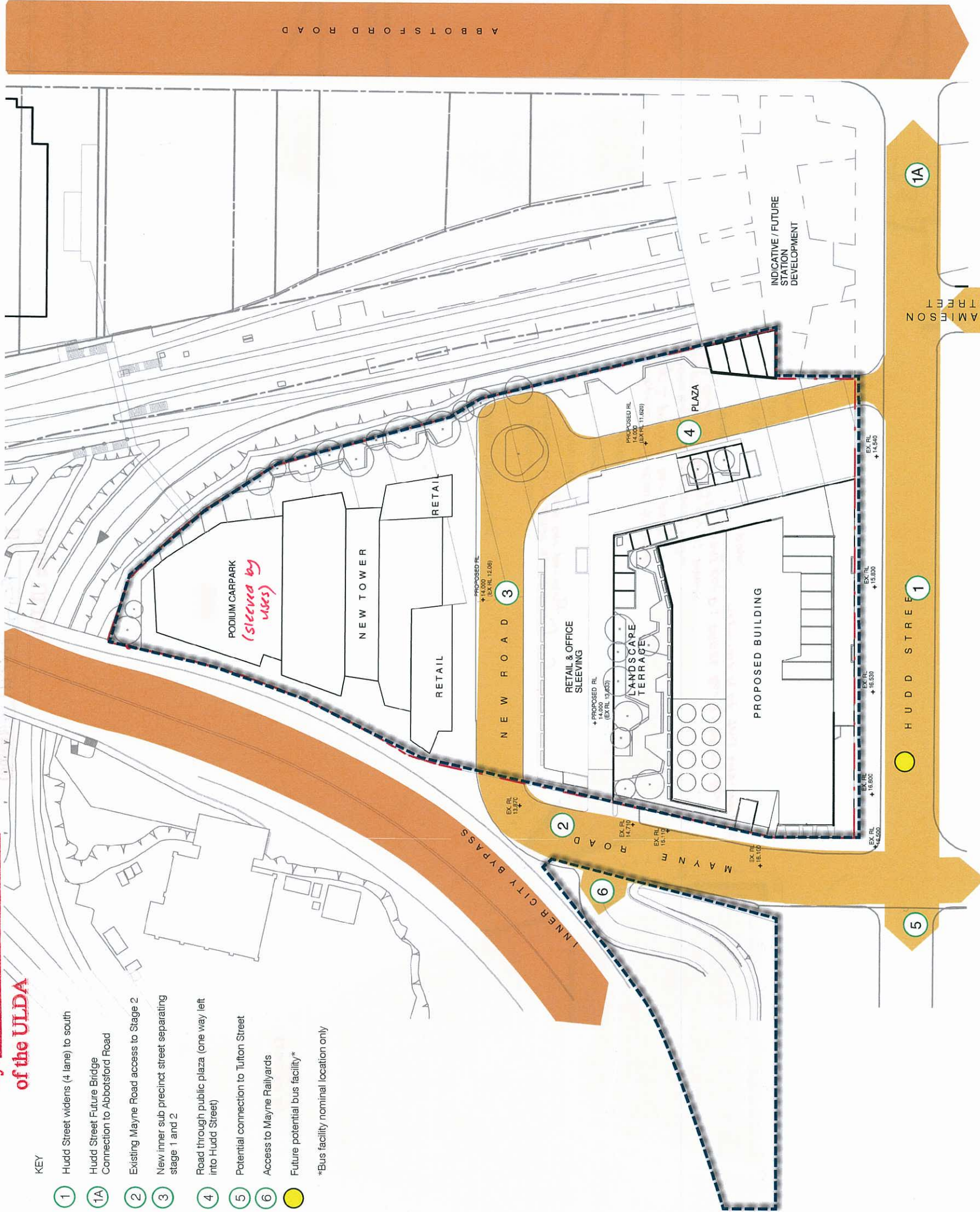


FIGURE 8: STREET NETWORK
Source: Cox Rayner

3.2.1 HUDD STREET

Hudd Street is to be a two way dual lane street. The road reserve is proposed to be 25 metres wide with the widening to occur to the south in the future. The carriageway width is proposed to be 15 metres. Car parking is to be located on both sides of the street in a parallel configuration.

Hudd Street is planned to bridge the rail corridor requiring a 6.9 metre clearance of the existing track. At the time this bridge is delivered outside of Stage 1, part of Hudd Street will be required to be raised on part of the bridge. Refer to "FIGURE 9: Hudd Street Cross Section".

Hudd Street is the preferred location for bus stops that will replace the Development Scheme requirement for a bus station on the internal road. The design requirements of the bus stop will be determined at the detailed design stage.

The landscape character of the street is defined by formal paving on the footpaths bleeding seamlessly into the private zones adjacent to the Stage 1 podium. Subtropical street trees line the pathway providing year round protection from the elements. Planting beds provide relief from glare, and bench seating beneath shaded trees provide rest points. Refer to "FIGURE 10: Hudd Street Landscape" and "FIGURE 11: Hudd Street Perspective".

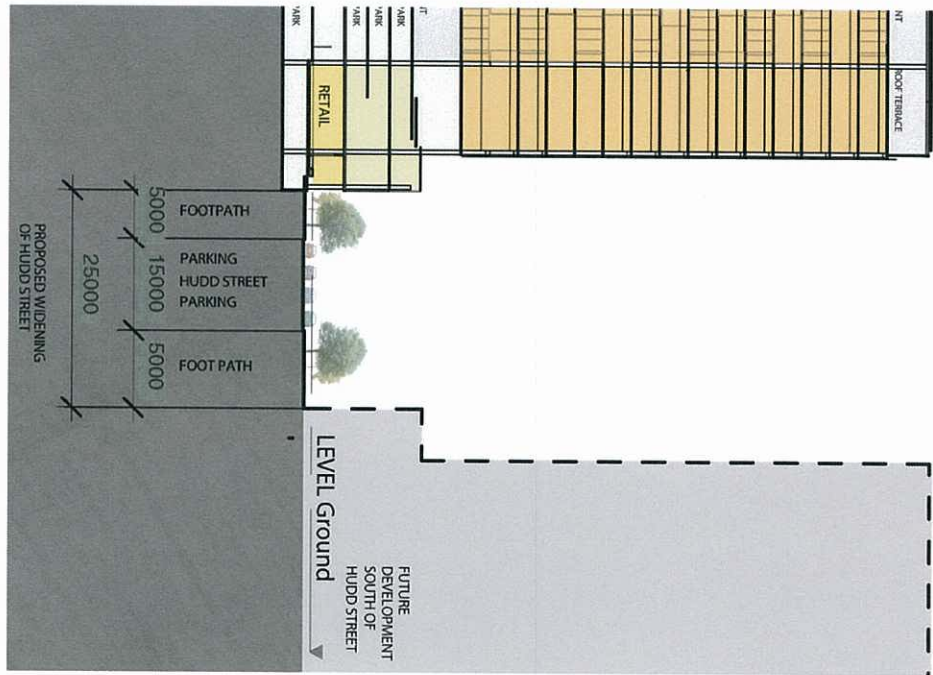


FIGURE 9: HUDD STREET CROSS SECTION
Source: Cox Rayner

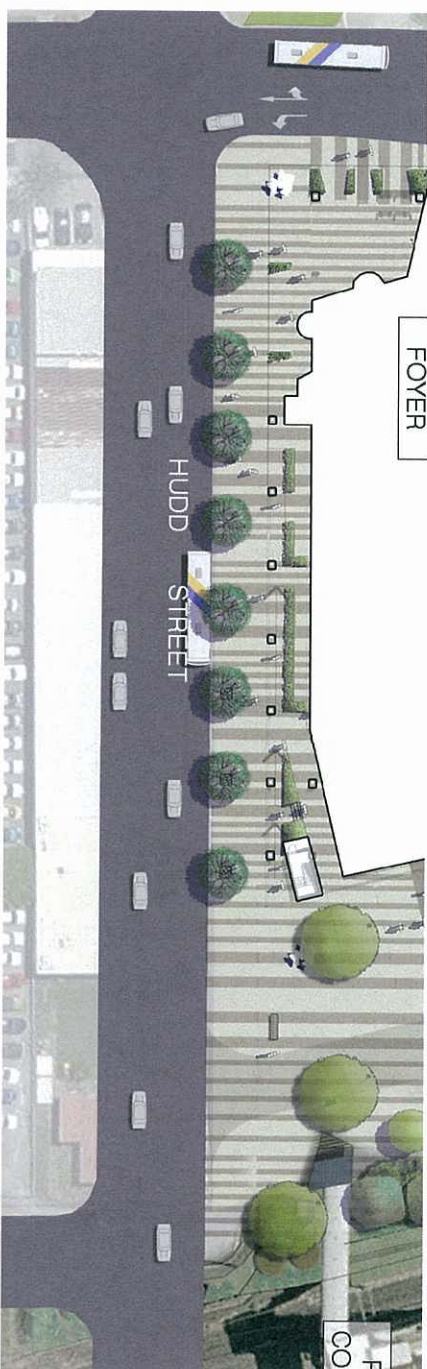


FIGURE 10: HUDD STREET LANDSCAPE
Source: Cox Rayner & RPS



FIGURE 11: HUDD STREET PERSPECTIVE
Source: Cox Rayner

3.2.2 MAYNE ROAD

Mayne Road, north of Hudd is to be a two way four lane street. The road reserve is proposed to be 20.5 metres wide. The carriageway width is proposed to be 12.5 metres. Car parking is to be located on both sides of the street in a parallel configuration. Refer to "FIGURE 12: Mayne Road Cross Section".

Mayne Road was planned to follow the Inner City By Pass to the north and cross the railway line. This corridor is now not required. That section of the road within the precinct is shown in "FIGURE 8: Street Network". As such, north of Hudd Street, Mayne Road will retain its current configuration.

The landscape character of the Mayne Road is slightly less formal than Hudd Street, reflecting the reduced pedestrian usage along the western edge of the site. Street trees are smaller (eg. Xanthostemon chrysanthus) whilst still providing shade to pedestrians. Pavement treatment is consistent with the remainder of the site, with patterning scaled down and simplified to reflect the width of the verge.

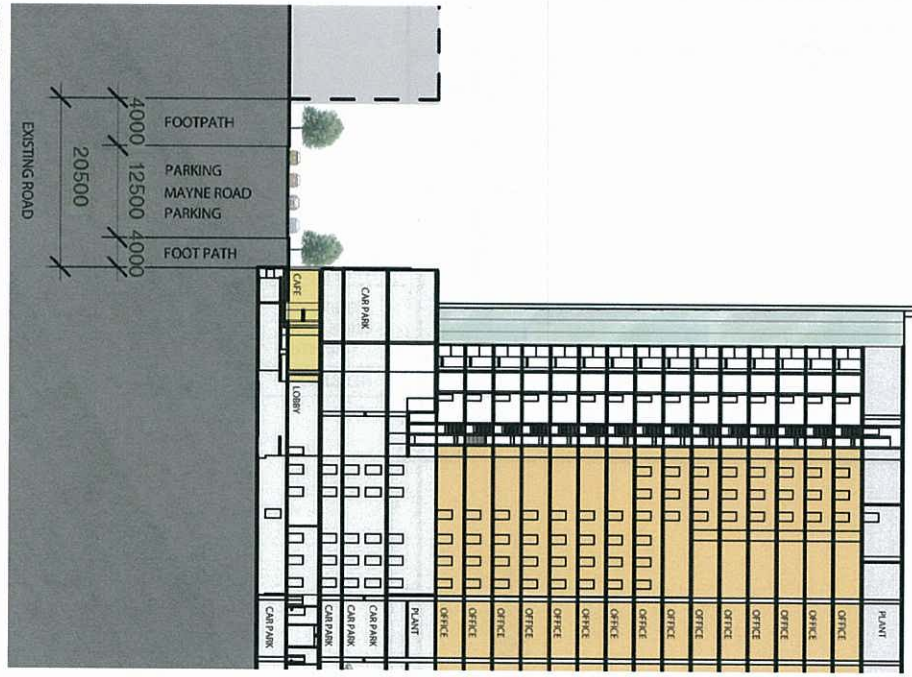


FIGURE 12: MAYNE ROAD CROSS SECTION
Source: Cox Rayner

3.3.1 INNER SUB PRECINCT STREET

The inner sub precinct street is proposed from Mayne Road towards the railway line and then to Hudd Street. The street is to have a 19 metre wide road reserve, 11 metre carriageway and 12.5 metre cul-de-sac head. Parallel car parking is to be located on both sides of the road. The road will continue through the plaza and will be a left only turn. Refer to "FIGURE 8: Street Network".

Refer to "FIGURE 13: Inner Sub Precinct Street Cross Section".

The landscape character of the Inner Sub Precinct street is defined by large tree plantings, a formal plaza space with grand scale pavement patterning, and shaded bench seating to the perimeter. Pavement patterning and bollards delineate pedestrian and vehicular spaces.

3.3.2 ACCESS TO MAYNE RAILYARDS

The small triangular parcel of land to the west of Mayne Road currently provides vehicular access to the Mayne Railyards. This function is not proposed to be altered by this sub precinct plan.

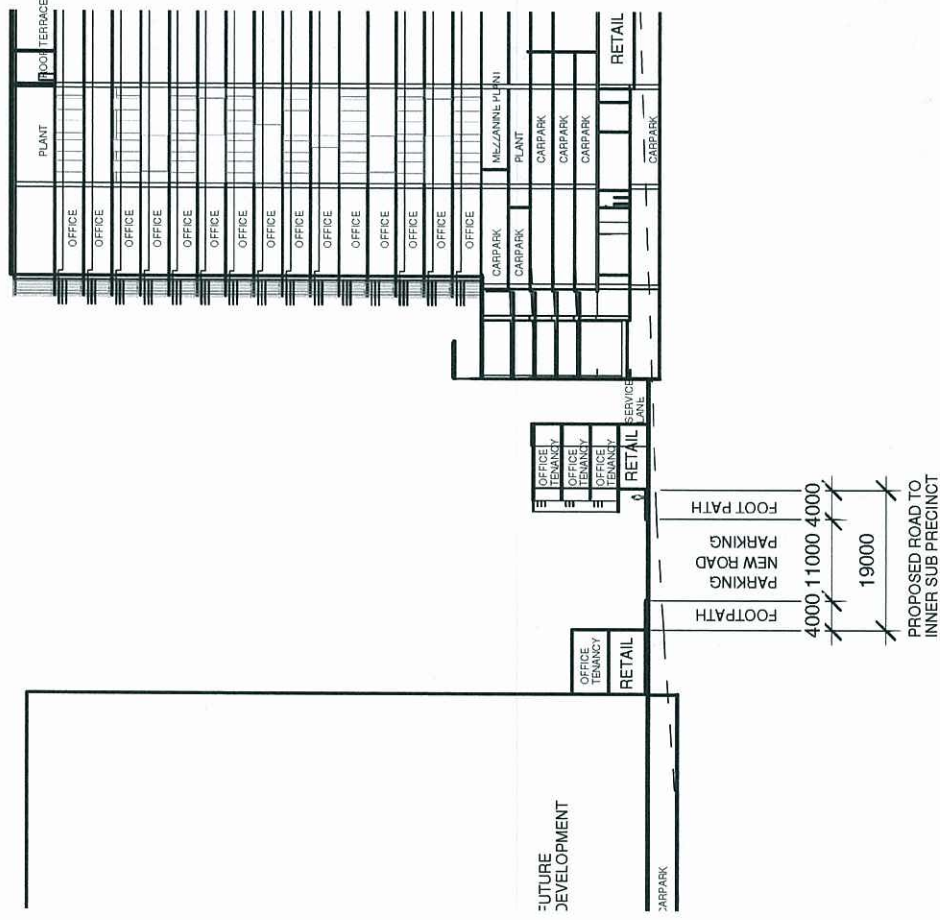


FIGURE 13: INNER SUB PRECINCT STREET CROSS SECTION

Source: Cox Rayner

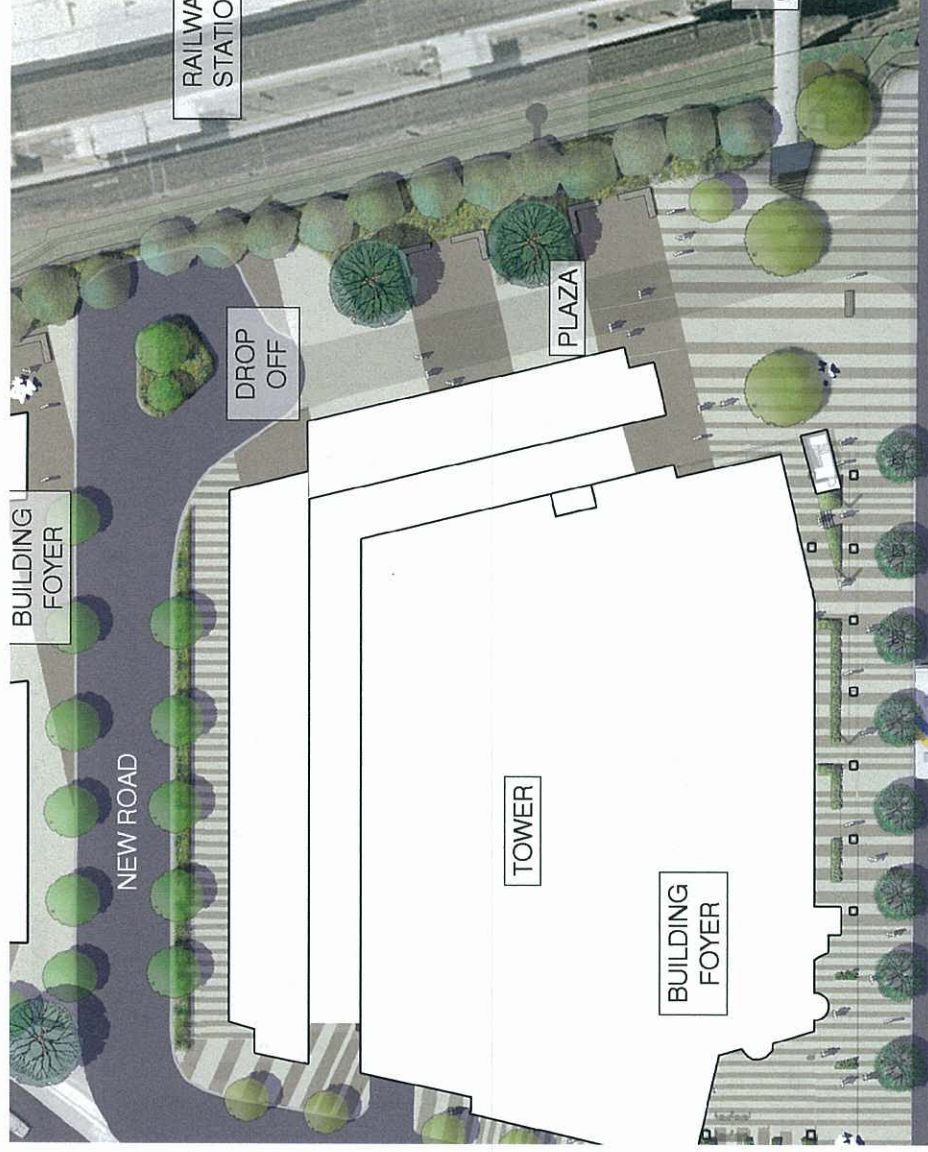


FIGURE 14: NEW INNER SUB-PRECINCT STREET AND PLAZA LANDSCAPE
Source: Cox Rayner & RPS

3.3 Parking

Car parking is proposed to be provided at the following rates shown below in "TABLE 3: Parking Rates".

STAGE	CAR PARKING NUMBERS	SMALL CAR	RATE
Stage 1	375	75	1 per 100m ²
Stage 2			1 per 200m ²

TABLE 3: PARKING RATES

It is noted that a total of 208 spaces for train drivers will be delivered as part of Stage 1. These are existing and remodelled spaces and are not required for the Stage 1 commercial and retail development.

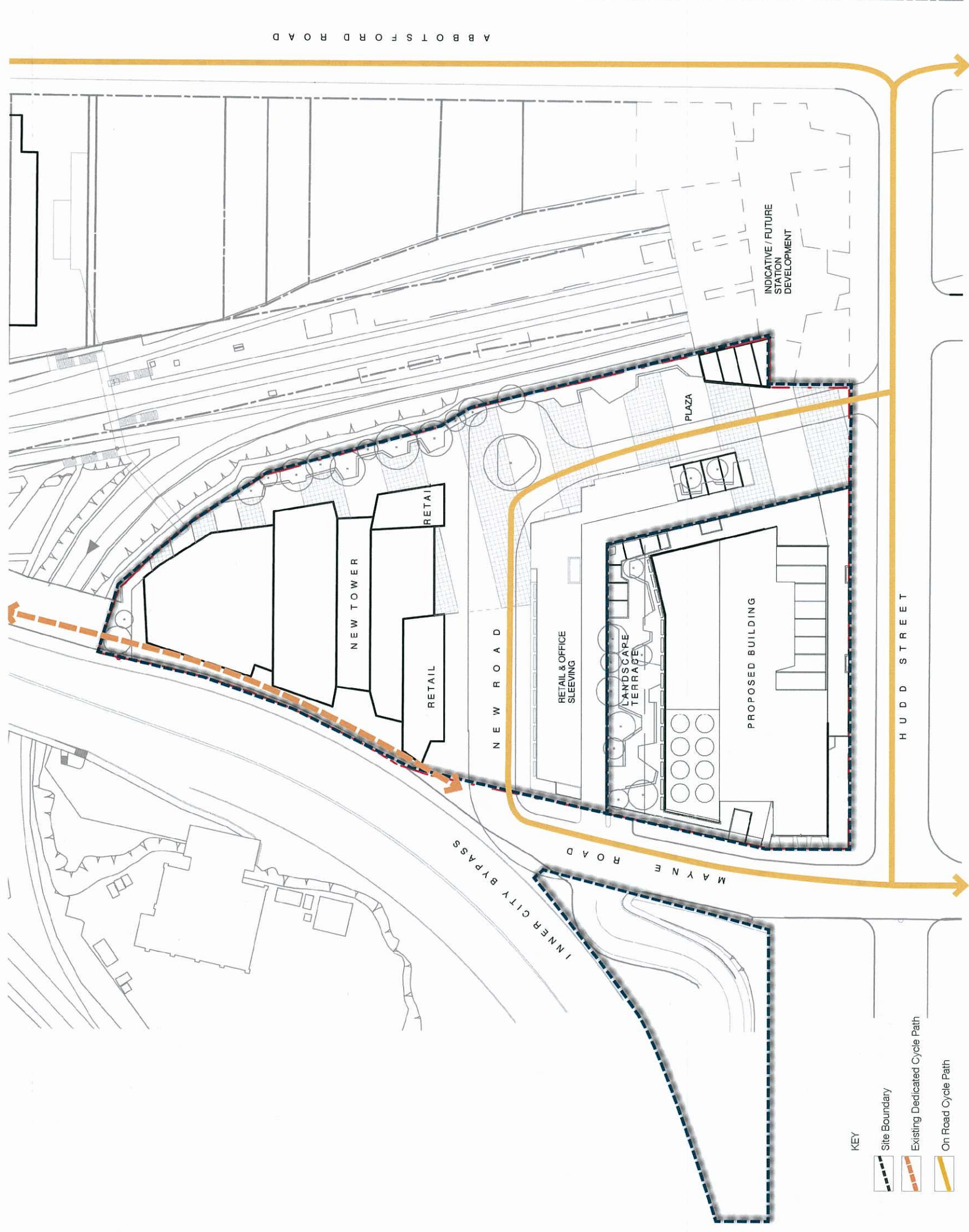


FIGURE 16: CYCLE NETWORK
Source: Cox Rayner

4.0 ELEMENT 2 | BUILT FORM

4.1 Intent

Built form within the precinct generally conforms to the requirements of the development scheme and creates a strong urban character. Buildings are well articulated whilst materials and design details contribute to a distinctive character. Ground levels of buildings provide activation fronting identified spaces to enable activity and vibrancy. A landmark building is placed within the sub precinct to denote and announce the core of the UDA.

4.2 Frontages

Having regard to the size of the sub precinct it is important to ensure activity and energy at the ground plane as well as to promote overlooking into key spaces. Primary and secondary active frontages are provided in accordance with "FIGURE 17: Building Frontages". Of note podium car parking is provided in Stage 1 and 2 and steering of the podiums achieved where possible. Slewing of the podium levels is desirable fronting Hudd Street.

The building at the corner of Hudd Street and Mayne Road is a landmark building celebrating its location in this highly visible location whilst providing a generous public/private space at the ground plane at this intersection.

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and is to be steered with active uses. Any podium car parking in stage 2 where not steered with active uses along the northern and eastern facades will require retail and/or office steered as part of stage 2 as per Figure 17 and Appendix A of this sub-precinct plan

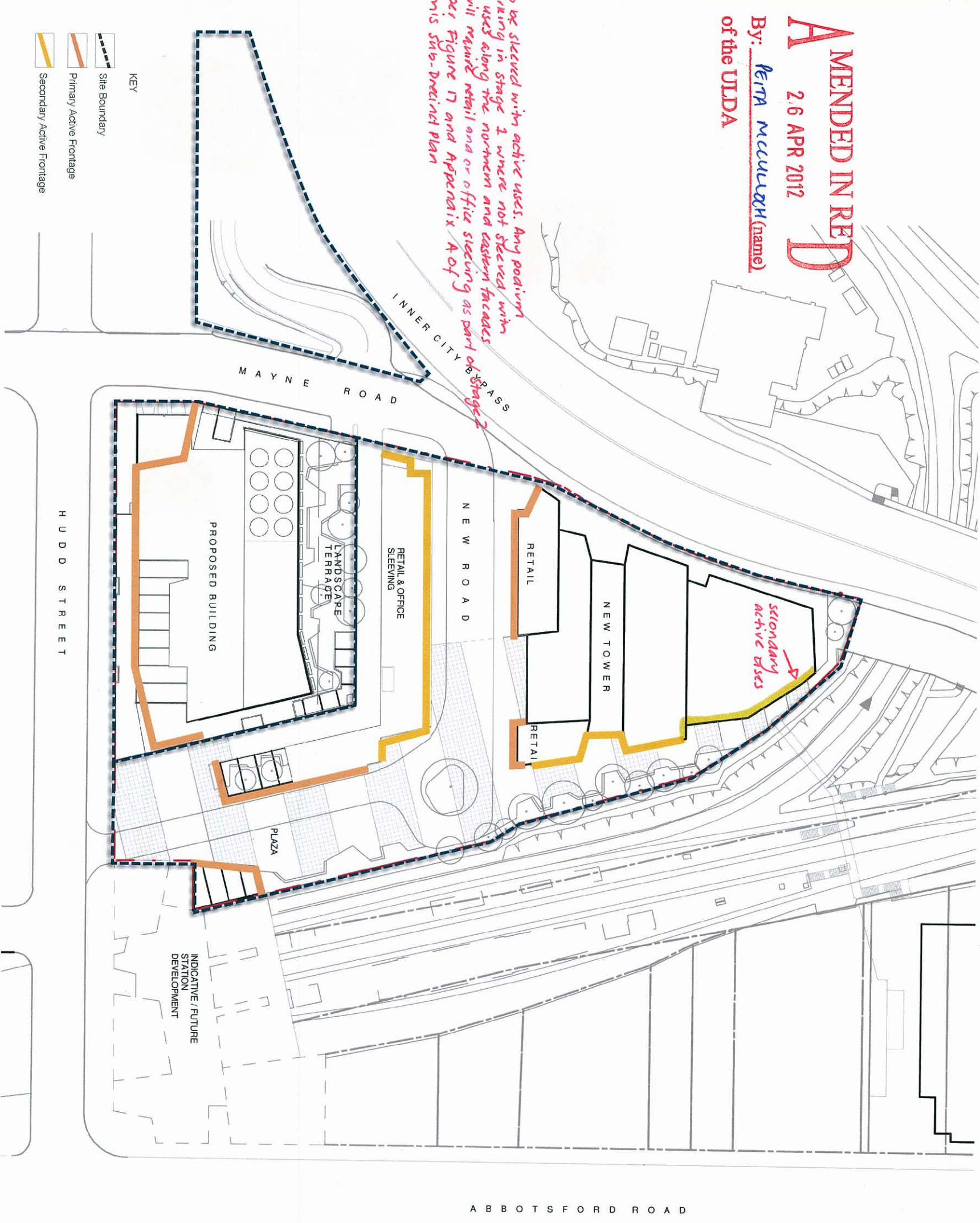


FIGURE 17: BUILDING FRONTAGES
Source: Oak Rayner

5.0 ELEMENT 3 | OPEN SPACE AND PUBLIC REALM

5.1 Intent

The Open Space and Public Realm within the sub precinct knit the buildings together and provides coherency and legibility on the ground plane. These spaces also create identity and character and provide an attractive and inviting place for workers, visitors and residents. Sub-tropical planting is used to provide refuge from the climatic elements.

5.2 Spaces

The sub precinct includes a number of key spaces (refer to "FIGURE 18: Open Space and Public Realm Plan") including:

- Building entry – Corner of Hudd Street and Mayne Road.
- Plaza.
- Shared Vehicle and Pedestrian Plaza.

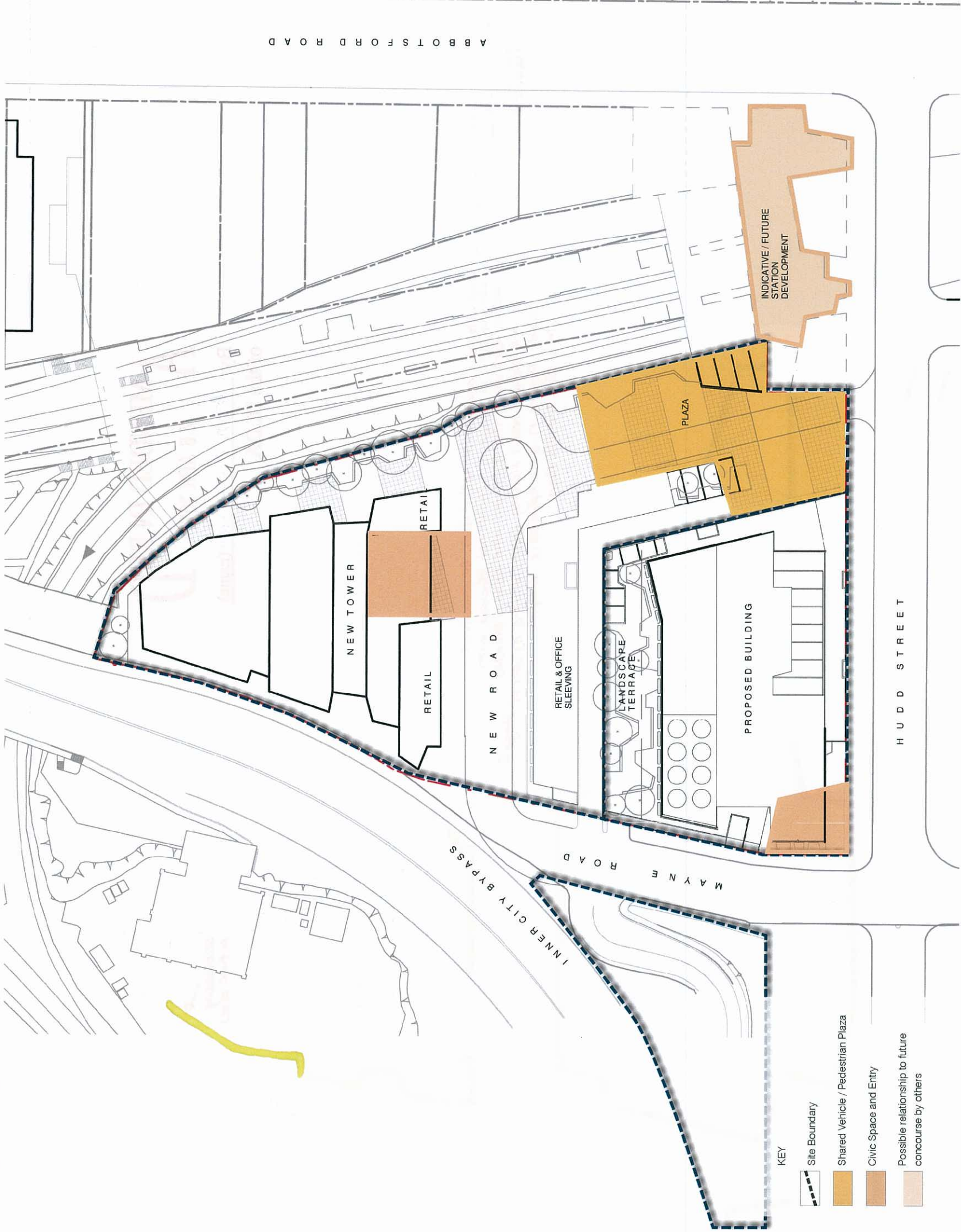


FIGURE 18: OPEN SPACE AND PUBLIC REALM PLAN

Source: Cox Rayner

Key outcomes for these spaces include:

5.2.1 BUILDING ENTRY - CORNER OF HUDD STREET & MAYNE ROAD

This space is characterised by a triple height volume for both internal foyer and external forecourt. The space opens to the corner of Hudd and Mayne to engage the key intersection of the Precinct and the one which is most resolved and identifiable prior to future infrastructure works.

Soft landscape and hardstand allow the foyer and cate to spill into a sheltered space within the property boundary. The space is protected from the west by a perforated wall that is a continuation of the architectural treatment of the tower. Refer to 'FIGURE 19: Hudd Street Building Entry Perspective'.



FIGURE 19: HUDD STREET BUILDING ENTRY PERSPECTIVE
Source: Cox Rayner

5.2.2 PLAZA

The Plaza is a common public space connecting the Stages 1 & 2. It is intended to serve as a major public plaza for the sub precinct and wider Bowen Hills area.

As a forecourt to the Rail Station facing the direction of most of the Precincts development it is anticipated to act as a major arrival and discharge point for the Station. The Plaza will be characterised by a combination of hard and soft landscape and street furniture to support active retail edges.

The requirement for a low traffic road connecting to Hudd Street has been shown with the potential for this to be a shared zone.

The Plaza is proposed to be delivered in Stage 2. Refer to 'FIGURE 20: Plaza Landscape Plan'.

5.2.3 SHARED VEHICLE AND PEDESTRIAN PLAZA

The northern end of the plaza will likely contain a cul-de-sac head to allow vehicle movements back to Mayne Road. In Stage 2 with relatively low traffic volumes anticipated, this area is proposed to be landscaped as an extension of the "plaza" with a shared vehicle pedestrian strategy. Refer to 'FIGURE 21: Shared Vehicle and Pedestrian Plaza Plan'.



FIGURE 20: PLAZA LANDSCAPE PLAN
Source: Cox Rayner & RPS

5.2.4 INDICATIVE FUTURE STATION DEVELOPMENT

To be subject of future development by others

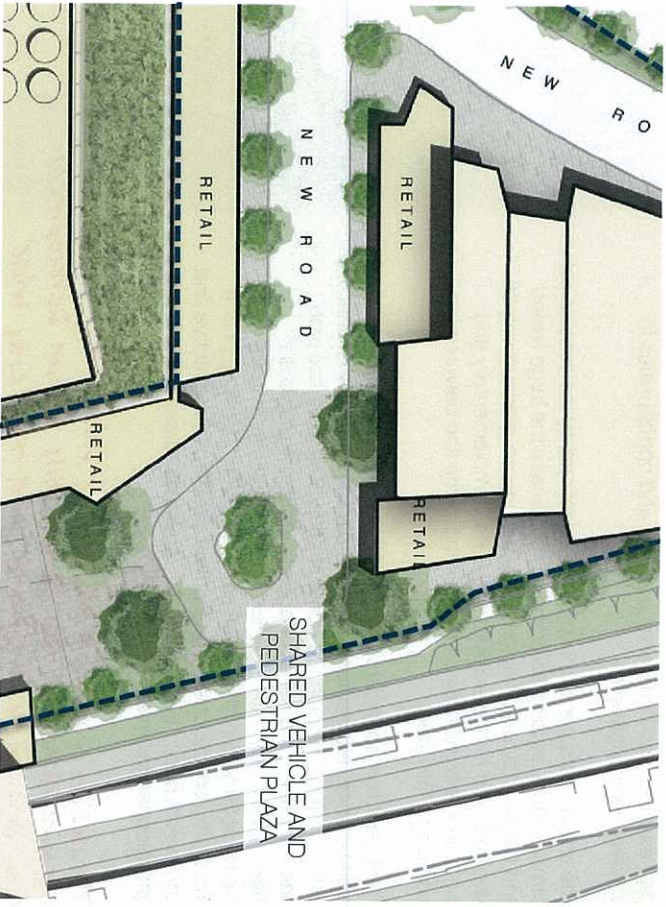


FIGURE 21: SHARED VEHICLE AND PEDESTRIAN PLAZA PLAN
Source: Cox Rayner

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5.3 Landscape

* For further details refer to Appendix B of this SPP.
The landscape design of the sub precinct responds to the site, the proposed building form, the immediate and adjacent land uses and the framework of the development scheme (refer to "FIGURE 22: Landscape Concept".

The design supports the employment focus of the project, providing bench seating at street level for staff, as well as shade trees and subtropical plantings for visual relief from the hard surfaces of the urbanised environment. These elements in turn increase the amenity of the space for visitors as well as passers by.

There are opportunities to engage with the sub precinct both during and outside work hours with the activation of the street level with cafes and bars and retail tenancies. The seamless flow between the interior and exterior of these spaces promotes a more vibrant street interface. Hudd Street will be the focus of this activity and will be treated as a main street with a higher standard of pavement materials and finishes.

The design of plazas and footpaths support the movement and activities of commuters from the Bowen Hills Rail Station and the adjacent bus facilities. Pavement material selection guides way finding and paths of travel, and the use of bollards delineates vehicular and pedestrian zones.

OPTED principles are an inherent consideration, with sightlines and lighting envelopes kept clear of planting, paths of travel kept as direct and intuitive as possible and opportunities for concealment minimised.

The urban character of this precinct is defined by the subtropical climate. Plant species selection will showcase the large leafed and brightly coloured foliage of the subtropical planting palette. Materials and furniture selection will be complementary and functional and will support the blurring of the line between the inside and the street.

Plant selection considers short and long term establishment and maintenance requirements in order to maximise the sustainability of the design. Through the consideration of aspect, soil type, and eliminating the need for potable irrigation, plants are intended to thrive with minimum intervention, whilst improving the microclimate of the streetscape. Through the creation of a more comfortable street environment coupled with effective and convenient public transport encourage pedestrians and cyclists and reduces car use.

→ The design will be in accordance with the requirements of the Bowen Hills Urban Development Area Development Scheme and the 'City wide Streetscape Hierarchy' located in Brisbane City Council's 'Centres Detail Design Manual'.



FIGURE 22: LANDSCAPE CONCEPT
Source: Cox Rayner & RPS

Sydney

Level 21, 321 Kent Street
Sydney, NSW 2000

t 02 8233 9900

f 02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne VIC 3000

t 03 8663 4888

f 03 8663 4999

Brisbane

Level 12, 120 Edward Street
Brisbane QLD 4000

t 07 3007 3800

f 07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth WA 6000

t 08 9346 0500

f 08 9221 1779

Australia • Asia • Middle East

www.urbis.com.au

info@urbis.com.au