

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 25 / 5 / 2012

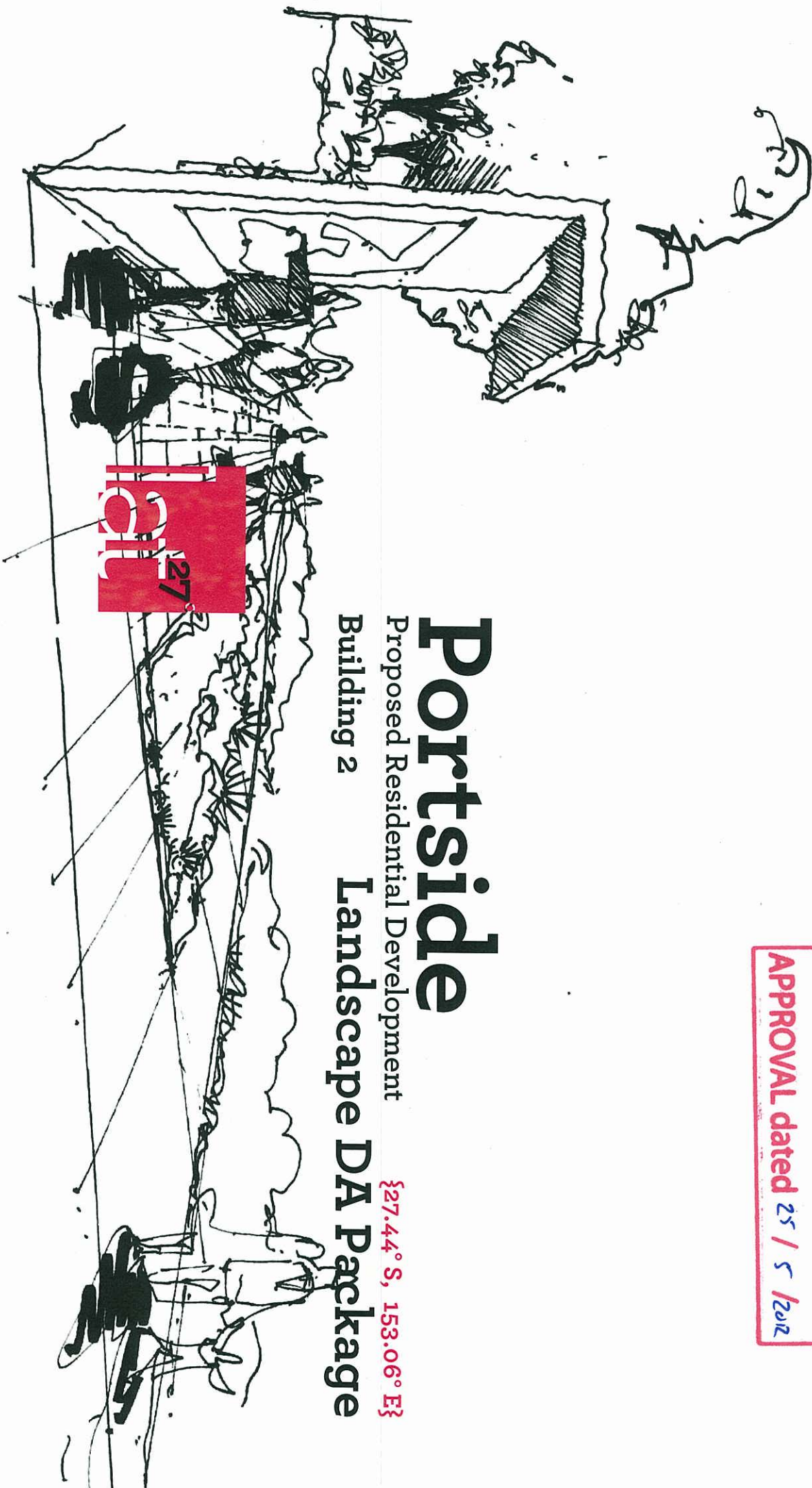
Portside

Proposed Residential Development

{27.44° S, 153.06° E}

Building 2

Landscape DA Package



Document Transmittal

Drawing reference: 10131.01_Portside DA Building 2_A3_ULDA RFI_rev A

Date Issued 02-02-2012 to Terry Woodfield, Development Manager - Portside Wharf

Contact Nathalie Ward, Lat27 Director

D 07 3852 5270

M 0419 724 096

A Unit 1, 36 Wyandra St Newstead, Qld 4006

W Lat27.com.au

E nathalie.ward@lat27.com.au

Approved NW

Report completed by



for
Brookfield
Residential Properties

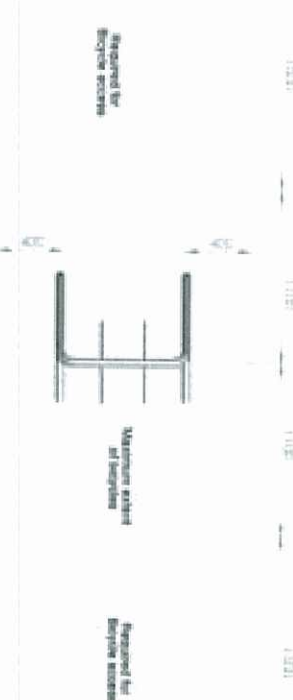
Bicycle Parking:

Bicycle parking facilities will be included within the delivery of the public. As outlined by the ULDA, a minimum number of bicycle parks will be 35. The adjacent plan highlights the 3 areas where these facilities are proposed. An indication of the bicycle rack facility is shown below and represents an acceptable solution.

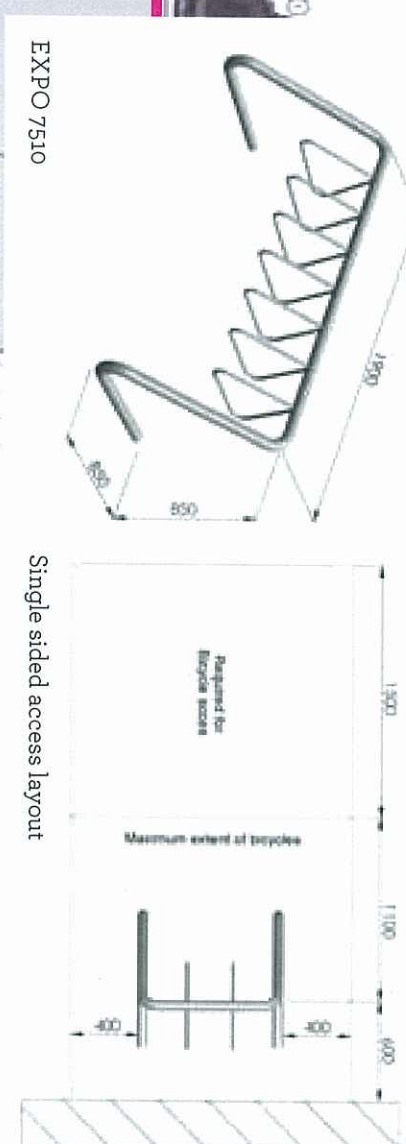
- A** + Holds 20 bicycles
+ 2 x Cora EXPO 7510, double sided access
- B** + Holds 14 bicycles
+ 2 x Cora EXPO 7510, single sided access
- C** + Holds 20 bicycles
+ 1 x Cora EXPO 7510, double sided access



Double sided access layout



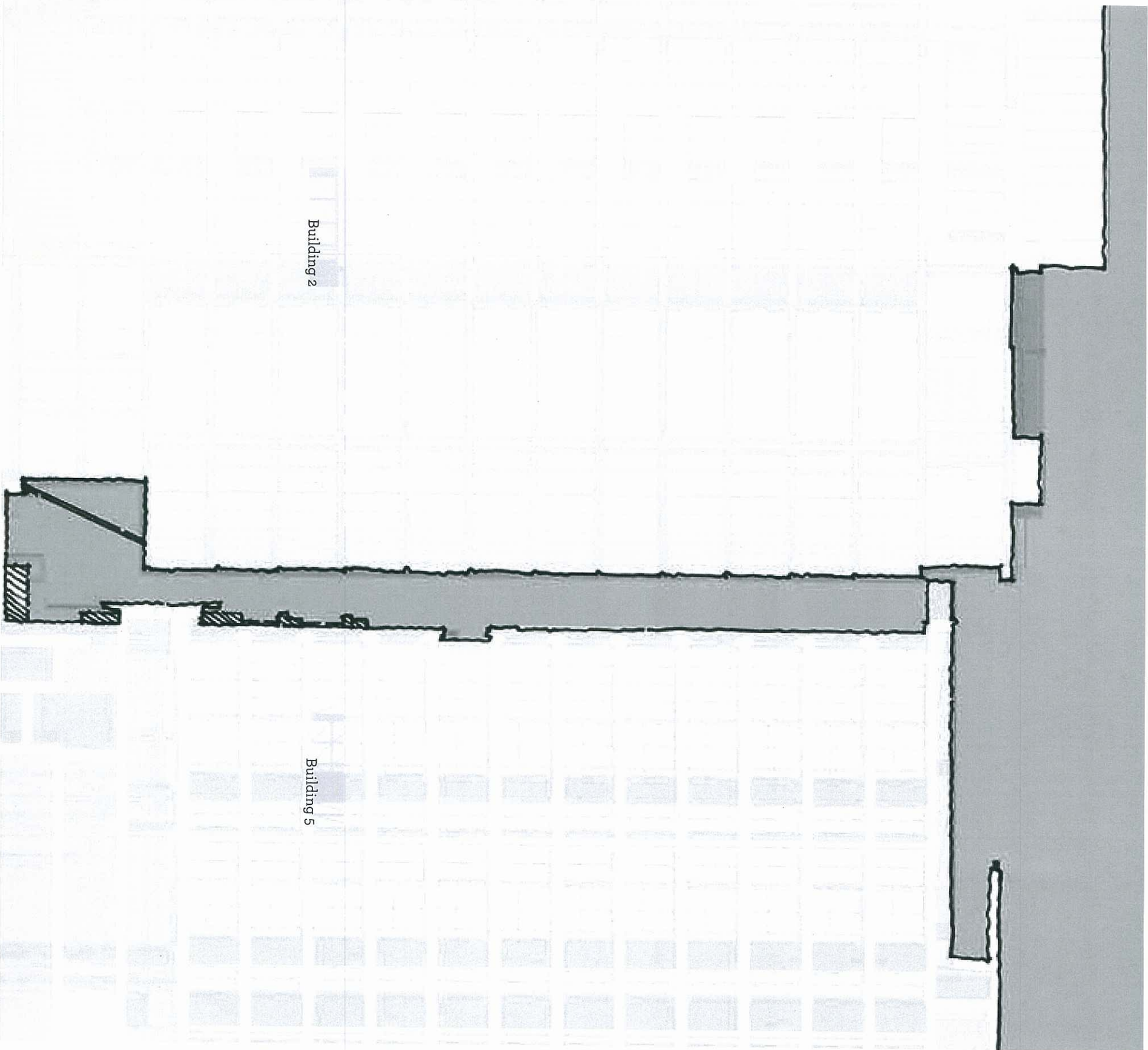
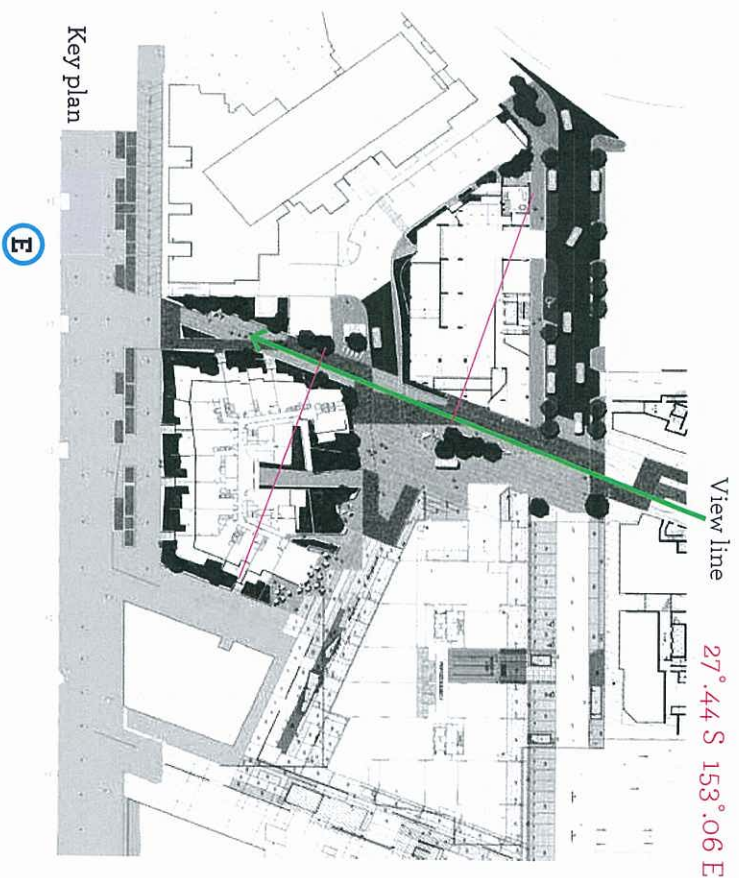
Single sided access layout



Building 2 - Bicycle Parking Plan



1:250 @ A3



Note: Cross hatched area behind building 5 refers to the existing building (Building 1) behind

Urban Design Analysis - Built Form Relationships Portside Building 2

1:200 @ A3

Urban Design Statement

- Portside Building 2

Building 2 will deliver the wharf and river connection to the public realm spine that connects through to the Mirvac development and the park beyond; providing a valuable new public realm connection to the broader circulation network and enhancing legibility and activation to the precinct as a whole.

High quality public Realm

- + High quality durable paved surfaces are proposed. These tie in to the materiality and geometry of the existing and proposed adjacent works to ensure consistency across the precinct and to enhance legibility.
- + Shade is provided at every opportunity through the incorporation of copses of shade trees grouped to grow together and create integrated canopies.
- + Planter edges are kept to 450mm high to maintain visual openness and provide incidental seating edges. Colour and interest is provided through the understorey planting palette; selected to integrate with the species palette of the broader Portside precinct.
- + Smaller scaled seating spaces are proposed to the edges of the larger gathering spaces to promote seating and incidental social interaction.

Public Private Interface

- + The building has been designed to address the public realm on all sides with a stepped interface between private courtyards and public realm promoting passive surveillance while maintaining privacy to the residences.
- + Activation of the public realm is enhanced through the incorporation of an externally focused café on Building 2's north eastern corner.

Circulation

- + The plaza to the north of Building 2 has been designed as a shared zone to visually extend the public realm into this area and connect to the river spine connection. Pedestrian circulation is managed through the incorporation of bollards and tactile indicators.
- + The wharf / park spine is highlighted through the use of a distinctive paving material expressing its linearity while also engaging with the adjacent spaces through its design form.
- + Traffic movement in the area is controlled through bollards, with the shared zone pavement indicating the need to be aware of pedestrians. A visitor set down is provided at the interface between Building 2 and 4.



Architectural Statement - Portside Building 2

Portside Building 2 will present as a nicely proportioned structured urban form sitting politely and respectful to the existing fabric with the adjacency of the cruise ships adding a dynamic quality to its presence. The building form does this because of its response to the site and the climate.

The building form incorporates a two storey piloti column structure at the base which grounds the tower form well above the ground plane gardens. These piloti's frame two storey high apartments around the perimeter of the base; the apartments will provide a unique amenity for the future residents who will have a garden as well as elevation over the river.

A landmark quality sculptured column frames the most westerly axis and will provide legibility and excitement at the pedestrian interface.

Above the ground plane, the building sits lightly over its piloti base. Each facade responds to its aspect. Climatic controls vary on each elevation e.g. West and East vertical sunshades; North - horizontal shades and South - minimal vertical blades. These sunshades and the separating blades between units shade the extensive glass walls to the apartments. These glass walls (and the shading) provide a dynamic amenity from within the apartment relating the inside out and capturing the extensive and magnificent views.

Each elevation is subtly different and no planes are straight; they all cant to some degree breaking up the visual bulk of the building into a form that will read as sculptured edges moving around the site with changing unpredictability, each with a sense of surprise for the first time visitor to explore.

The top of the project is crowned with five penthouse apartments that have very high ceilings. These change and accentuate the vertical rhythm of the building at the top. On the roof is a sensational recreation terrace encompassing a 25m long infinity edge lap pool with its focus looking back at the city. Additionally, a gym and barbeque terrace is available for the residents enjoyment. This, in part, has a floating roof which will cap the skyline silhouette. This roof top facility is for all the residents to enjoy and as such will give them a strong relationship with the river. This building will be a commendable addition to the Portside lifestyle.



Building 2 Landscape Master Plan



1:250 @ A3

Portside Building 2





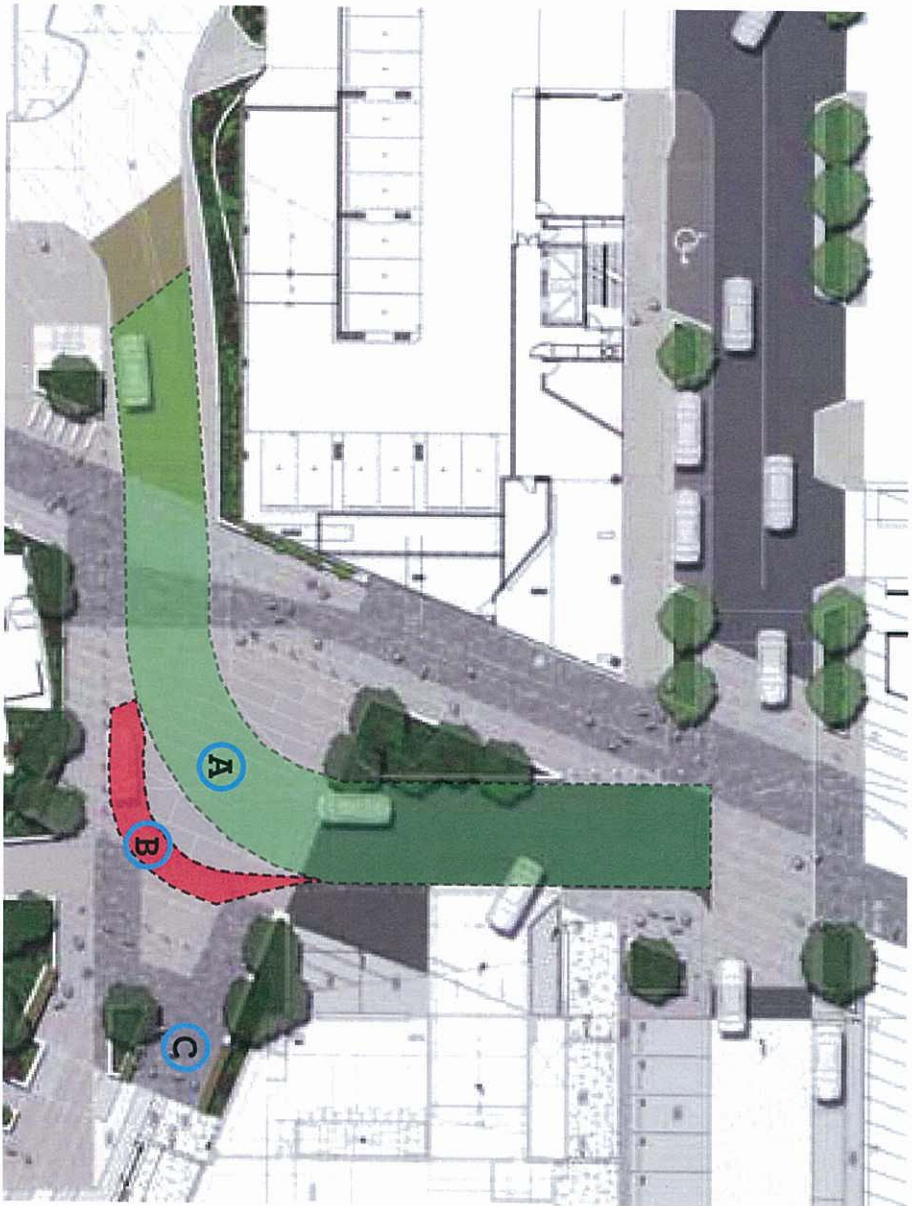
Internal Road Clarification

1

Internal Road Clarification

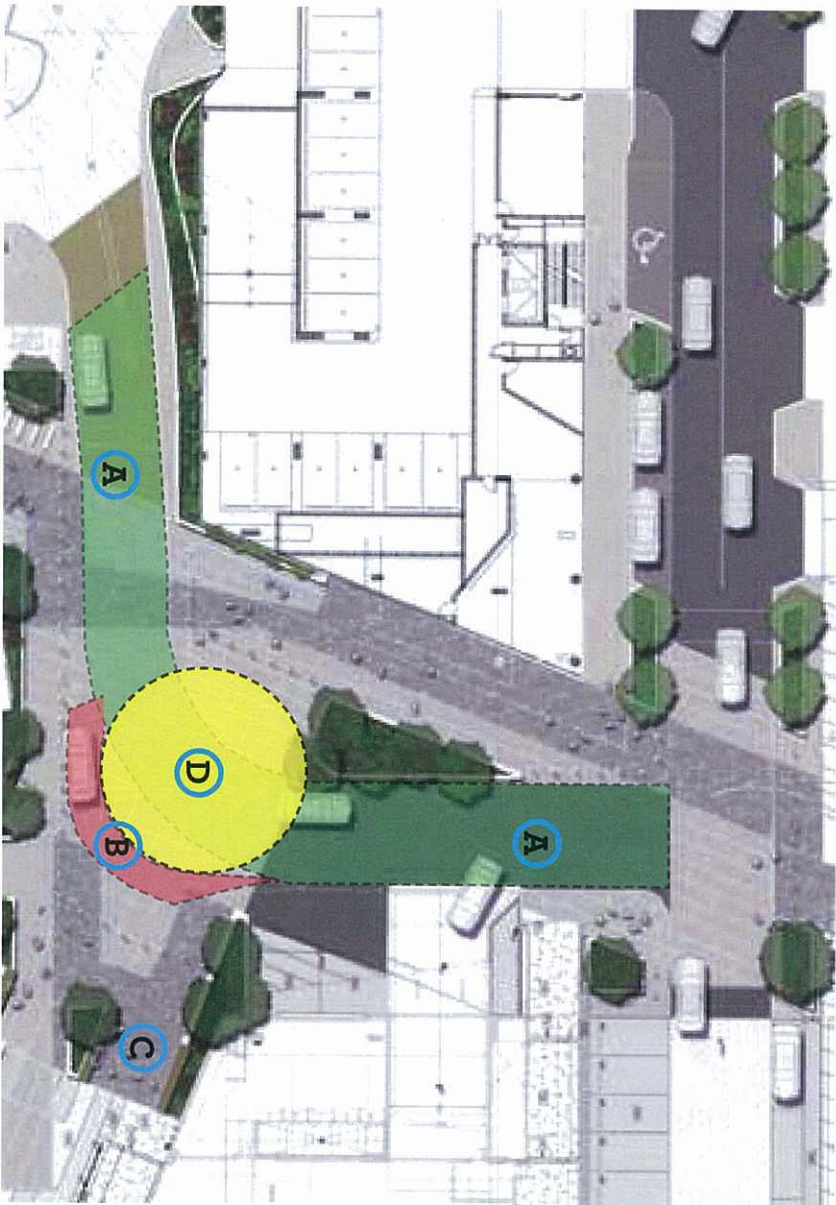
The allowance for vehicle through movement, short term set down and turning have been accommodated with the plaza area and the general layout is highlighted within diagrams 1, 2 and 3

- A Through movement between Main Street and the existing basement entry tapering from 5.5m to 7.0m as per TTM traffic report
- B Passenger setdown (2.1m wide) with appropriate clear distances for passenger loading as per TTM traffic report
- C Clear access for emergency service vehicles
- D Min 15.0m diameter turning head allowing for vehicles to turn within plaza area when passenger setdown area is in use as per TTM traffic report



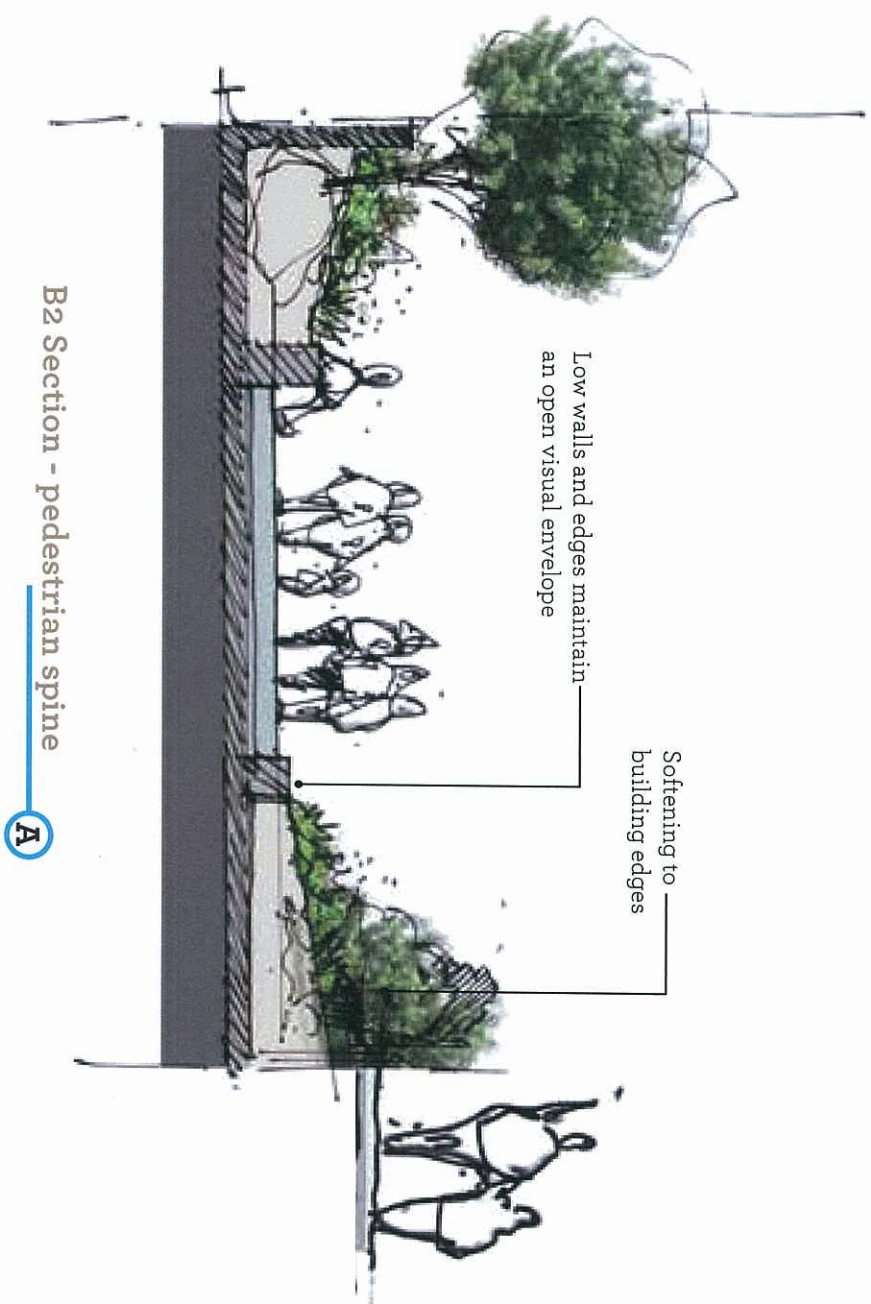
Internal Road Clarification

2

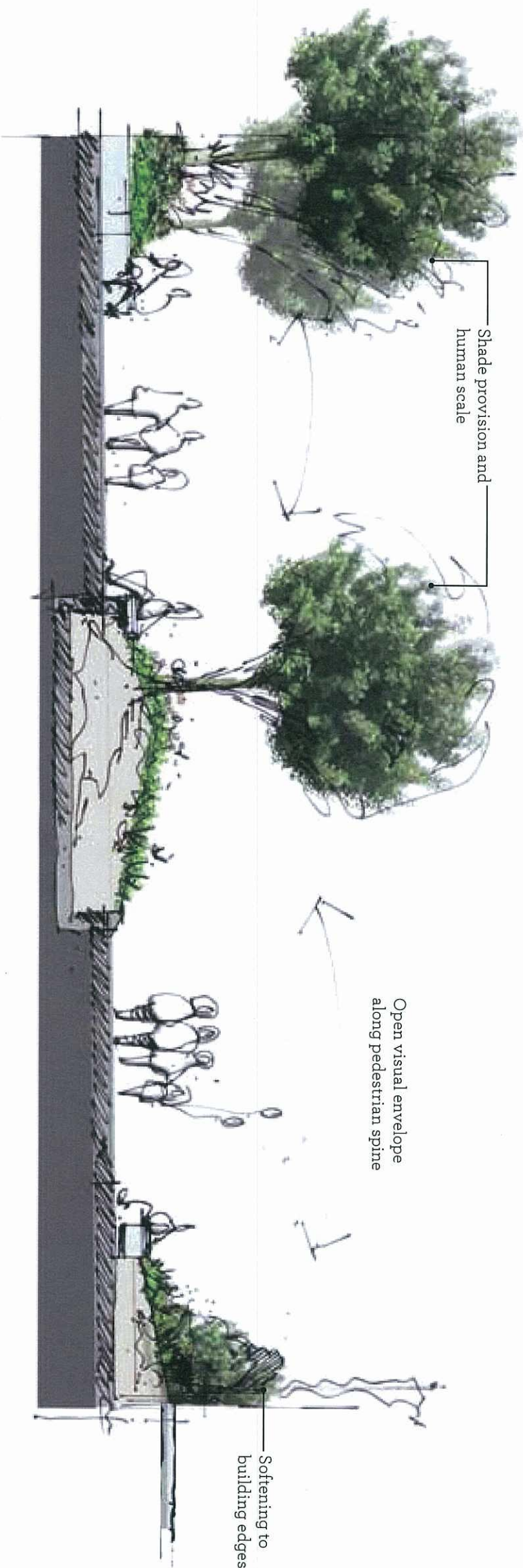


Internal Road Clarification

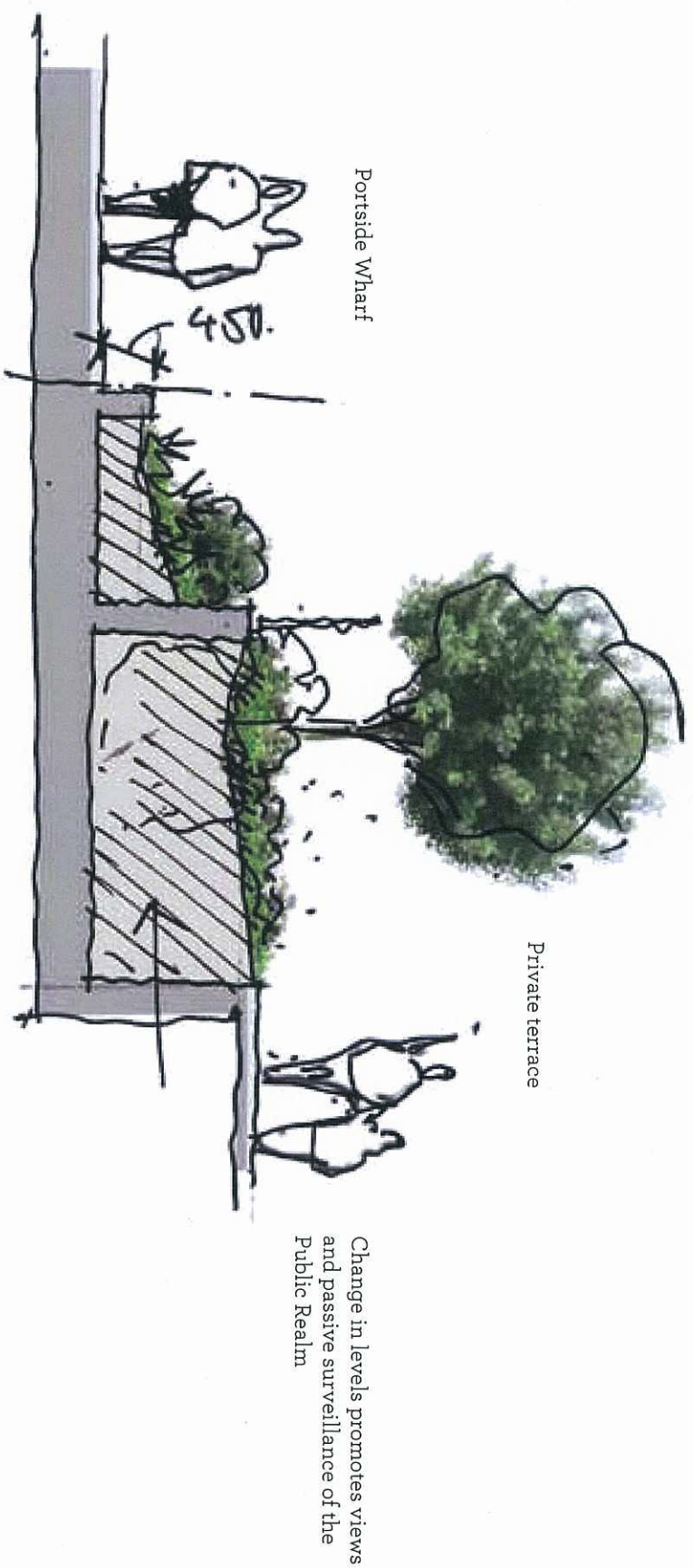
3



B2 Section - pedestrian spine **A**

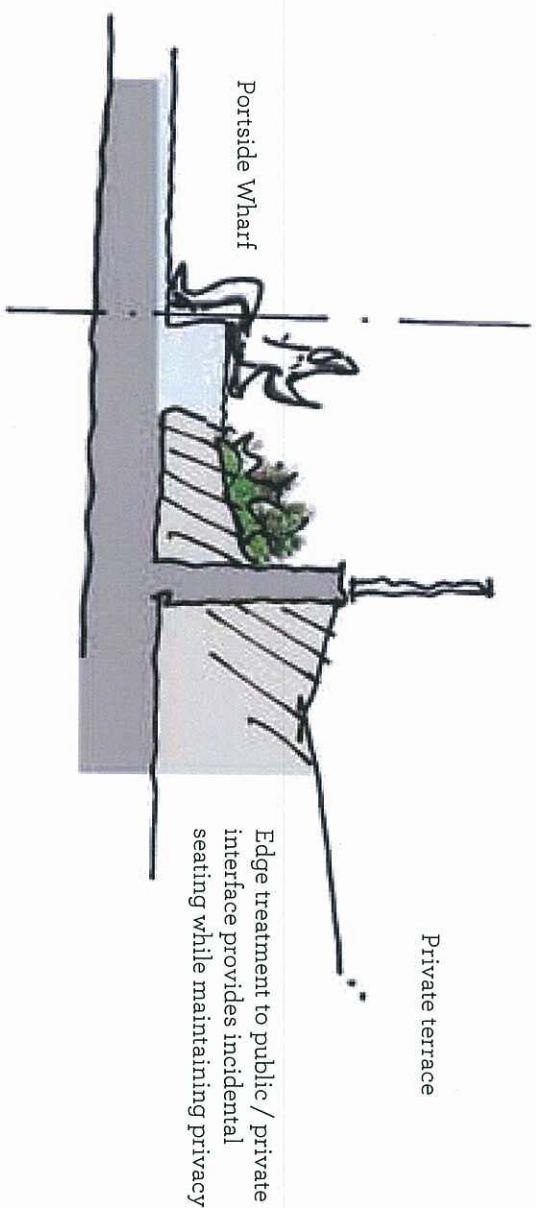


B2 Section - pedestrian spine seating area **B**



B2 Section - Planters to units

C



B2 Section - Seating wall to Wharf

D

Building 2 Sections

