

18 March 2026

Kate Wilson
Development Services – Established Growth Team
via email

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

Approval no: DEV-2026-BNH-4372

Date: 19th May 2026



Dear Kate,

17 Hamilton Place & 26–28 Campbell Street, Bowen Hills

Further Advice Response

Background

Urbis has been engaged to provide a response to further advice queries raised by both Economic Development Queensland (EDQ) and Brisbane City Council (BCC). The advice relates to a mixed-use development at 17 Hamilton Place and 26 – 28 Campbell Street, Bowen Hills.

A meeting was held with EDQ on Wednesday 4th March 2026. The responses presented below largely reflect outcomes discussed at this meeting.

The specific items that Urbis are responding to are as follows:

EDQ Response

Traffic Impact Assessment

- Inconsistency in the report with the width of carparking spaces – 2.4m
- Parking aisle extensions/turning template vary in the report – address the non-compliance with the 1m requirement.
- Height clearance for the service vehicle ramp is to be demonstrated to ensure compliance.
- Driveway crossover to be 7.0m wide in accordance with TAPS – 6.5m crossover is currently not supported due to issues with swept paths.
- Reference to NSW resources for traffic generation rates – this should be updated to QLD/TMR data sources (ideally traffic generation survey of an existing development similar to the proposed development in terms of its land use, scale, location and so on)
- Regarding primary external traffic loads for the roads surrounding the site – amend the references to the golf course, Jacaranda St and Meiers Rd – this appears to be incorrect for the subject Bowen Hills site.

Resident Bay Widths

Urbis have reviewed the development plans. All resident spaces are provided at a minimum of **2.4m** wide. The proposed arrangement is considered suitable given:

- The parking spaces are for private residential use, and will be low turnover.
- Tenants will become familiar with the movement required to enter / exit the bay.
- The low turnover is consistent with a Class 1 space under AS2890.1, which permits a minimum width of 2.4m for resident spaces.

End Aisle Extensions

AS2890.1 allows for a 1m end aisle extension to be provided.

The development provides a minimum end aisle extension of 0.58m. Whilst less than AS2890.1 requirements, Urbis has carried out a swept path assessment confirming that a vehicle can access the adjacent bay using multi-point turning manoeuvres.

Following discussion with EDQ, the development plans have been updated to include small car bays adjacent the end aisle extensions. Accordingly, car parking spaces R54 and R55 have been revised to small car bays. In addition, bay R56 is been converted to a small car bay and will be signed as 'reverse-in only'. These changes further improve the vehicle movements to/from the bays.

Swept paths for both small car and B85's are included in **Attachment B**.

Service Vehicle Access

Height Clearance

Review of the development plans confirms a minimum height clearance of 4.5m (min). This complies with BCC's requirements for both LRV and RCV access.

LRV Swept Path

During discussions, EDQ noted concerns that the body of the LRV conflicted with the top of the basement ramp. Urbis have updated the swept path to show the wheel path. As shown, the wheel of the LRV remains clear of the top of the ramp, and at a flat gradient.

The swept path analysis is provided in **Attachment B**.

Driveway Width

The proposed crossover is to remain at 6.5m. There have been minor changes to the structure to improve vehicle clearances.

Updated swept paths show that the LRV can enter and exit the site with the body of the vehicle remaining clear of all structure. There is a very minor encroachment into the clearance for the LRV exit movement. In this instance this is suitable as the movement is undertaken at minimum speeds, and therefore a reduced clearance of 0.3m is acceptable as per the BCC TAPS Policy.

The revised LRV swept path is included as **Attachment B**.

Easement Changes

To ensure that service vehicle access can be achieved, yellow lines are to be provided along the length of both sides of the easement. The introduction of yellow lines will not impact the Easement conditions.

Urbis has prepared a concept plan showing the extent of the yellow lines. This is included in **Attachment B**.

Generation Rates

The trip generation rates adopted in the Traffic Impact Assessment (TIA) are based on the NSW Guide to Traffic Generating Developments for High Density Residential developments with high public transport accessibility. This guideline is dated 2024 and is the most recent survey of high-density residential developments.

The rates, as per the above guideline is **0.19 vehicle trips per dwelling in the AM peak hour** and **0.15 vehicle trips per dwelling in the PM peak hour**. Application of these rates reflects that the site is located within the City Frame and within 350 m (5mins) walking distance of the Bowen Hills train station.

Further, no consideration was given to the existing site use. Therefore, the adoption of the above rates and resulting traffic generation was highly conservative.

The review below considers applications available on BCC's Development i. EDQ does not typically publish consultant reports within the PDA area.

Table 1 Comparison of Approvals

Site	DA Number	Land Use	AM Peak Rate (vph/unit)	PM Peak Rate (vph/unit)
98 Montpelier Rd, Bowen Hills	A003652079	Mixed-use including multiple dwellings	0.22	0.18
75 Longland St, Newstead	A005590884	Mixed-use including multiple dwellings	0.24	0.24
92 Kingsford Smith Dr, Hamilton	A006775766	Multiple dwellings	0.21	0.15
447 Gregory Terrace, Spring Hill	A006556347	Multiple dwellings	0.19	0.15
33 Carl St, Woolloongabba	A006890895	Multiple dwellings	0.20	0.20

As shown, the generation rate varies between 0.18 and 0.24 vehicle trips per dwelling, which is consistent with the rates adopted in the subject TIA.

These values are also consistent with Queensland Transport and Main Roads (TMR) traffic generation data (2006–2021), which indicates that multi-unit residential developments typically generate 0.18–0.20 trips per dwelling during peak hours.

As such, the trip generation rates adopted in the Urbis TIA are considered appropriate and consistent with comparable developments in the surrounding area.

To ensure the suitability of the above rates, Urbis have undertaken a review of recent approvals within the surrounding area. The review considers comparable developments and confirms that similar trip generation assumptions are adopted. Refer to Table 1 for further information.

The reference to Jacaranda Street is incorrect. The updated conclusion is as follows:

In both the AM and PM peak period, the additional generation is in the order of 22 – 28vph. This equates to 1 vehicle movement every 2 – 3 minutes. Once exiting the easement, the adjacent Hamilton Place and Jeays Street intersection operates as a left in left out arrangement, which limits conflicting movements and minimises intersection delays when compared to a full movement intersection. Additionally, there are several approach and departure routes to the site. The proposed development is unlikely to significantly impact the operation of the surrounding road network.

BCC Response

Traffic

The RPEQ certified traffic report is generally acceptable, however there are some elements that require further information with revision to the design and reporting required. It is recommended the following matters be addressed:

- *No provision appears to have been made for sight splays at the Ground / Basement access driveway.*
- *While reference is made for the maximum grade for a service ramp, this area is also used as a manoeuvring and therefore is expected to be a maximum 1:20 grade.*

Sight Lines

The change in grade between the property boundary and easement is ~0.45m. The wall adjacent the exit site of the driveway will taper to ensure that suitable sight lines can be achieved.

Although a column is shown within the standard 2m x 2m sight triangle, a driver exiting can observe a vehicle along the easement either side of the column.

On this basis, the proposed arrangement is considered suitable.

Ground Clearance

During discussions with EDQ it was noted that the 1:12 gradient proposed to the loading dock did not comply with BCC's requirements. Urbis have undertaken a ground clearance assessment which shows that a RCV and LRV will not bottom out within the proposed gradient.

In accordance with the BCC BSD-2024 the maximum gradient between the road and back of footpath is 1:10. No transitions are required between the grade change.

For this site, no verge is proposed however, the ramp provides a maximum gradient of 1:12 – shallower than the maximum 1:10 allowable. Overall, the proposed arrangement is considered suitable.

The ground clearance assessment is shown in **Attachment B**.

Yours sincerely,

A handwritten signature in blue ink that reads "Jadyn Benzie". The signature is written in a cursive, flowing style.

Jadyn Benzie
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+61 7 3007 3553
jbenzie@urbis.com.au

Attachment 1 – Updated Development Plan

HAMILTON & CAMPBELL

17 HAMILTON PL & 26-28 CAMPBELL ST, BOWEN HILLS, 4006

DEVELOPMENT APPLICATION

18.03.2026

In Australia, we acknowledge the Traditional Owners of Country, whose deep relationship with this land is etched into its landscapes and passed through generations. We pay our respects to Elders past and present.

In Aotearoa, we recognise Māori as Tangata Whenua and uphold Te Tiriti o Waitangi. Their bond with land, waters, and culture is woven through whakapapa and tikanga.

With respect for the past and responsibility for the future, we design with awareness, shaping places that honour these enduring legacies.

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EXECUTIVE SUMMARY

Design Vision Statement

17 Hamilton Place and 26-28 Campbell Street– multi-residential development (28 storeys)

Vision

The proposed development seeks to create a contemporary sub-tropical residential landmark in Bowen Hills, enhancing the character of a transitioning industrial and commercial precinct. The project delivers a refined, sculptural tower above a meticulously designed, landscape-integrated podium, contributing positively to the area's urban renewal while setting a new benchmark for residential amenity, public engagement, and architectural quality.

Urban Response & Public Realm

Situated on a prominent traffic junction, the development serves as a confident urban marker that strengthens Bowen Hills' skyline and activates the surrounding streetscape. The ground floor features long retail frontages, set back to accommodate outdoor dining, alfresco activities, and vibrant public life along Hamilton Place and Campbell Street. A publicly accessible community space of approximately 200 sqm at level 1 further animates the podium frontage and encourages social interaction.

The podium's podium-scale landscaping, pergola-style street awnings, and generous setbacks create a human-scaled, welcoming environment for pedestrians while enhancing connections to adjacent laneways and streets. The design reinforces the precinct's transformation into a lively, connected, and attractive urban environment.

Architectural Expression

The development draws inspiration from the precinct's industrial heritage while presenting a contemporary architectural language. The curved brick podium façade is carefully articulated, vertically broken into stepped, smaller-scale blocks that reference historic brick buildings and create a fine-grained, human-scaled rhythm. Vertical battens are integrated as infills, complemented by elevated planters, adding depth, texture, and visual interest while promoting podium permeability and layering. Varied face brick treatments, including hit-and-miss brickwork and tonal variation, enrich the street and laneway experience.

Above the podium, the tower is articulated into slender, sculpted elements with a sculpted curved corner, reducing perceived bulk and offering a visually dynamic profile. Deep balconies and shading fins on the western façade, combined with climate-responsive materials, support comfortable sub-tropical living and maximise daylight and cross-ventilation for residents.

Massing, Setbacks & Neighbourhood Interface

The tower is positioned with generous setbacks of 8 m to the eastern boundary and 9 m to the southern boundary along the driveway easement. These setbacks preserve outlook, privacy, and cross-ventilation while mitigating visual bulk. The podium establishes a strong and welcoming street presence, softened by lush landscaping and elevated planters along Hamilton Place, Campbell Street, and adjacent laneways. Pergola-style street awnings provide a domestic, human-scaled interface for pedestrians and help integrate the building into the evolving streetscape.

Residential Amenity & Liveability

The development comprises 148 thoughtfully designed apartments optimised for daylight, cross-ventilation, and sub-tropical indoor–outdoor living.

Level 3 communal amenities form a vibrant social hub, including:

- A resort-style swimming pool
- Sauna and steam room
- Fully equipped gym connected directly to a spacious outdoor yoga deck, promoting seamless indoor–outdoor fitness and lifestyle experiences
- Residential lounge serving as a library and wfh office
- Outdoor bbq stations and alfresco dining areas

These facilities support active, healthy lifestyles and foster social engagement, while providing flexible spaces for relaxation, recreation, and community interaction.

Landscape & Sustainability

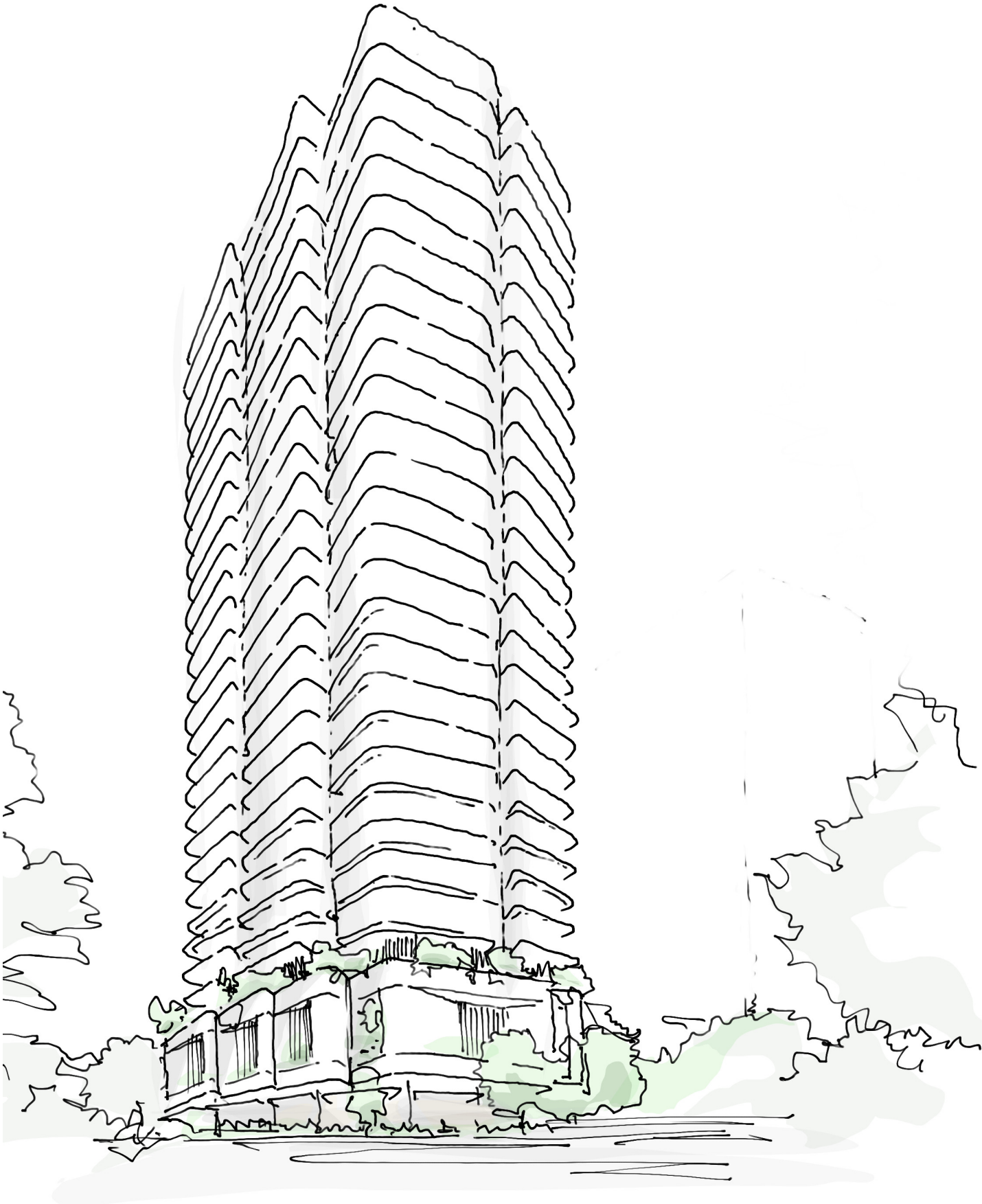
Landscape design is central to the project's identity, with elevated planters and sub-tropical greenery softening building edges, improving microclimate, and enhancing urban cooling. The design incorporates passive solar strategies, deep tower eaves, strategically placed vertical shading fins, and cross-ventilation to improve thermal comfort and energy efficiency. Durable, climate-appropriate materials are specified to ensure longevity, resilience, and low maintenance.

Urban Renewal Catalyst

This development transforms an underutilised commercial site into a vibrant mixed-use destination, contributing 148 new residential units to the precinct's housing supply. The project acts as a catalyst for urban renewal, delivering:

- Lush podium landscaping and a refined architectural character
- Setback retail frontages that enable active outdoor dining and F&B activity
- A stepped brick podium referencing historic building material and scale with vertical batten infills
- Publicly accessible community space
- A sculpted, landmark tower that strengthens Bowen Hills' identity

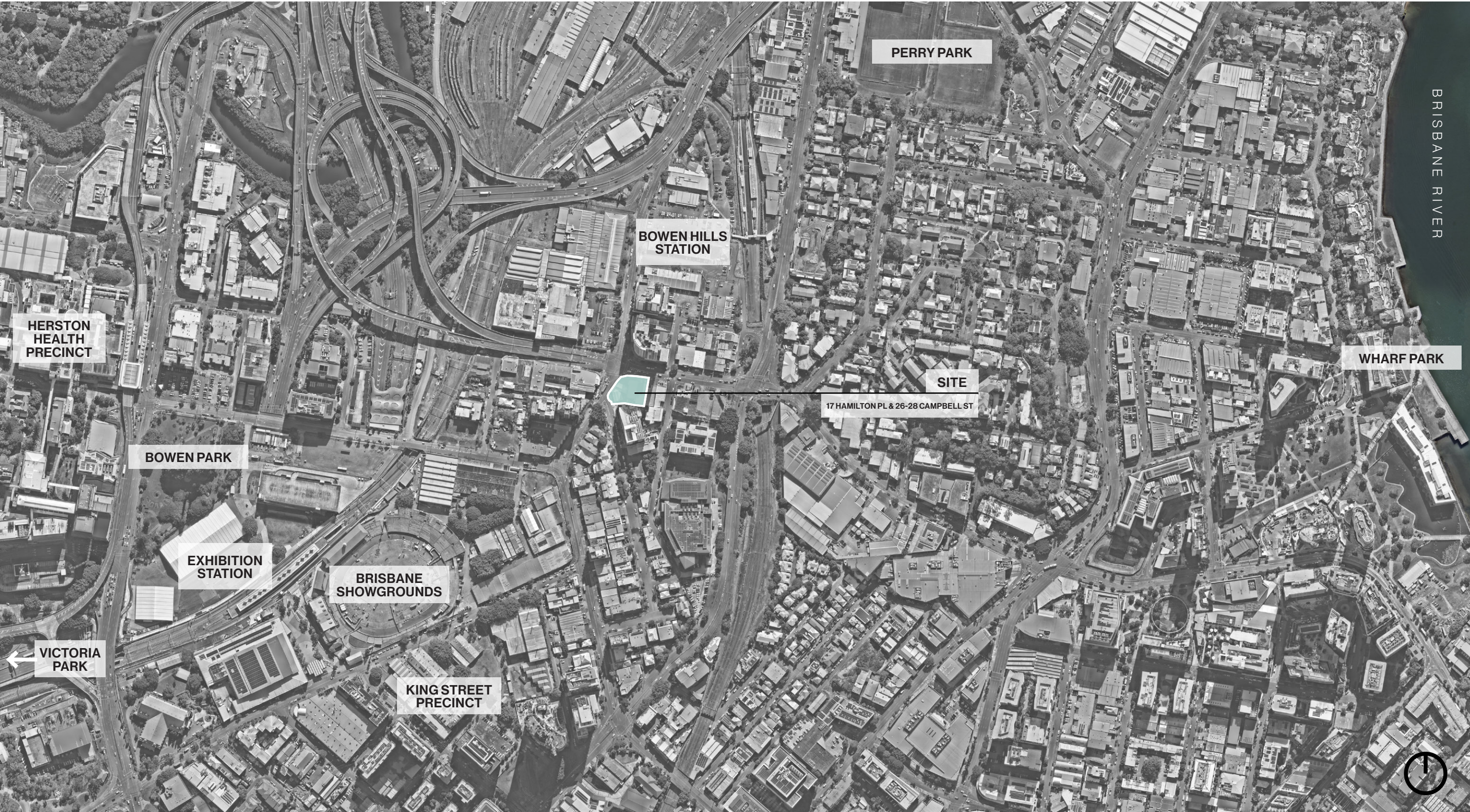
Through these elements, the development redefines Bowen Hills as a highly liveable, connected, and dynamic inner-city neighbourhood, providing high-quality residential amenity while respecting and enhancing the local urban fabric.



THE CONTEXT

The Context

LOCATION



The Context

LOCATION

BUS STOP



TRAIN STATION



PRIMARY ROAD



SECONDARY ROAD



TRAIN LINE

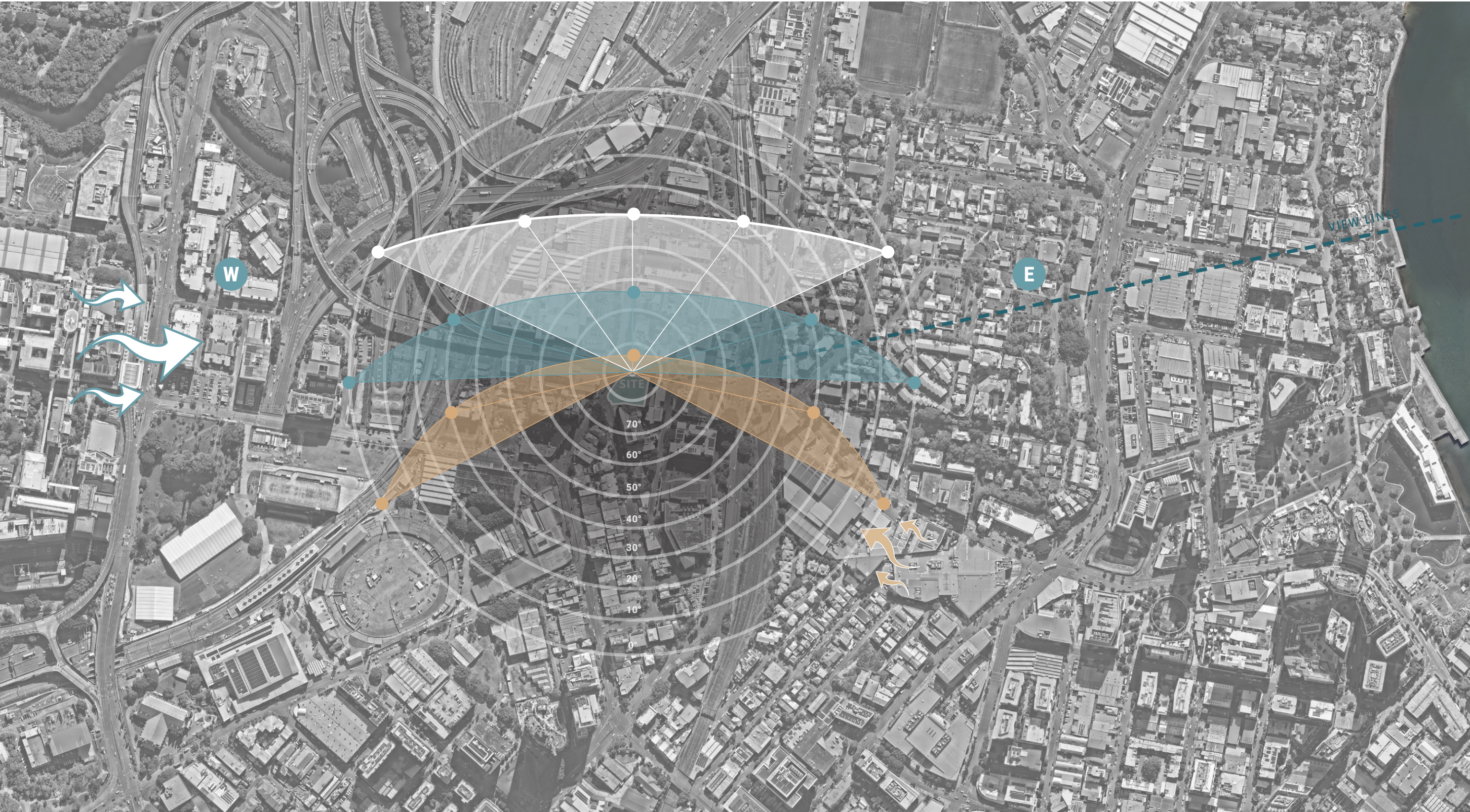




The Context

LOCATION

-  SUMMER SUN PATH
-  AUTUMN/SPRING SUN PATH
-  SUMMER PREVAILING WINDS
-  WINTER PREVAILING WINDS



The Context

LOCATION

ARCHITECTURALLY RECOGNISED BUILDINGS IN THE PRECINCT

BUS STOP



PRIMARY ROAD



TRAIN STATION



SECONDARY ROAD



TRAIN LINE



1. QUEENSLAND NEWSPAPERS



2. QUEENSLAND NEWSPAPERS



3. ROYAL NATIONAL AGRICULTURAL AND INDUSTRIAL ASSOCIATION OF QUEENSLAND

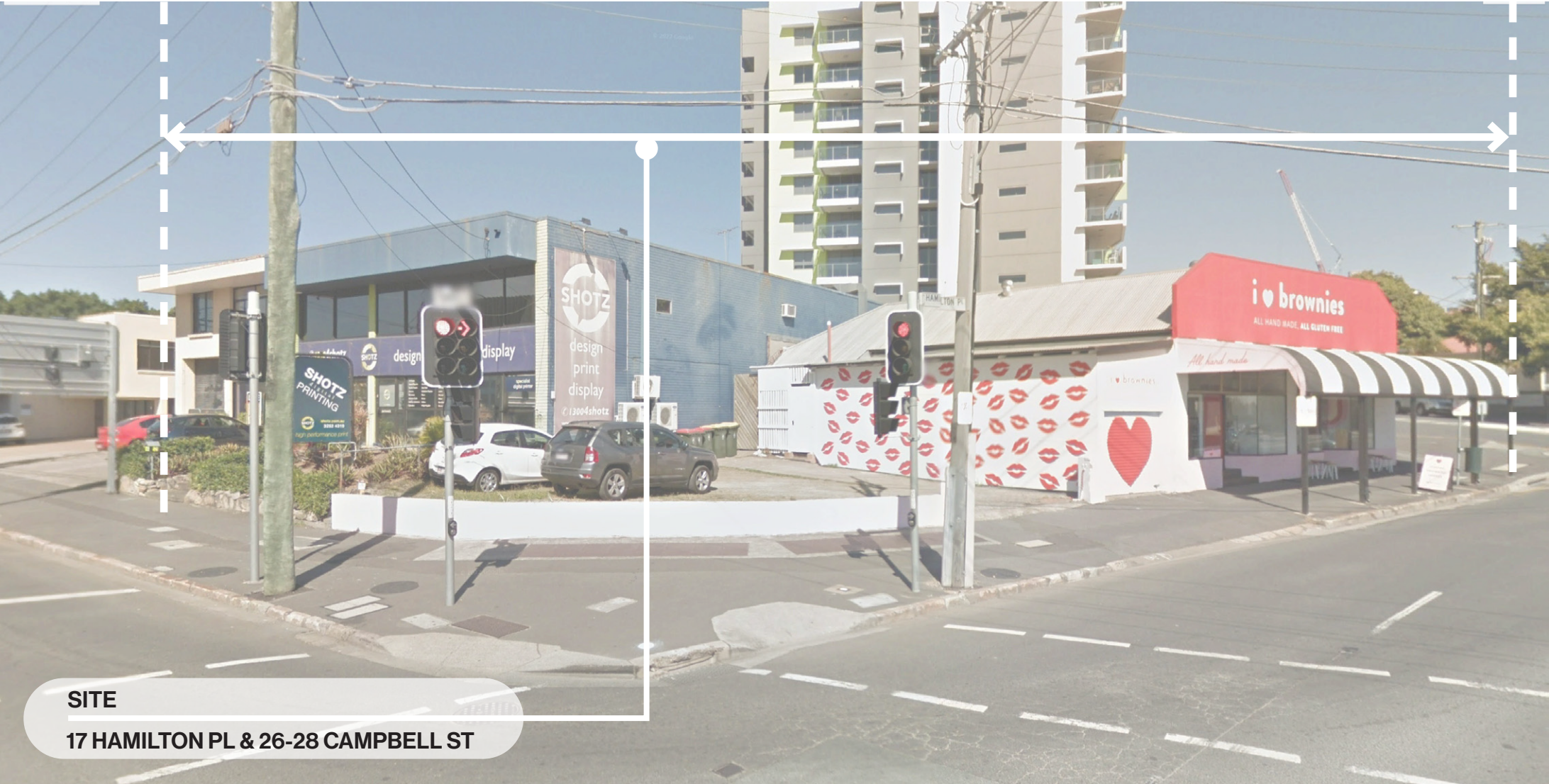
The Context

LOCATION



The Context

EXISTING CONDITIONS



6



5



1



2



3

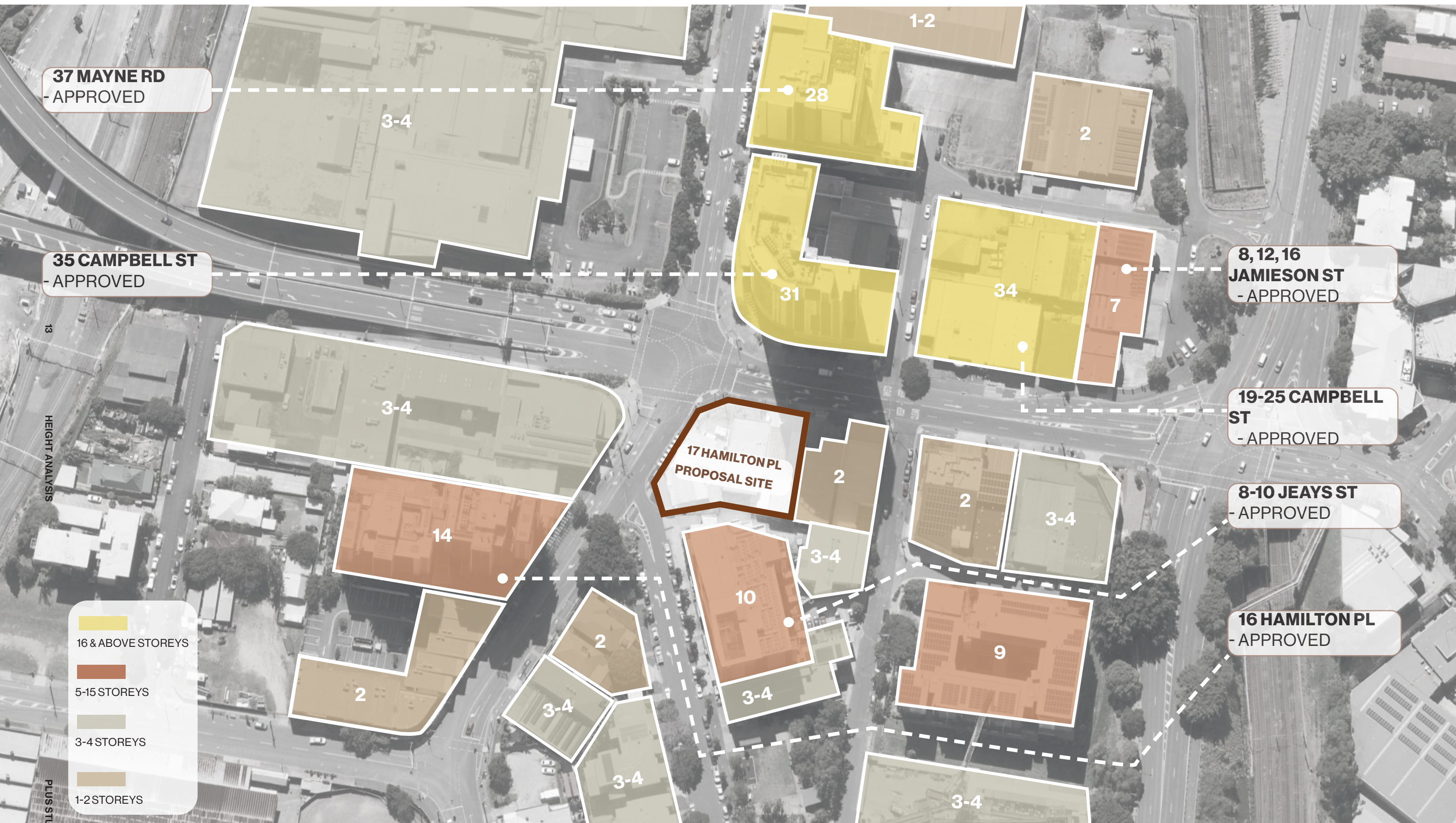


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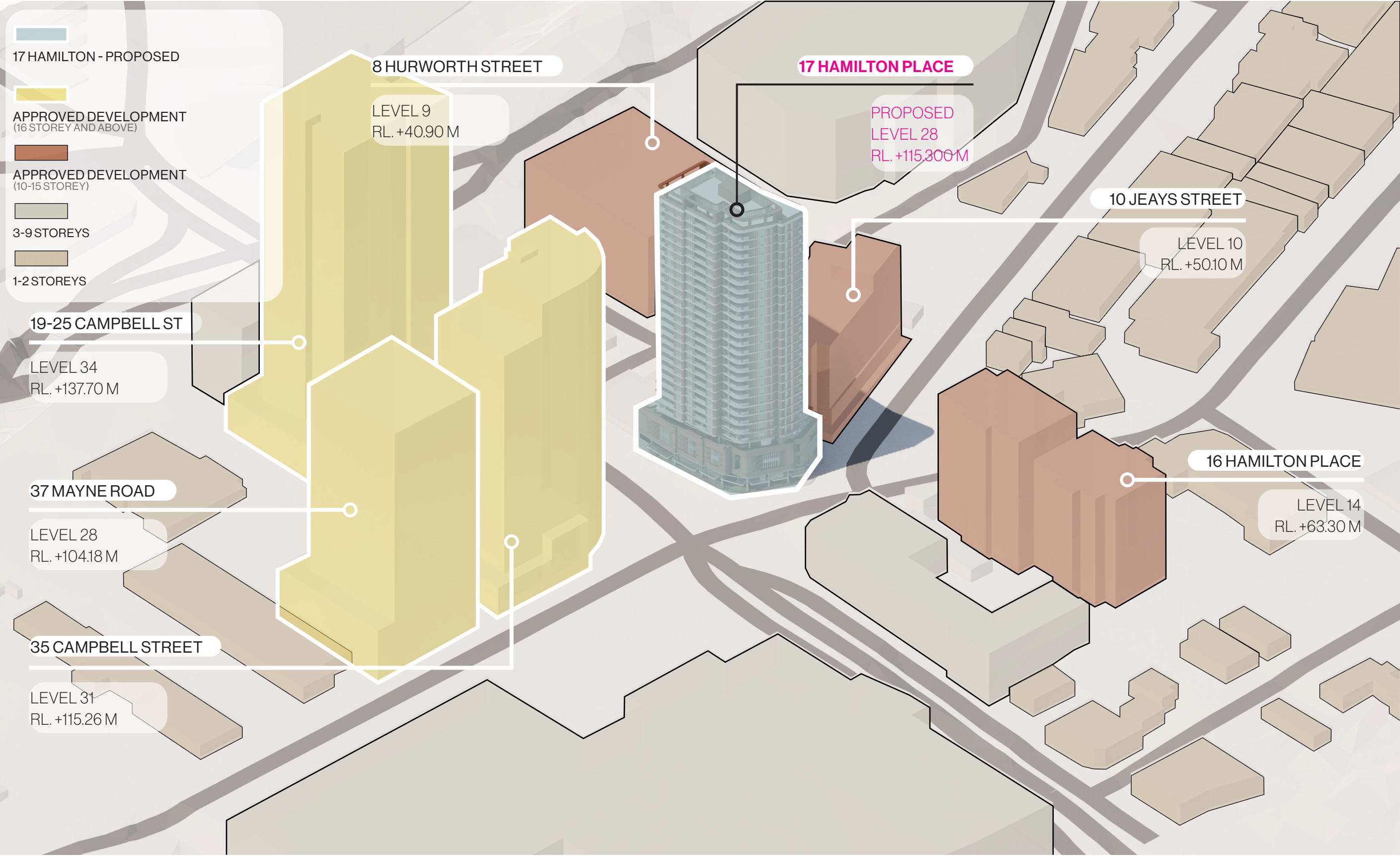


HEIGHT ANALYSIS

EXISTING CONDITIONS

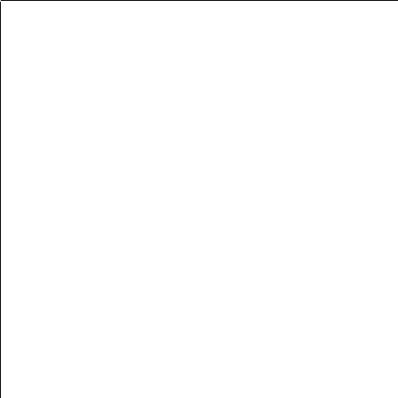


LOCAL CONTEXT - PROPOSAL





DESIGN DRIVERS



Design Driver

TIMELESS SUB-TROPICAL LANDMARK.

Elegant, climate-responsive design enhancing Bowen Hills' identity.





Design Driver

DYNAMIC URBAN INTERFACE

Activates streetscape with
human-scaled, engaging
public realm.



Design Driver

VERTICAL LIVING BENCHMARK

Redefines family-friendly,
modern residential lifestyle in
Brisbane.



DESIGN THINKING

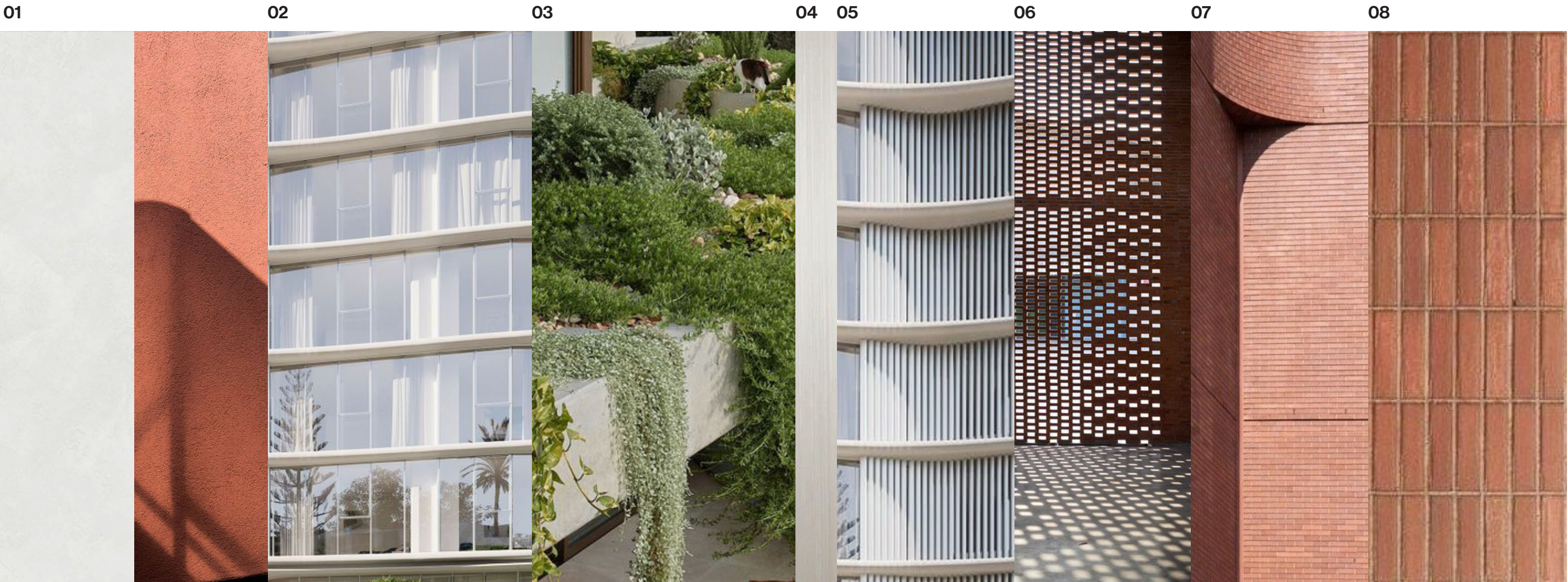


GROUND FLOOR ACTIVE EDGE



The ground floor establishes a strong presence at the corner of Campbell Street and Hamilton Place with an activated corner that anchors the public realm. Retail tenancies create a vibrant frontage, supported by a continuous awning that offers shade and shelter. As a subtropical interface, the human-scaled edge and landscaping foster pedestrian activity and engagement.

MATERIALS



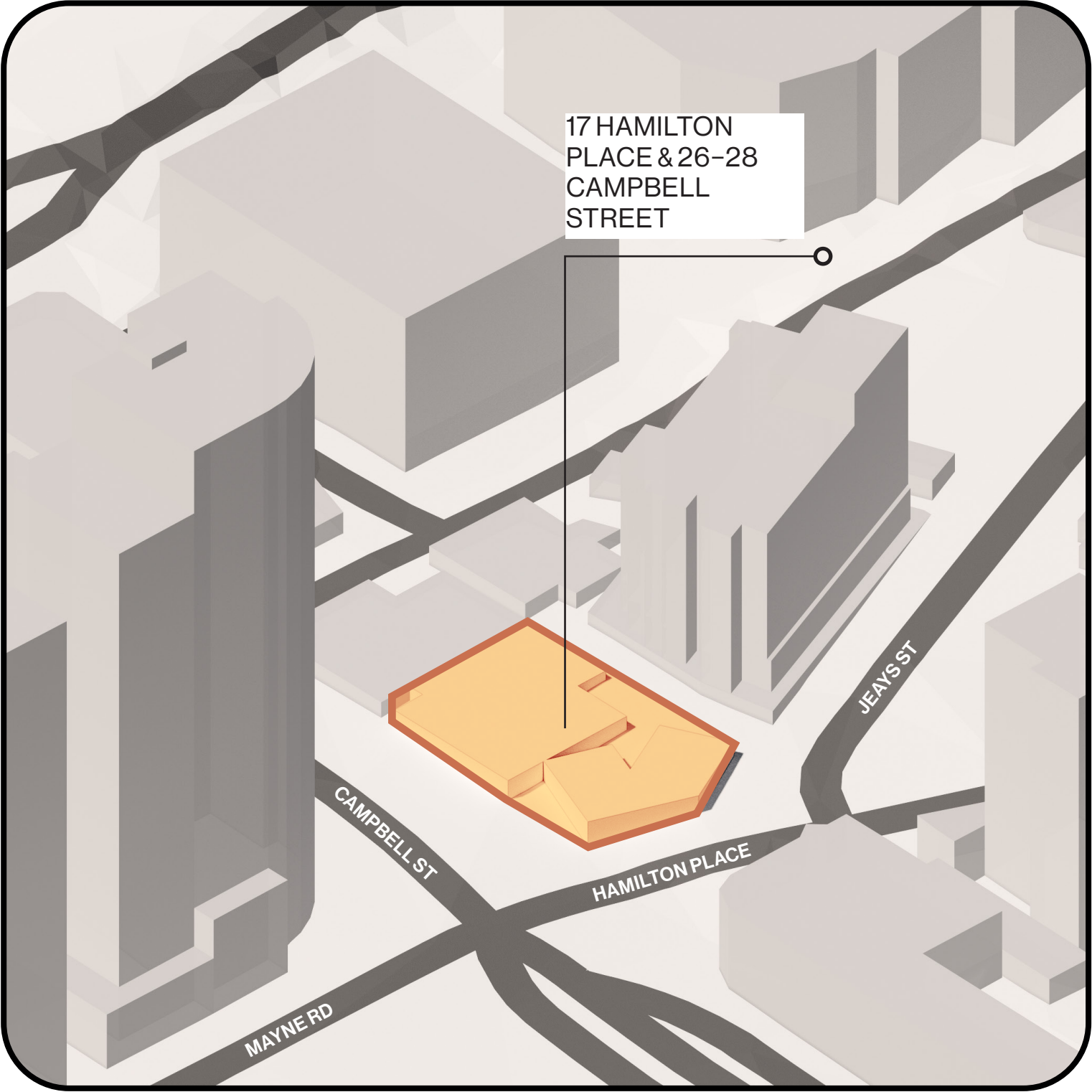
EXTERIOR FINISHES

- 01 Textured Paint on Concrete
- 02 Performance Glazing
- 03 Lush Landscaping
- 04 Coloured Powder Coated Aluminium

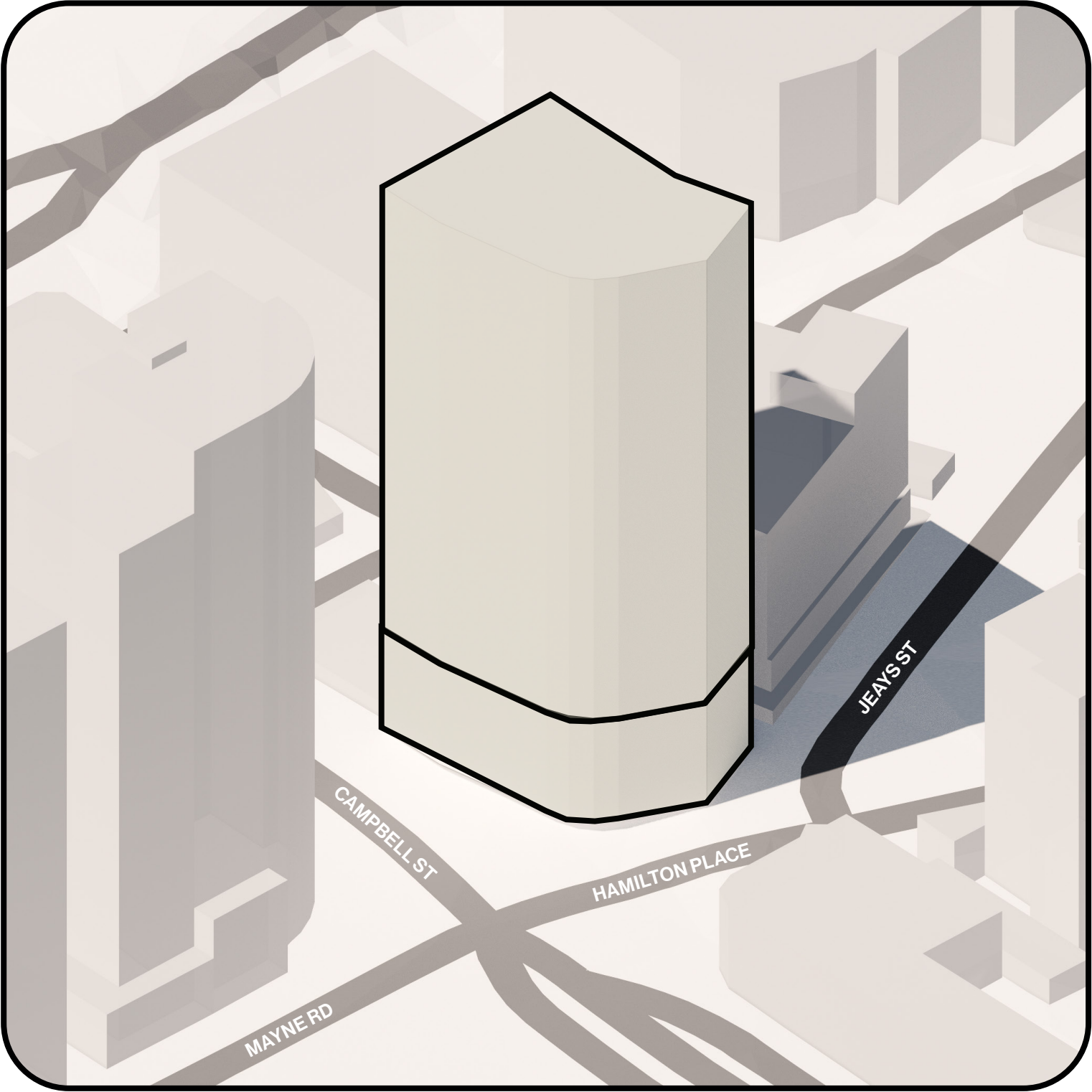
- 05 Powder Coated Aluminium Batten
- 06 Face Brick - Hit and Miss
- 07 Face Brick - Staggered Horizontal
- 08 Face Brick - Stack Bond

DESIGN PRINCIPLES

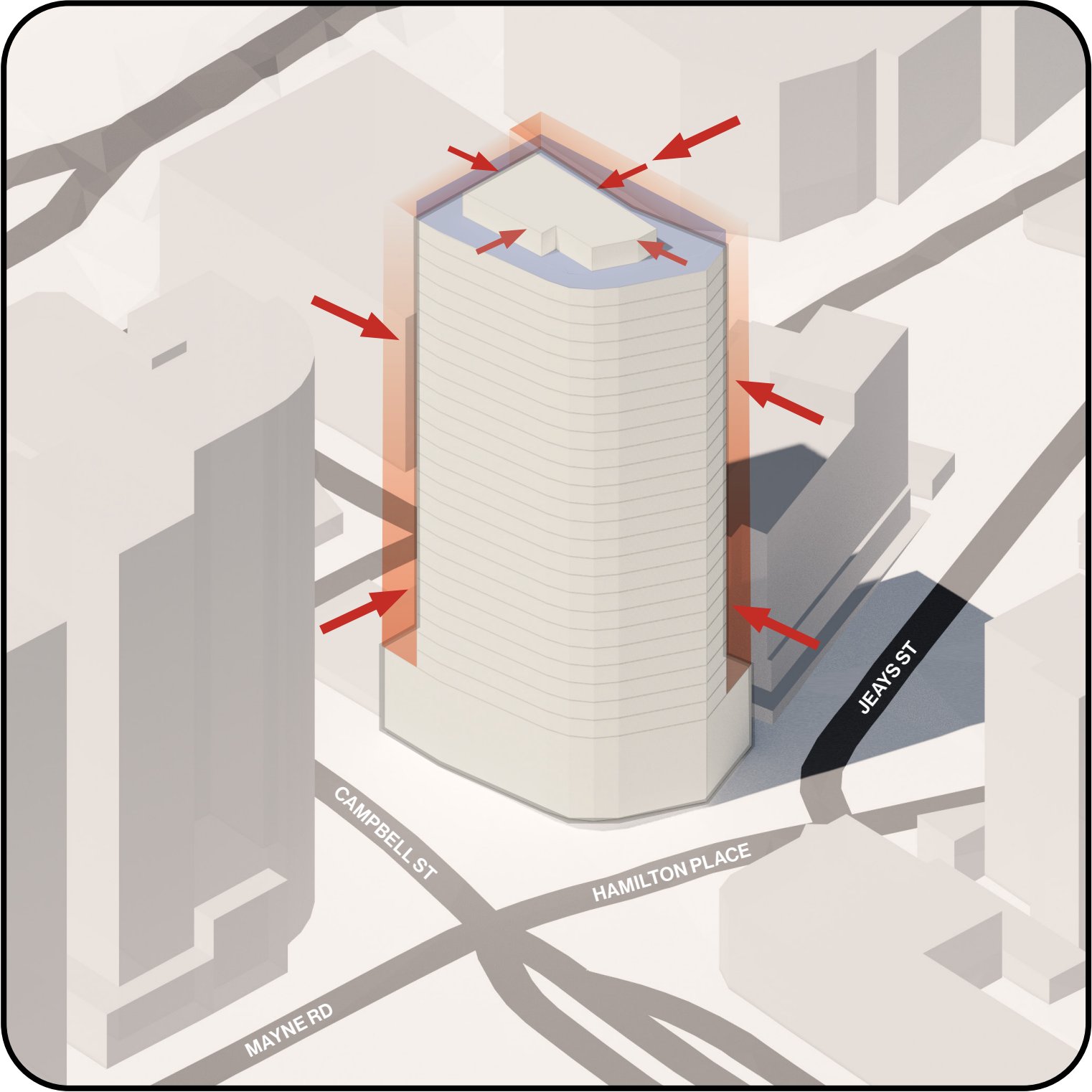
SUBJECT SITE



MASSING



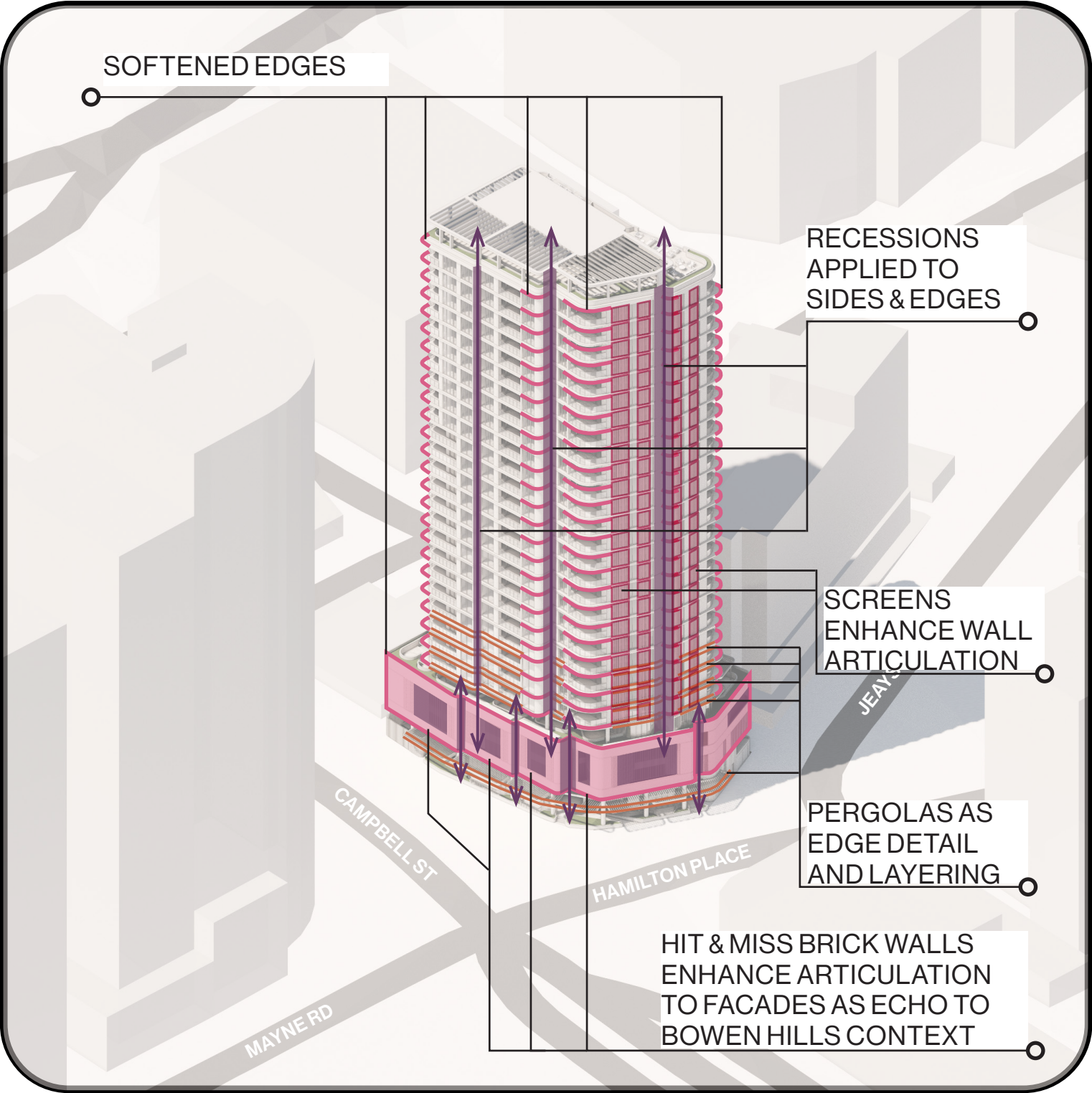
SETBACKS



BUILT FORM ARTICULATION

PRINCIPLE 01

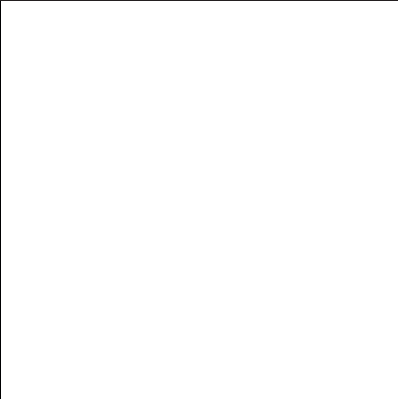
- RECESSIONS
- ARTICULATED WALLS
- SOFTENED EDGE
- EDGE LAYERING (PERGOLA)



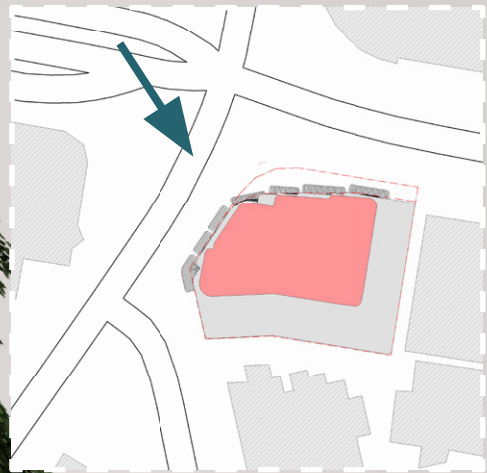
LANDSCAPING IN FACADE

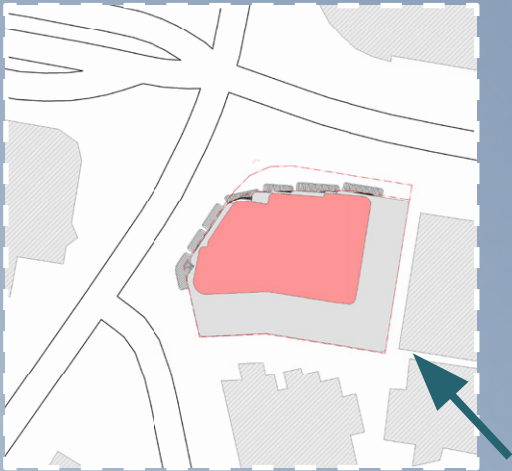
PRINCIPLE 02





THE VISUAL

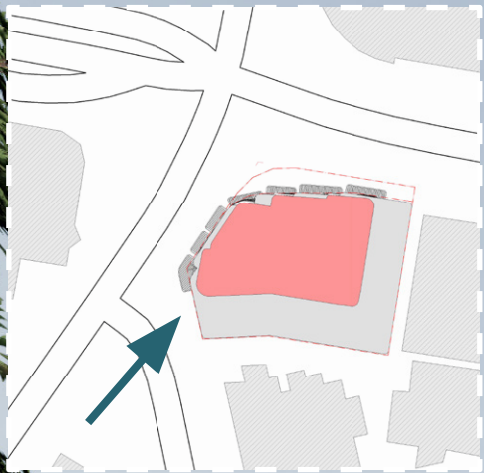


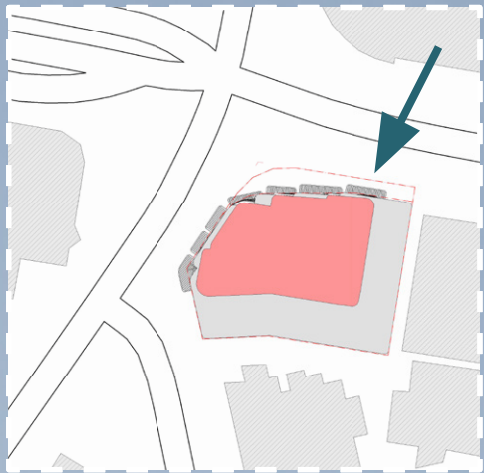


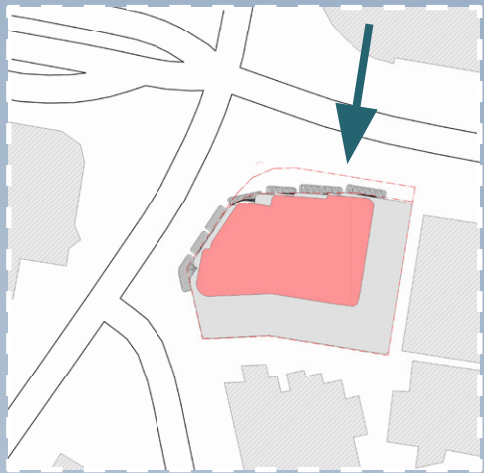
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THE





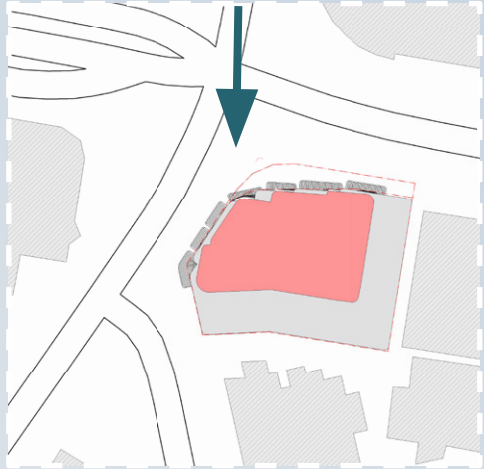


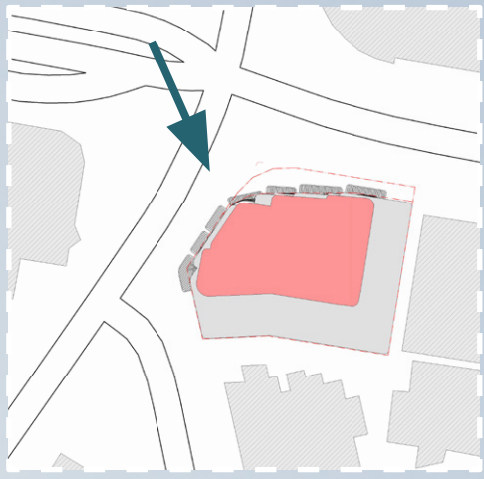


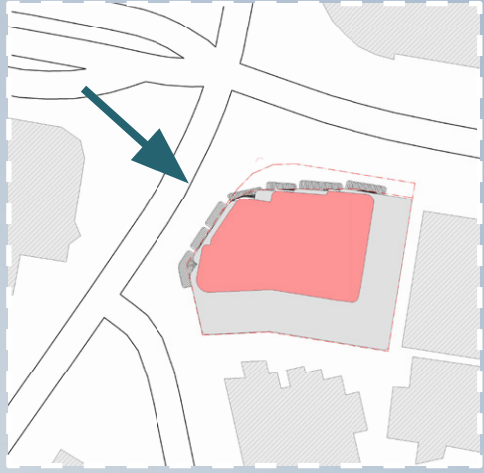
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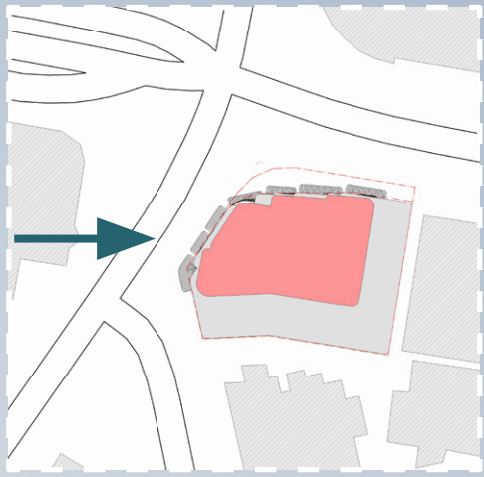
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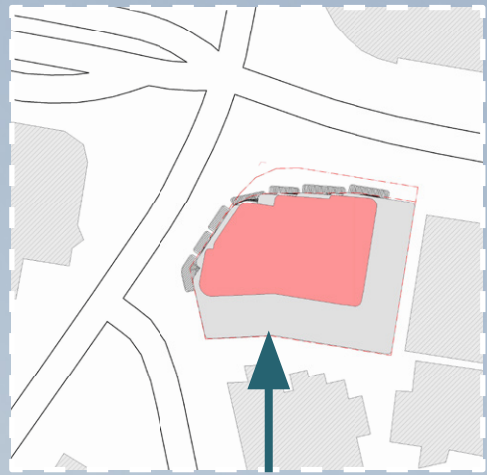


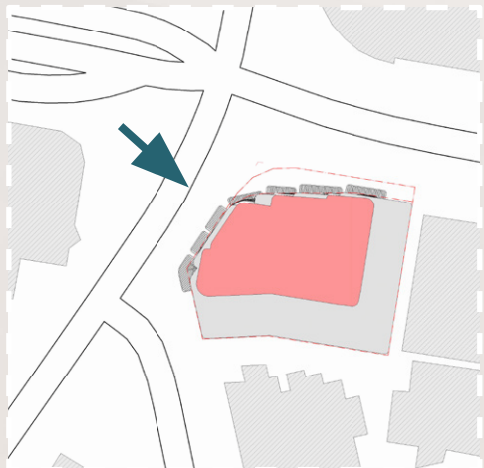






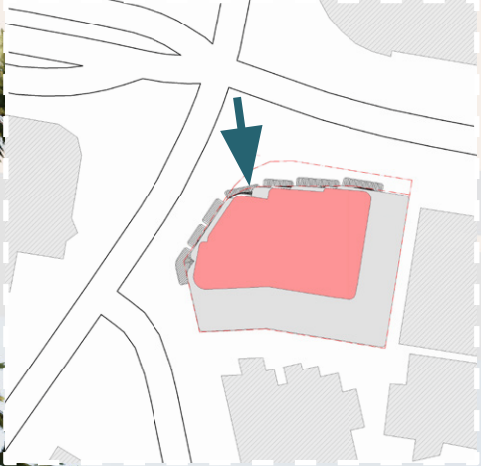






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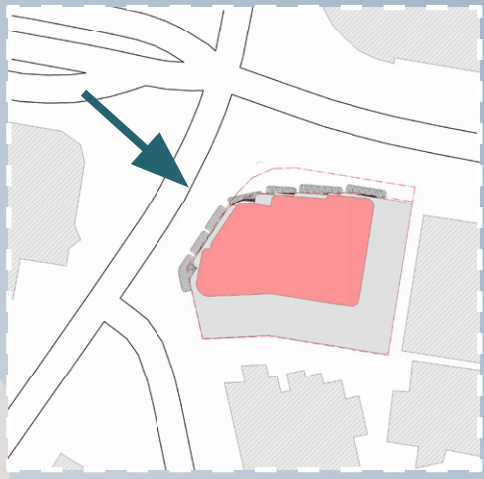




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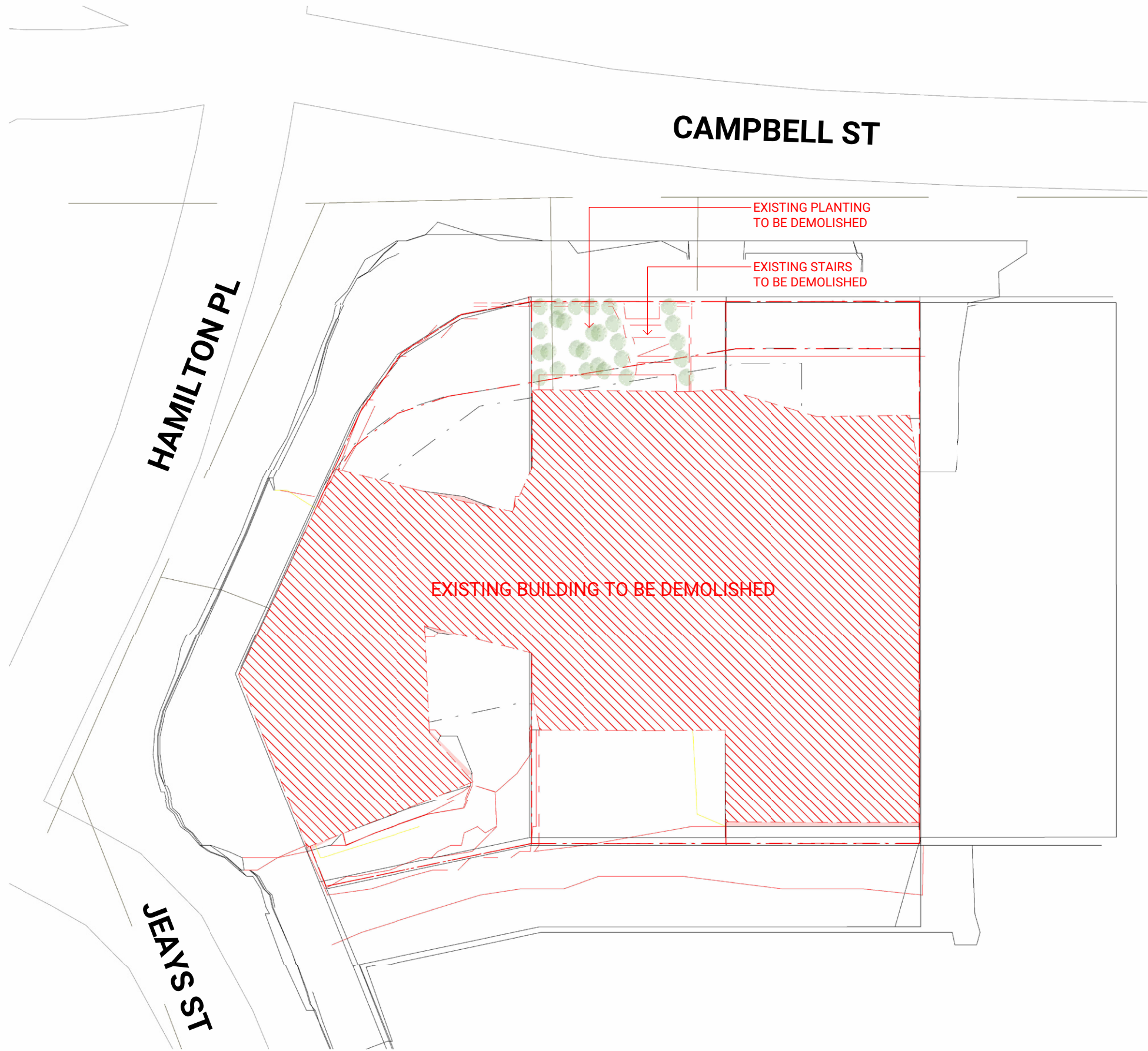






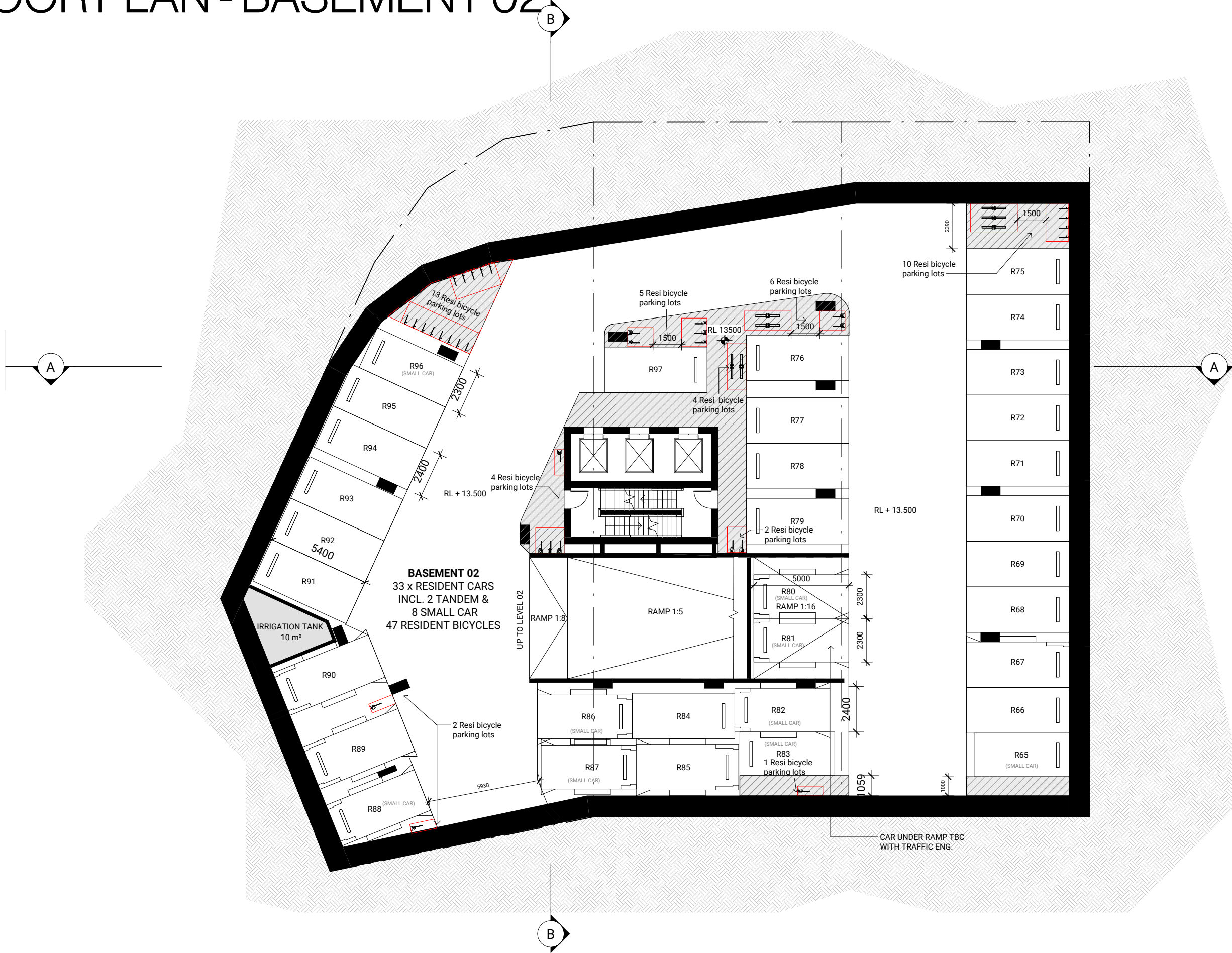
OUR SOLUTION

EXISTING AND DEMOLITION PLAN



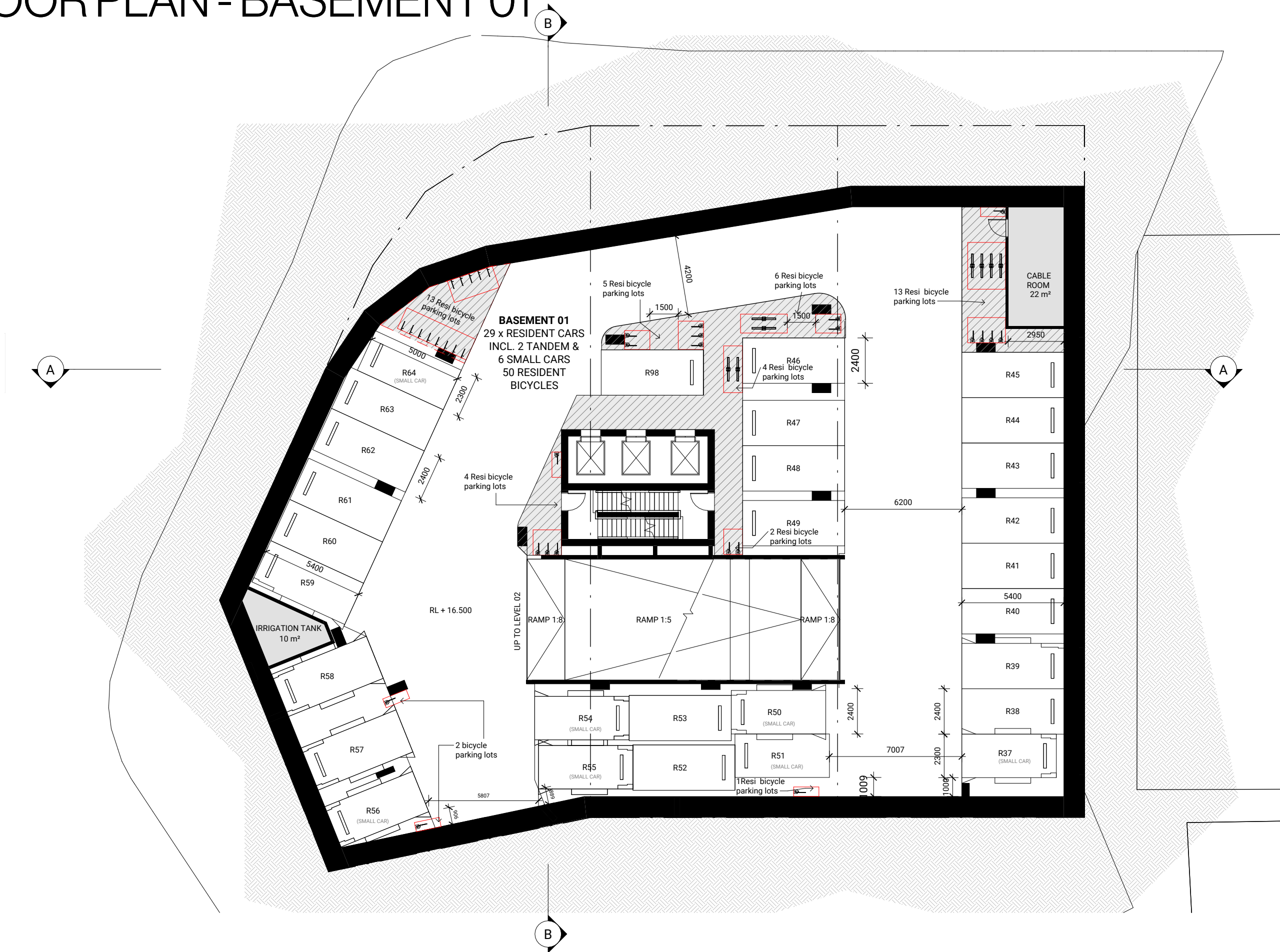
Our Solution

FLOOR PLAN - BASEMENT 02



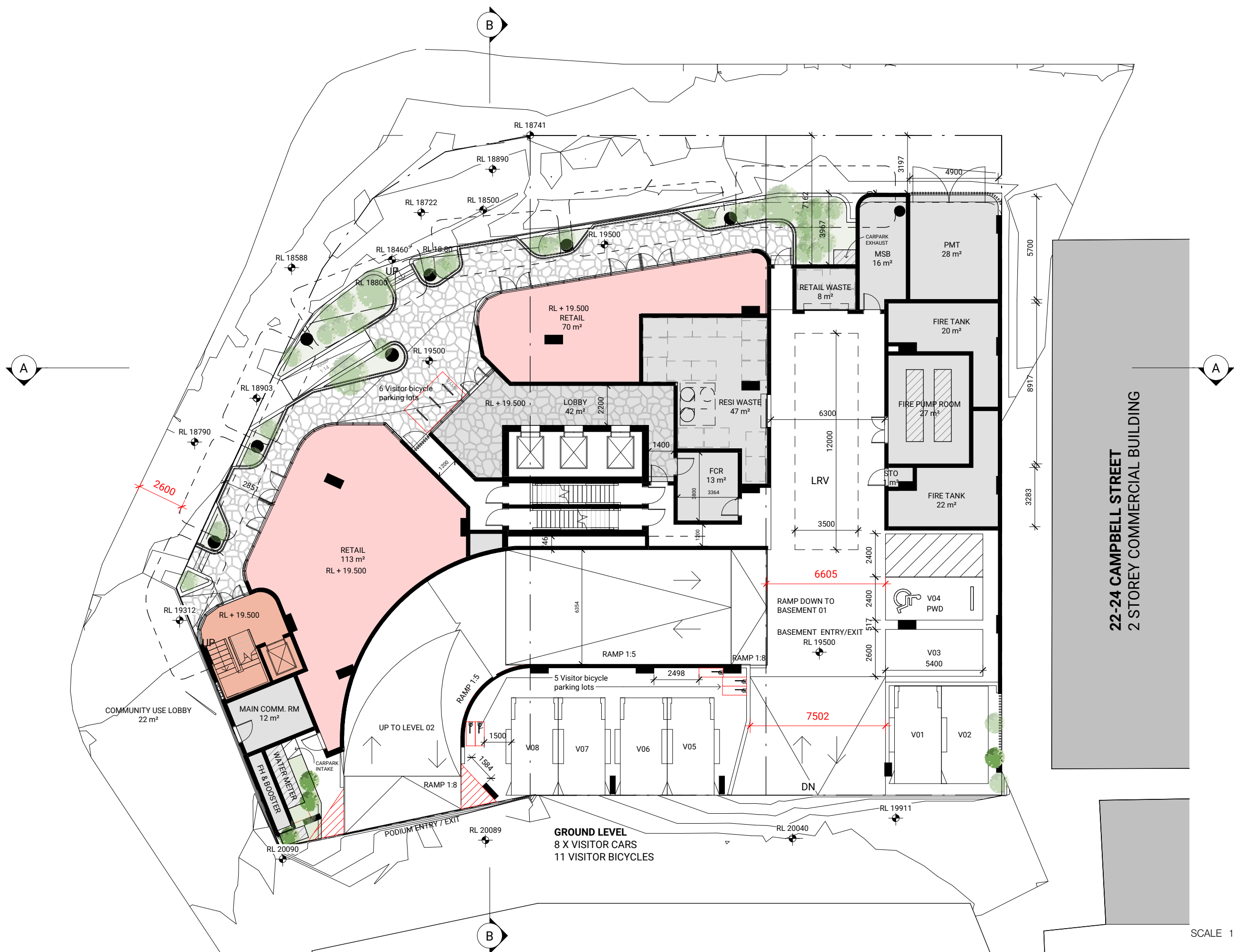
Our Solution

FLOOR PLAN - BASEMENT 01



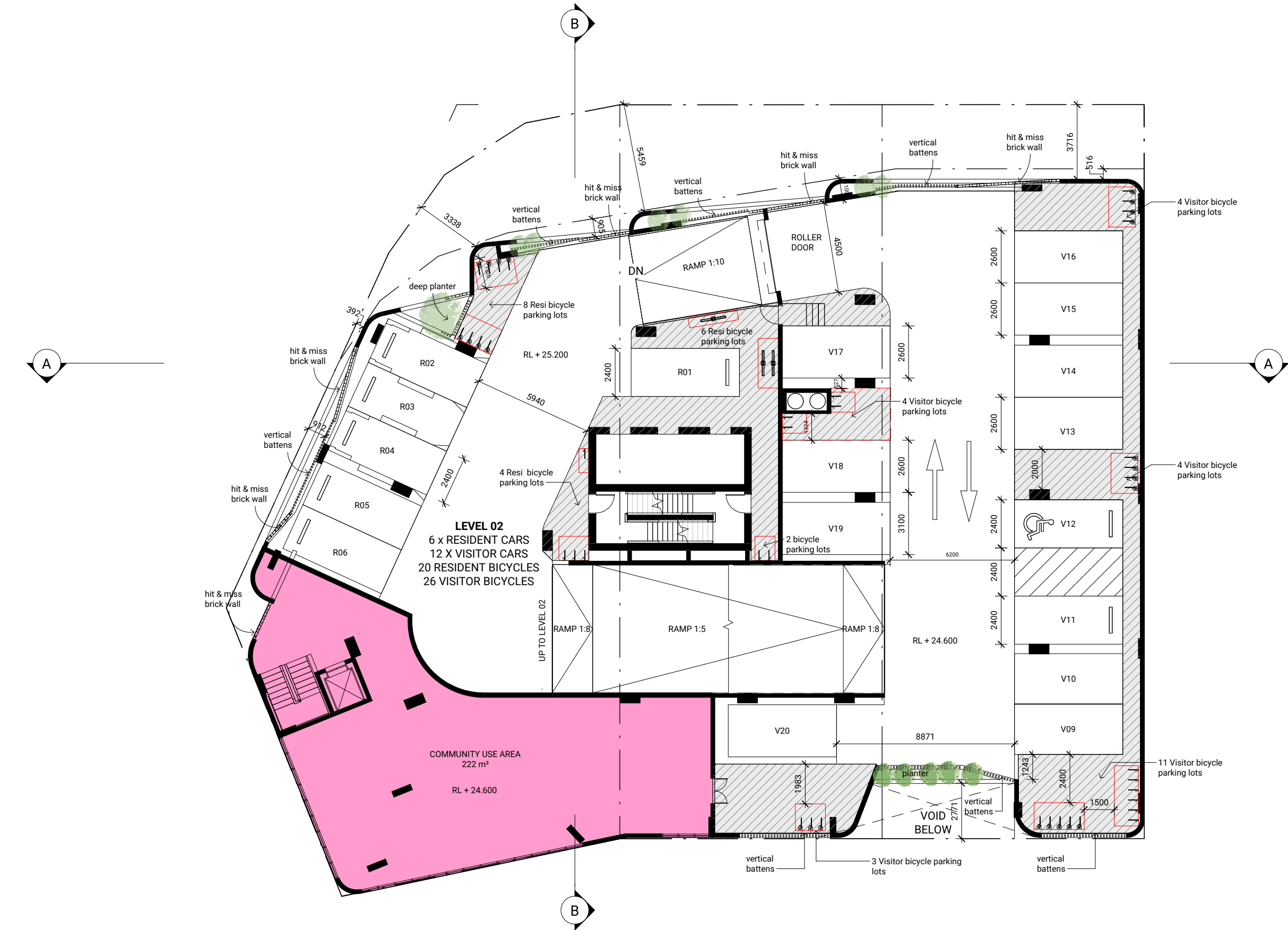
Our Solution

FLOOR PLAN - GROUND LEVEL



Our Solution

FLOOR PLAN - LEVEL 02



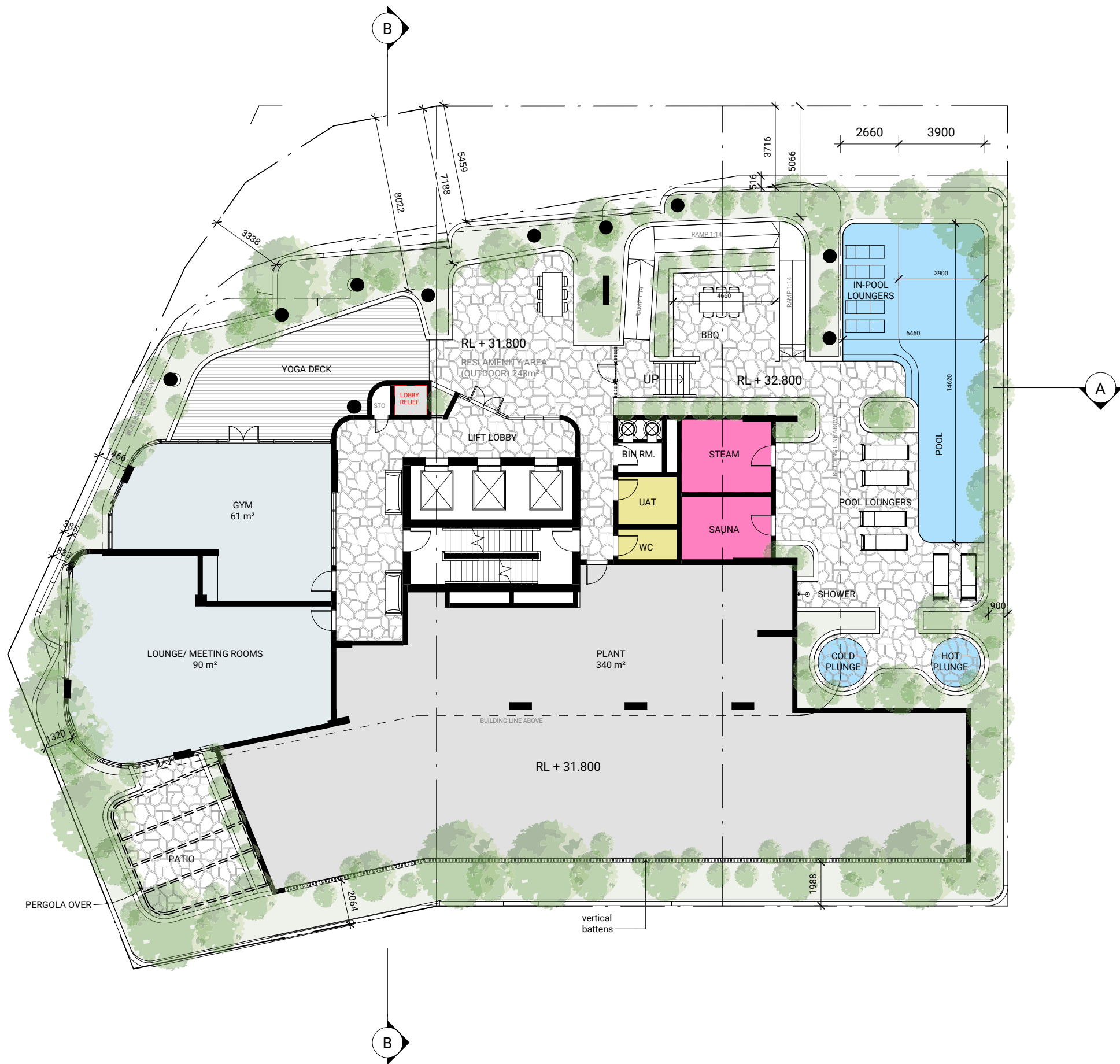
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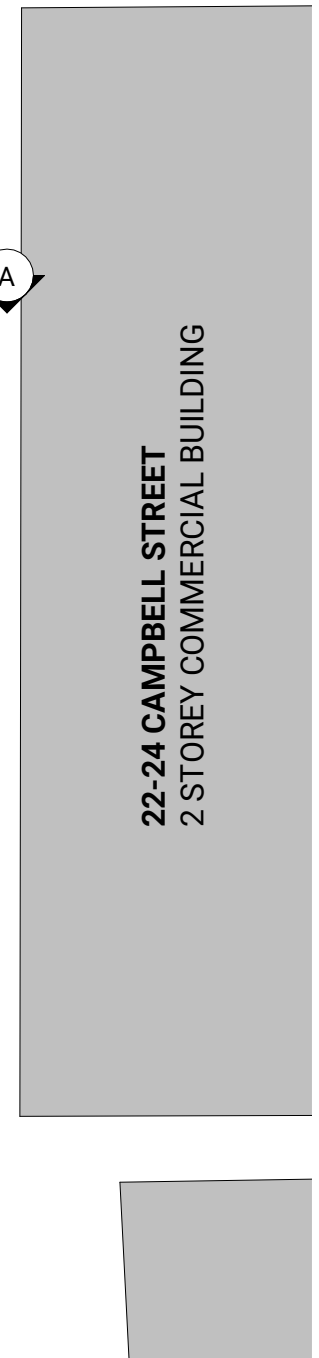
FLOOR PLAN - LEVEL 03



Our Solution

FLOOR PLAN - LEVEL 04 - RECREATION

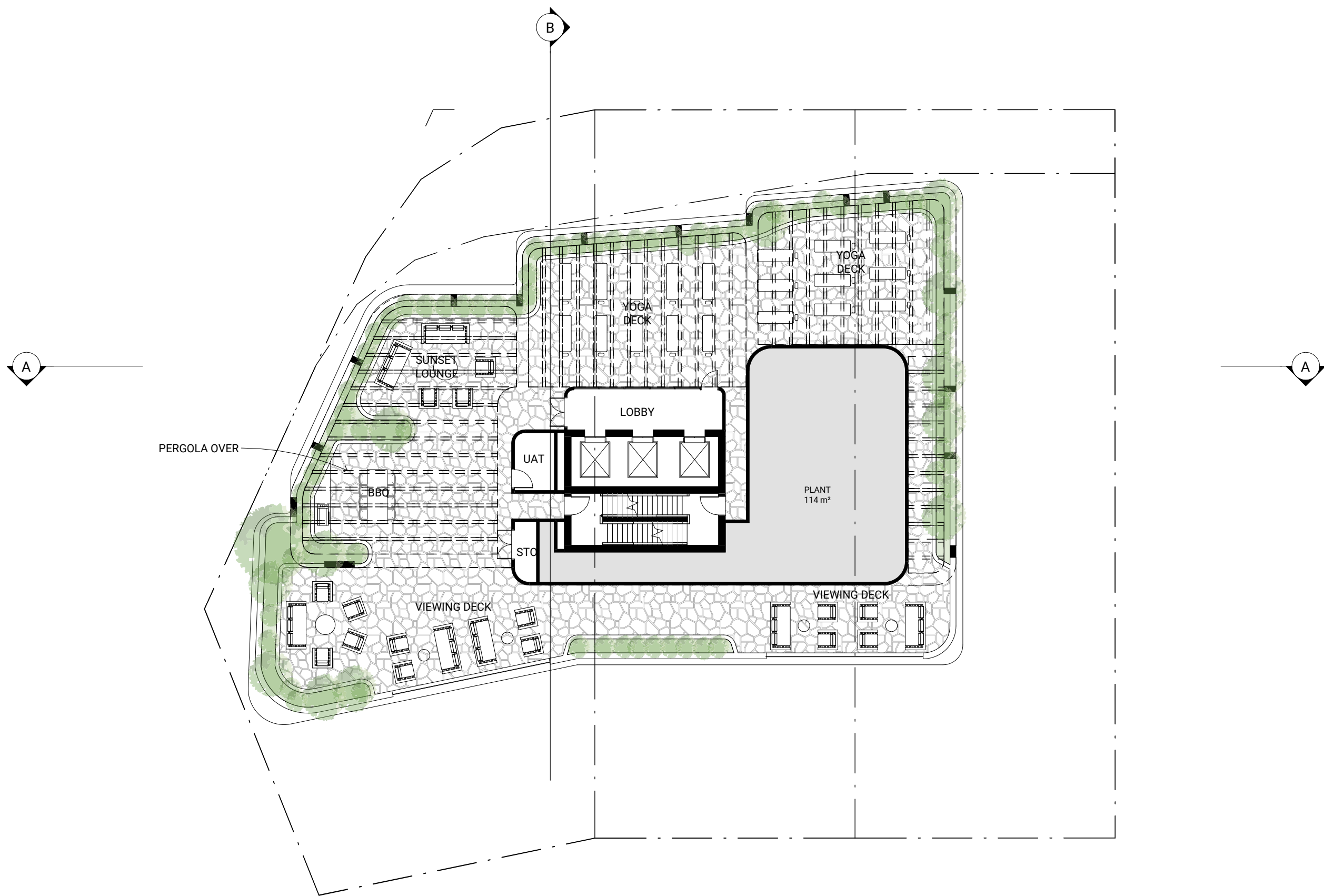






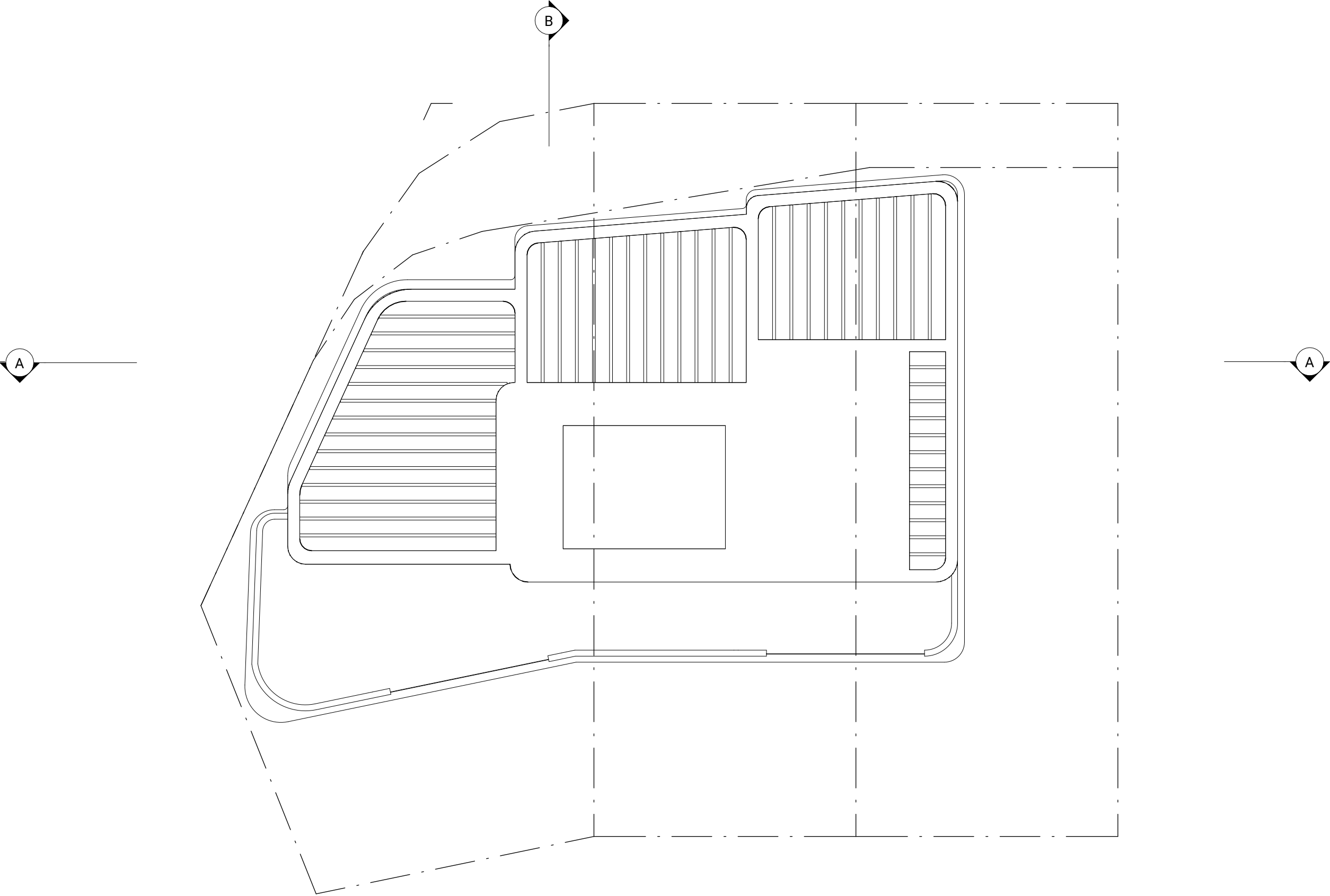
Our Solution

ROOF TERRACE



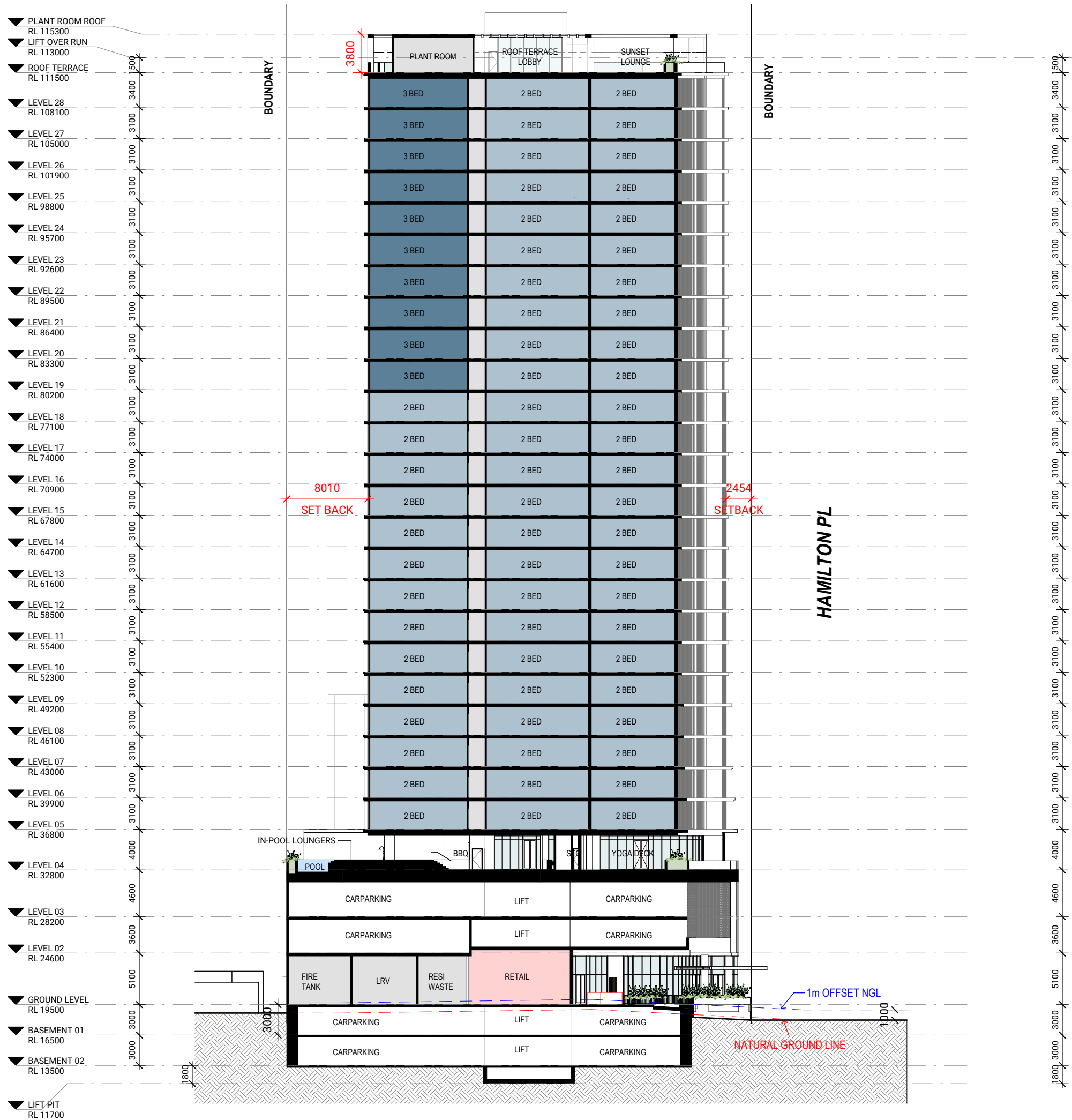
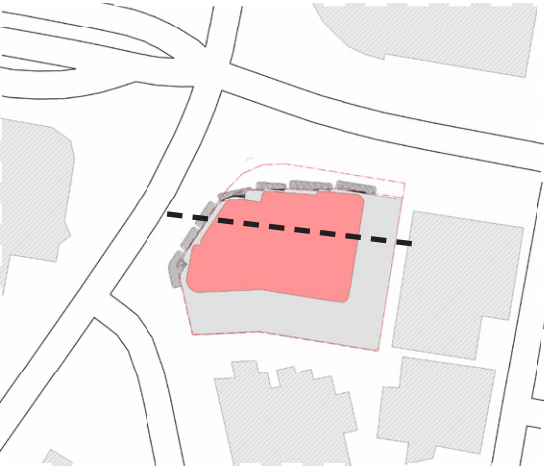
Our Solution

ROOF PLAN



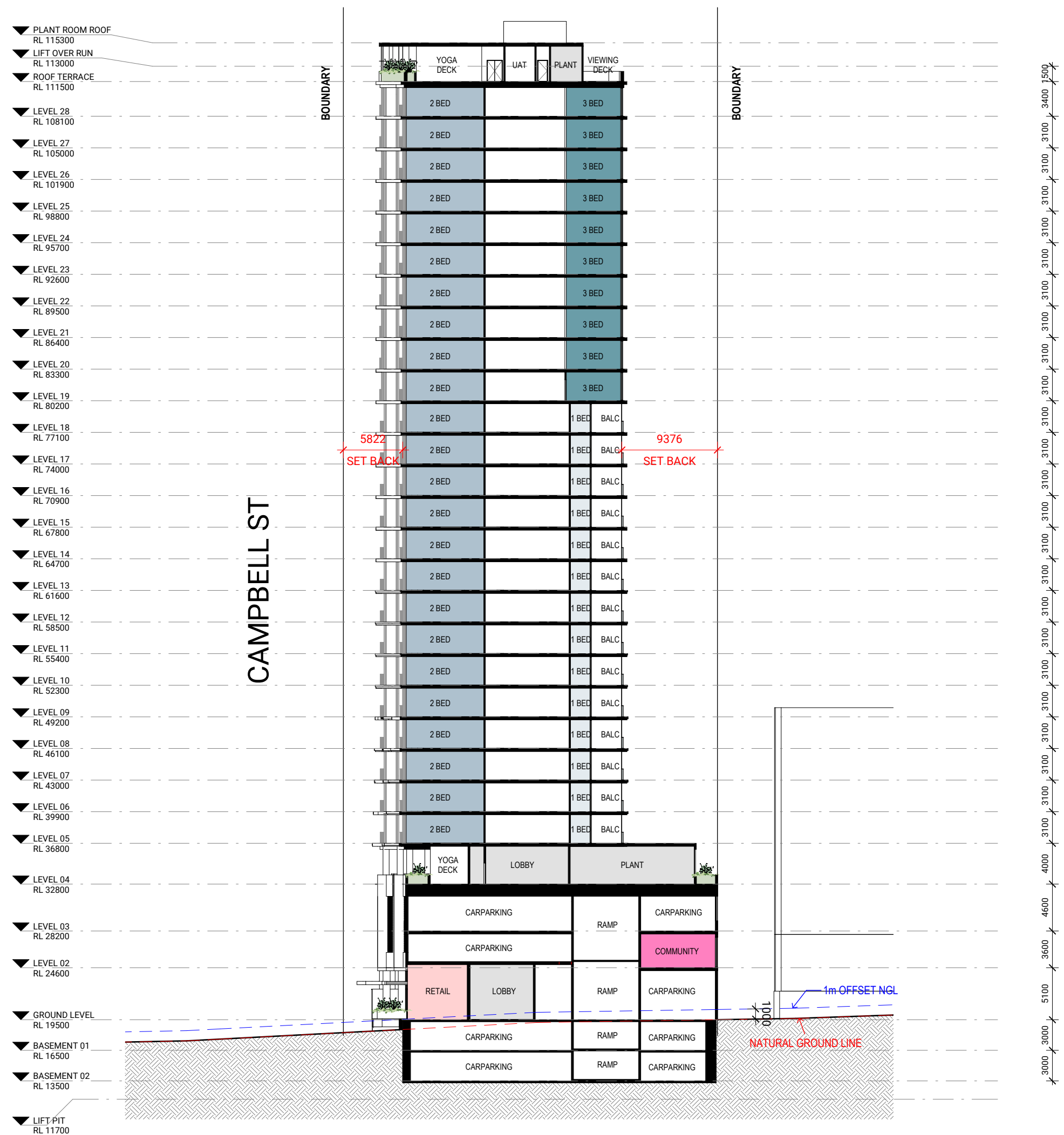
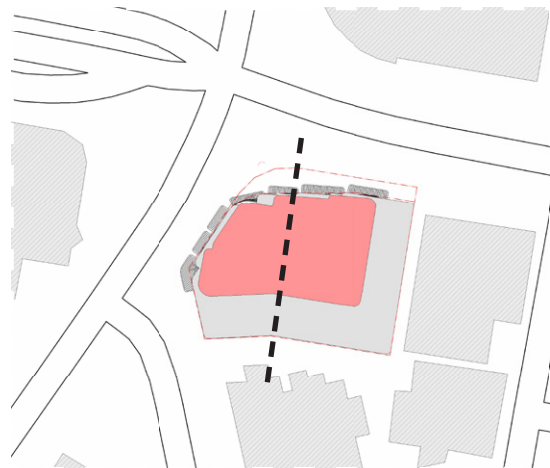
Our Solution

SECTION A



55

OUR SOLUTION



- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK



Our Solution

ELEVATION - EAST

- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK



- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK

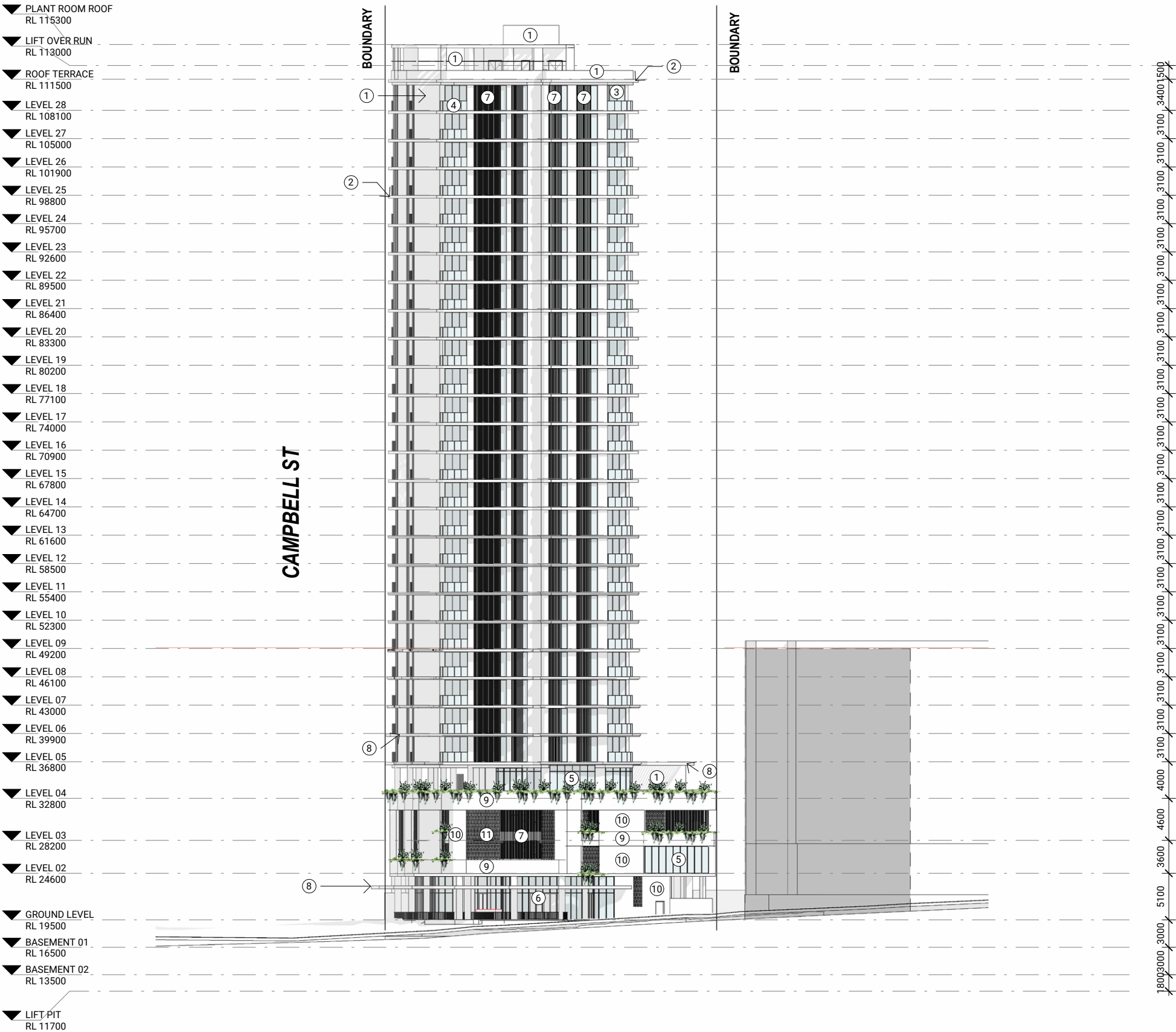
- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK



Our Solution

ELEVATION - WEST

- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK



Our Solution

SECTIONS

ELEVATION DETAILS

- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK



Our Solution

SECTIONS

ELEVATION DETAILS

- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
- ⑧ POWDER COATED COLOURED ALUMINIUM PERGOLA
- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK

v1



Our Solution

SECTIONS

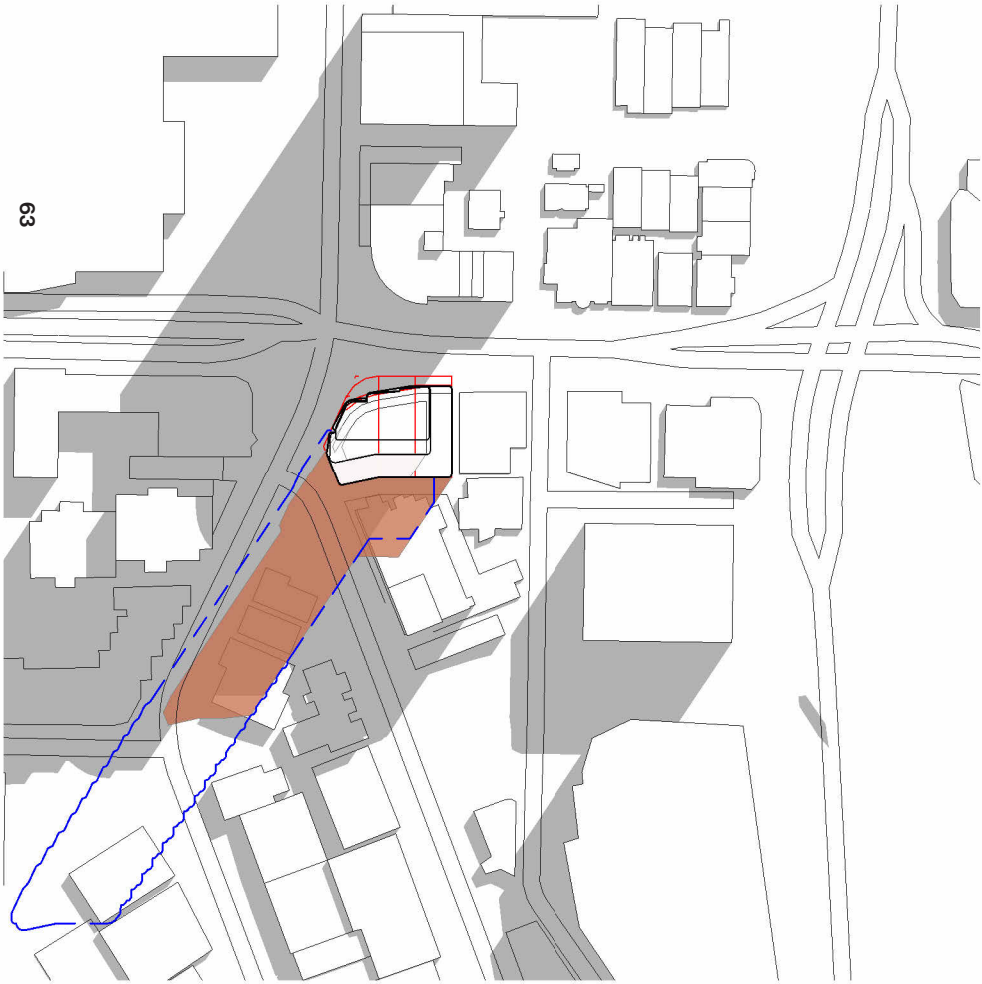
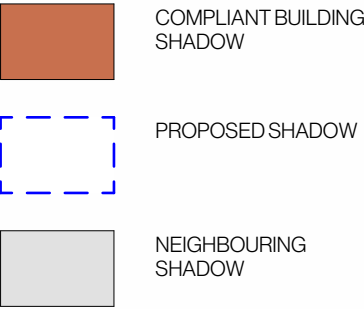
ELEVATION DETAILS

- ① COLOURED TEXTURED PAINT ON CONCRETE
- ② OFF WHITE TEXTURED PAINT ON CONCRETE
- ③ TINTED PERFORMANCE GLAZING - TOWER
- ④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
- ⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
- ⑥ TINTED PERFORMANCE GLAZING - RETAIL
- ⑦ POWDER COATED COLOURED ALUMINIUM BATTEN SCREEN
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- ⑨ COLOURED VERTICAL STACK BOND FACE BRICK
- ⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
- ⑪ COLOURED HIT AND MISS BRICK

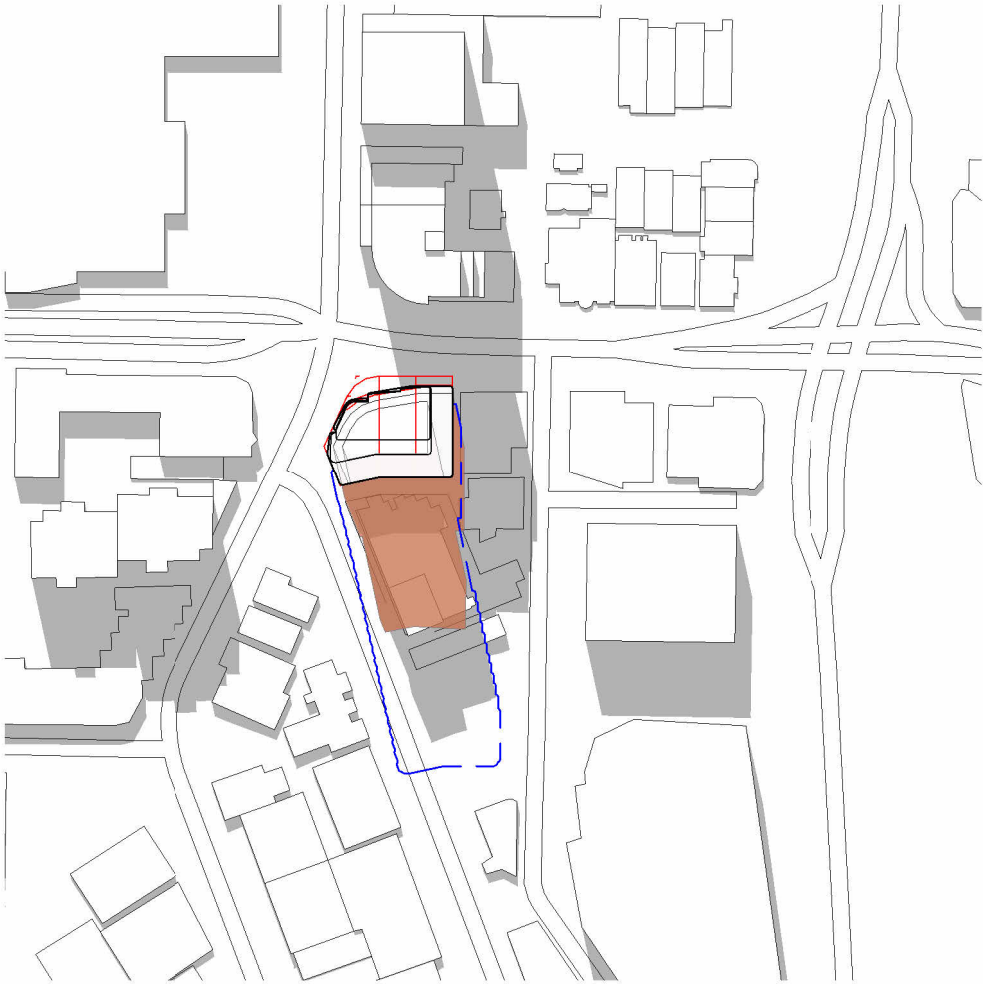


Our Solution

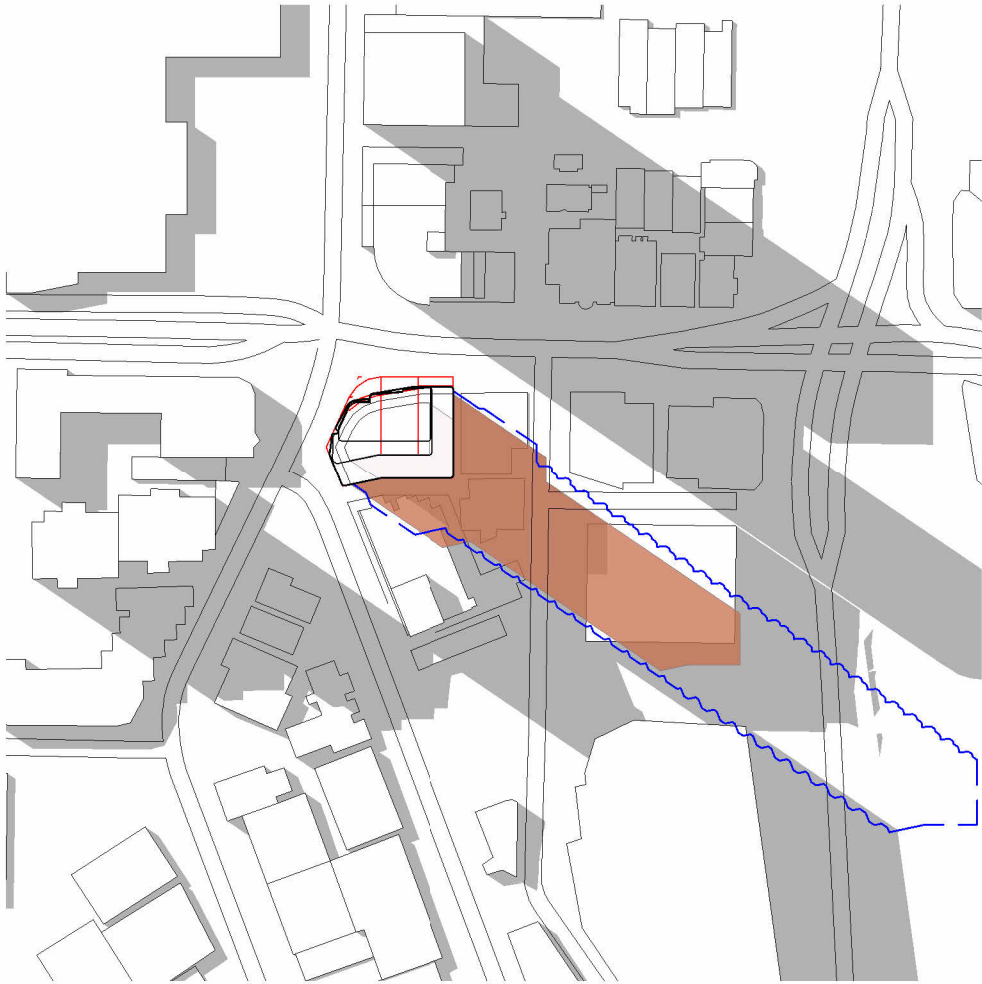
SHADOW STUDY - WINTER



WINTER SOLSTICE | 9 am
21 JUNE 2026



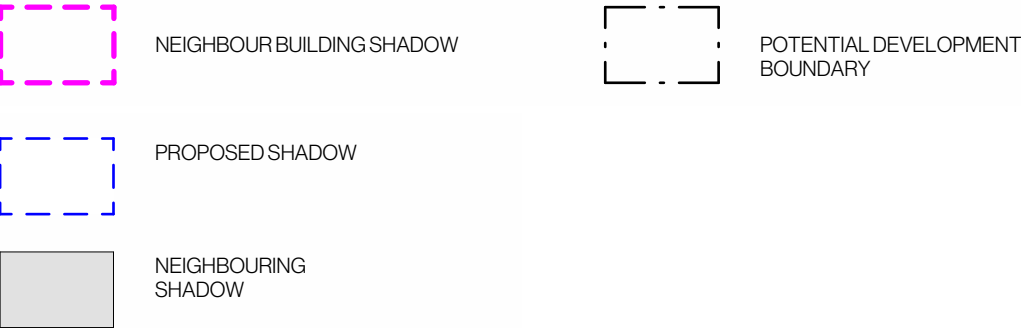
WINTER SOLSTICE | 12 pm
21 JUNE 2026



WINTER SOLSTICE | 3 pm
21 JUNE 2026

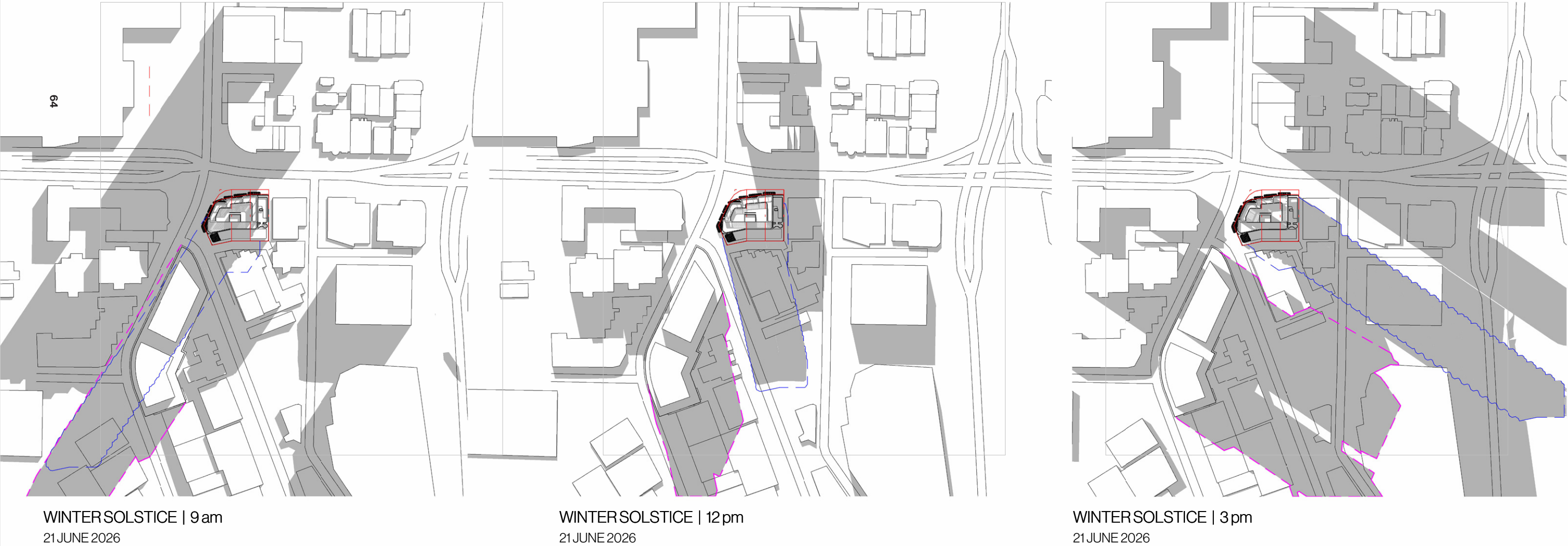
Our Solution

SHADOW STUDY - NEIGHBOUR BUILDING - WINTER



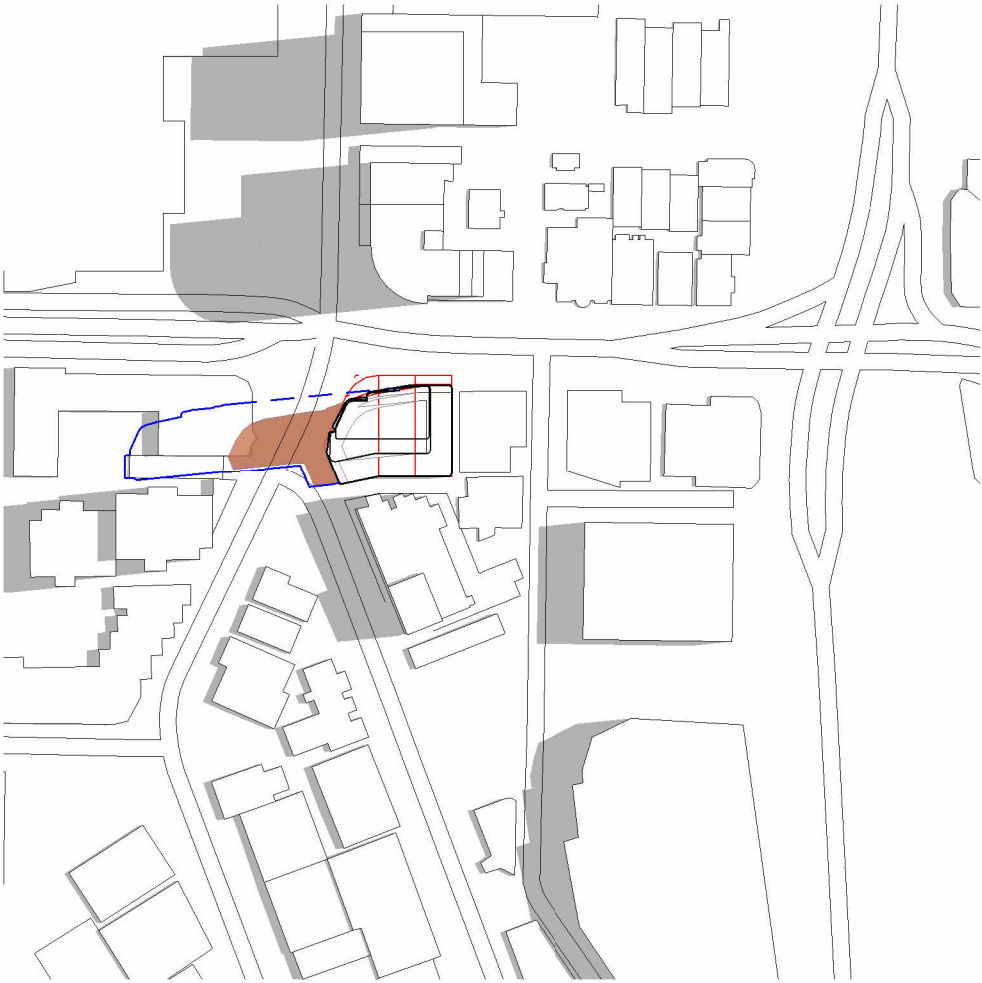
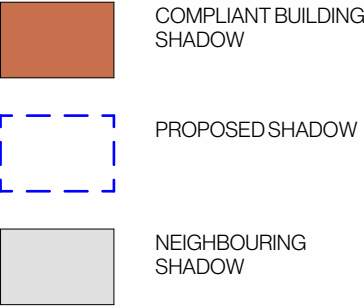
NOTE:
1-7 HAMILTON PLACE AND 4-6 BROOKES STREET REPRESENT A KEY FUTURE REDEVELOPMENT SITE. THE COMBINED SITE AREA EXCEEDS 1,600 M² (BUT IS LESS THAN 3,000 M²), ALLOWING FOR A MAXIMUM BUILDING HEIGHT OF UP TO 24 STOREYS UNDER THE BOWEN HILLS PDA DEVELOPMENT SCHEME.

THE BUILDING SHOWN IN THE DIAGRAM BELOW ILLUSTRATES A COMPLIANT 24-STOREY DEVELOPMENT, COMPRISING A PODIUM-AND-TOWER BUILT FORM.

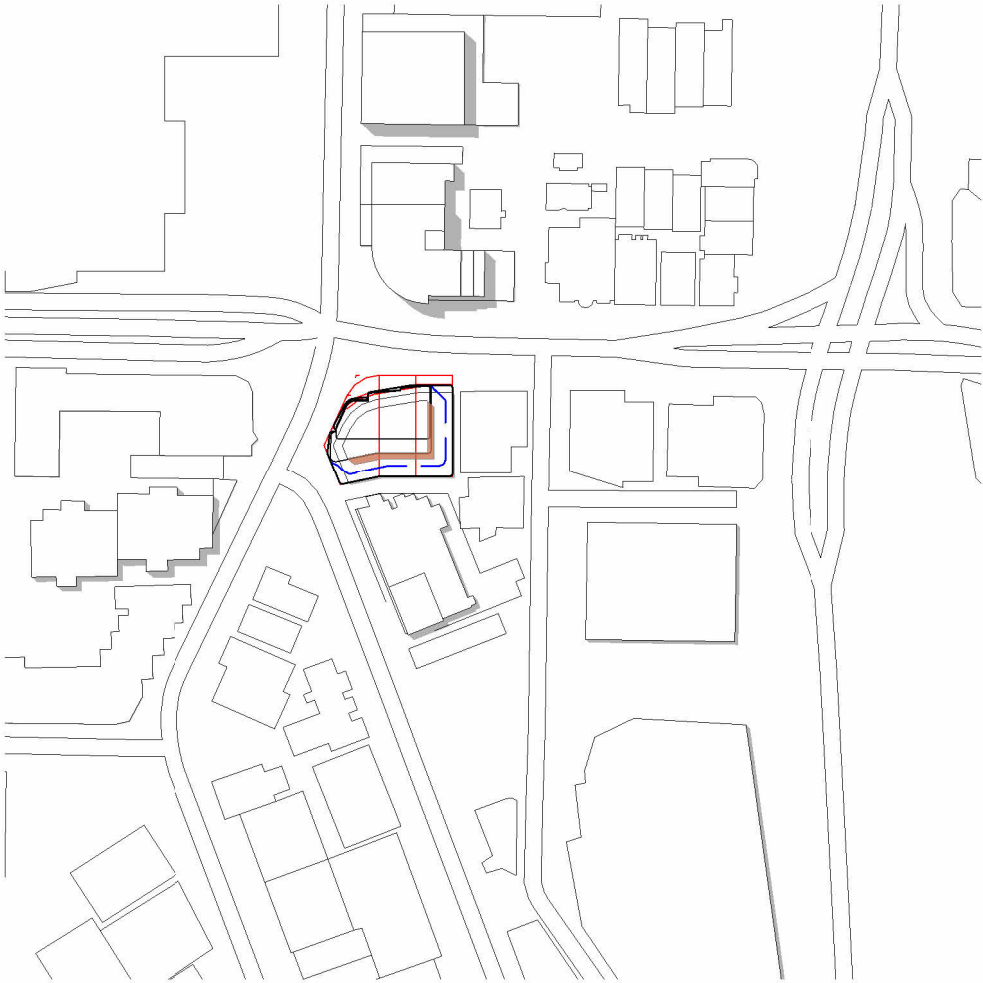


Our Solution

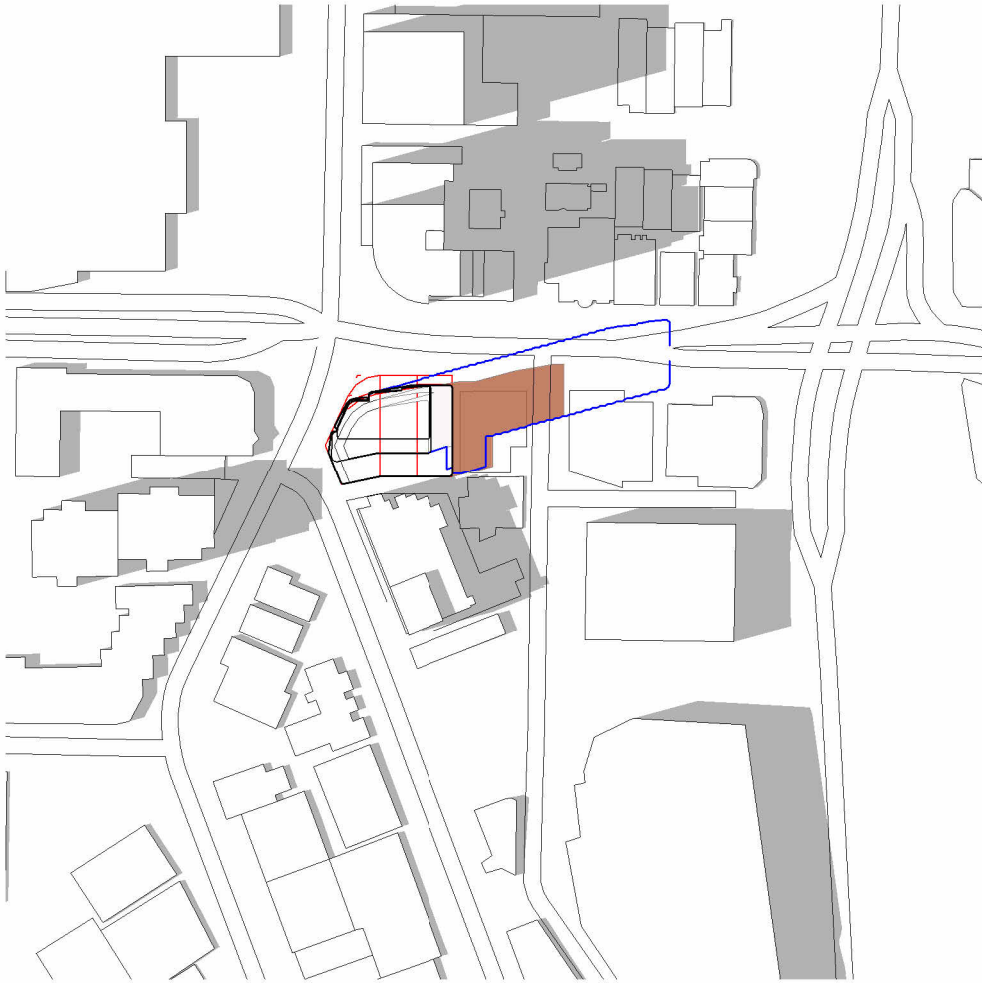
SHADOW STUDY - SUMMER



SUMMER SOLSTICE | 9 am
22 DECEMBER 2026



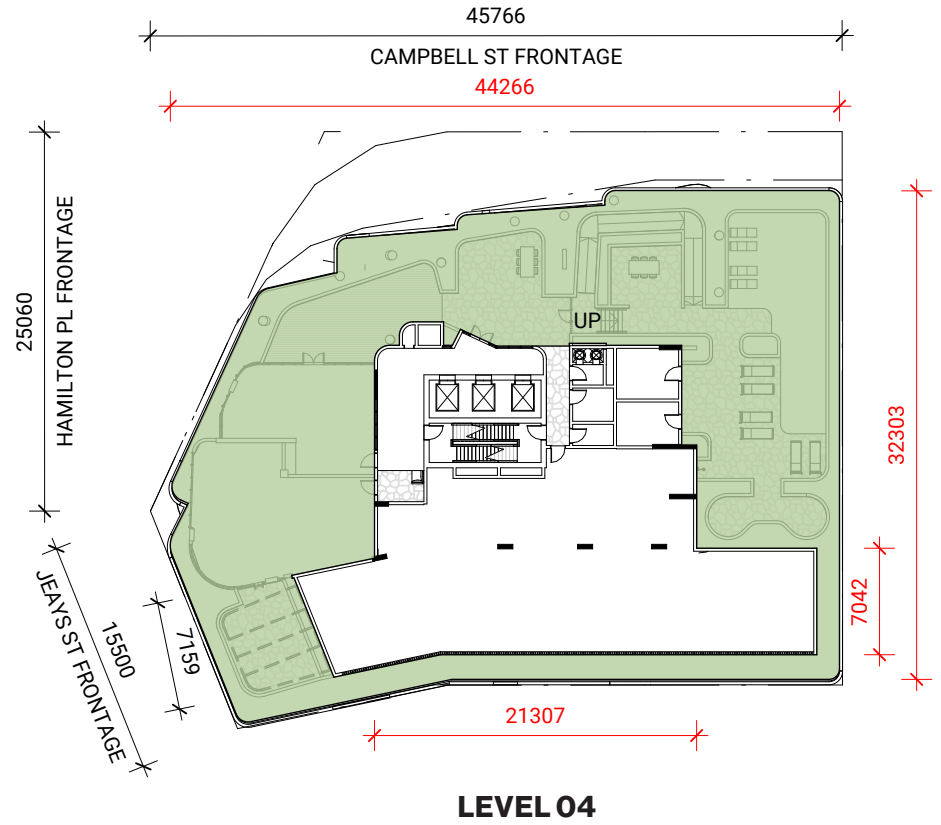
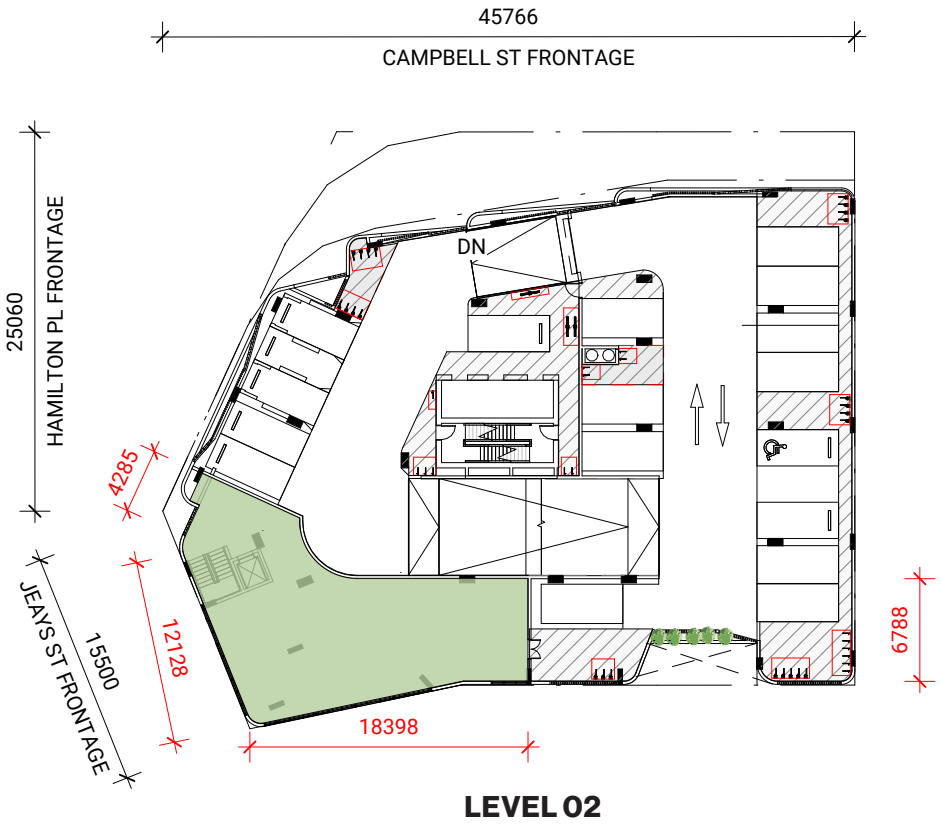
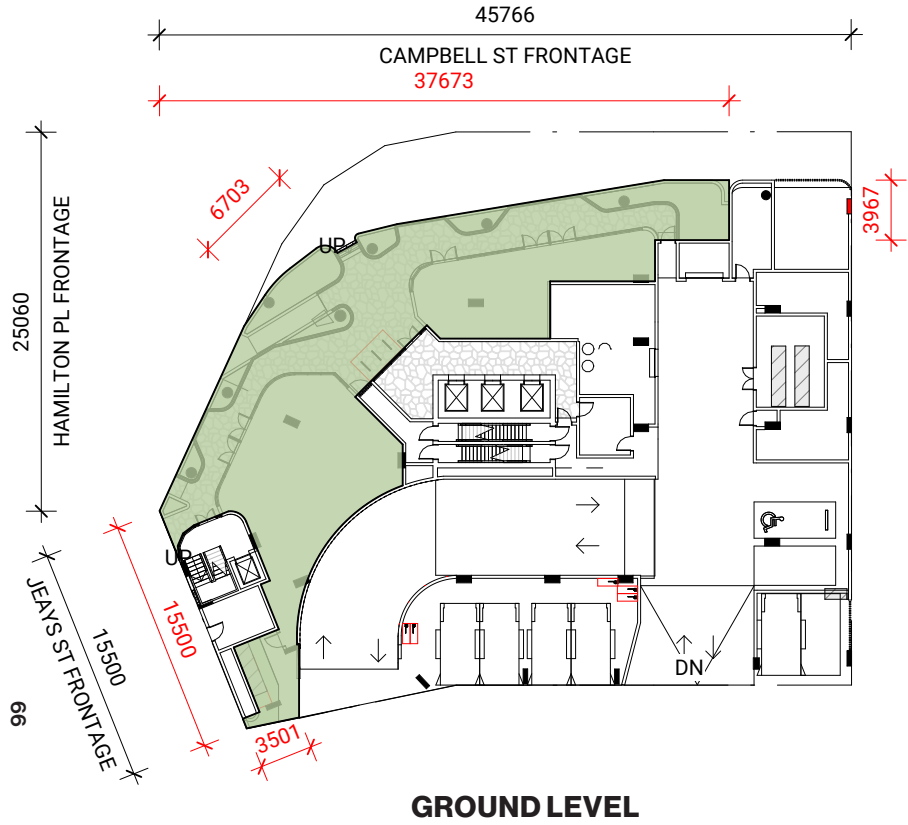
SUMMER SOLSTICE | 12 pm
22 DECEMBER 2026



SUMMER SOLSTICE | 3 pm
22 DECEMBER 2026

Our Solution

PODIUM ACTIVATION



OUR SOLUTION

A LAYERED PODIUM
FAÇADE WITH
RICH MATERIAL
TEXTURE, REFINED
ARTICULATION,
AND SEAMLESSLY
INTEGRATED
LANDSCAPE

ACTIVE RETAIL
FRONTAGE WITH
OUTDOOR SEATING
AND LANDSCAPED
PERGOLA



LEVEL 1 COMMUNITY
FACILITIES
CONTRIBUTING TO
ACTIVATION OF THE
HAMILTON PLACE
CORNER

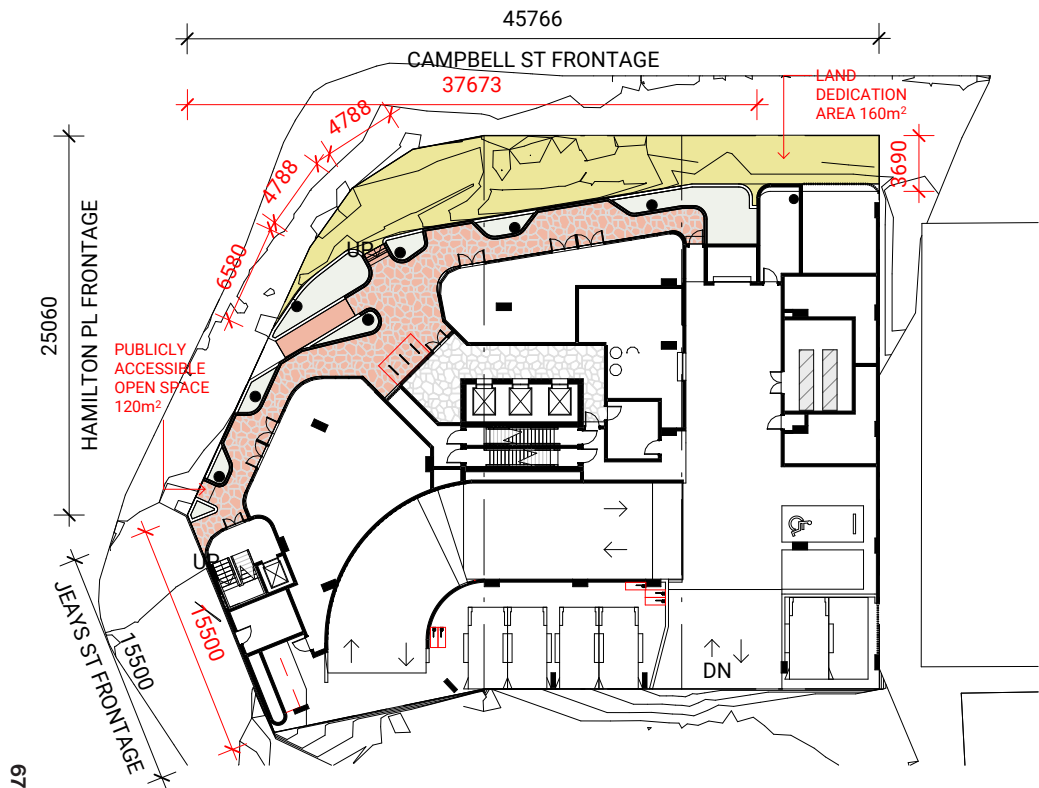
PLUS STUDIO



SCALE 1:500 @ A3 SIZE

Our Solution

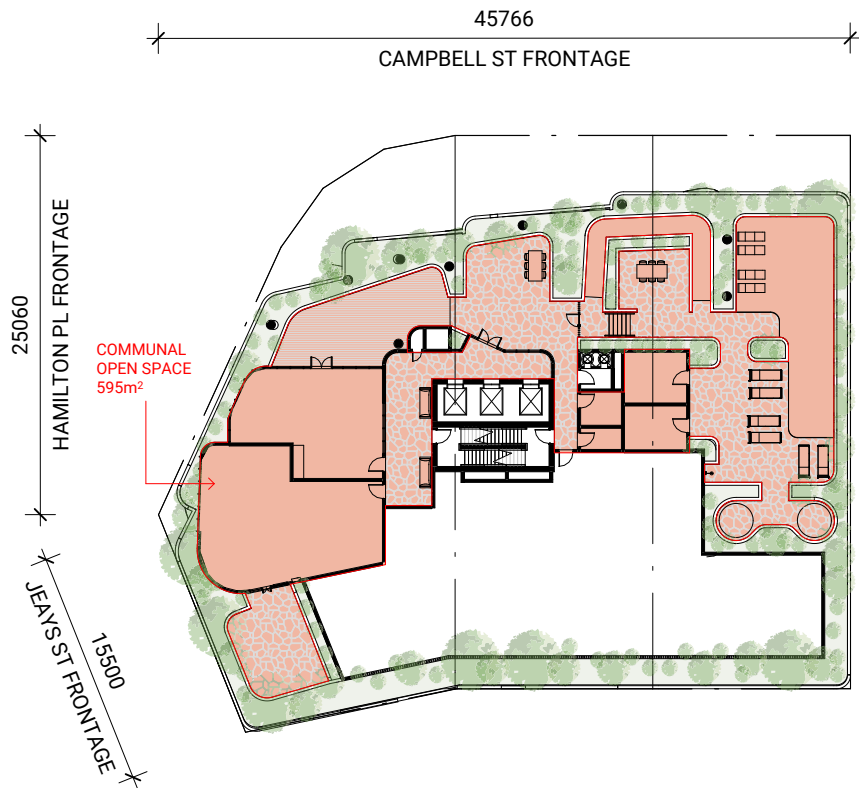
AREA CALCULATION



GROUND LEVEL

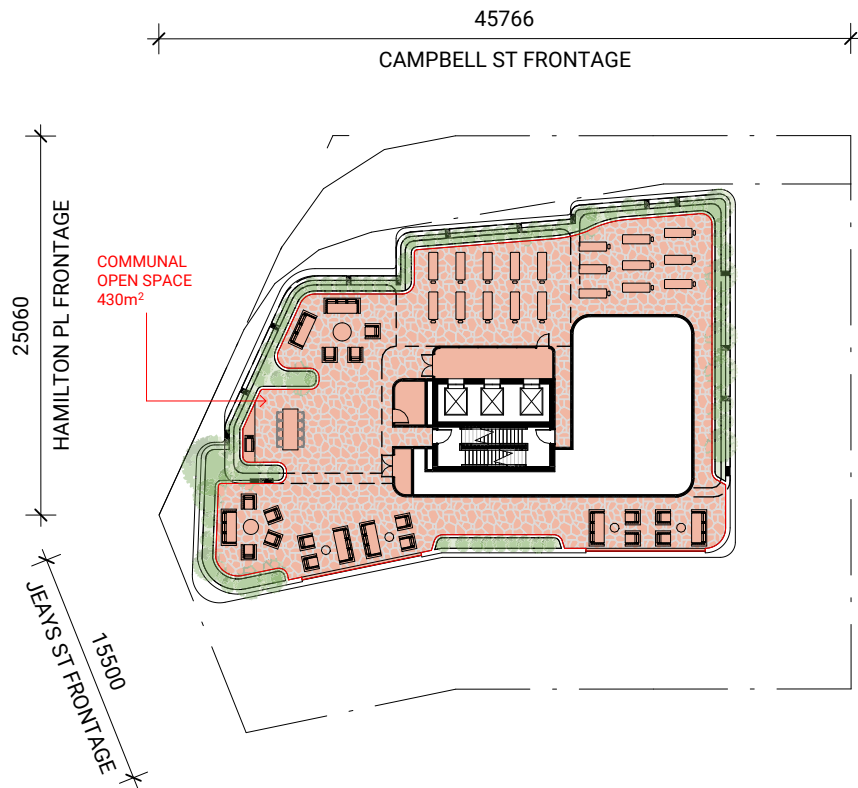
PUBLICLY ACCESSIBLE OPEN SPACE: 120M²

LAND DEDICATION AREA: 160M²



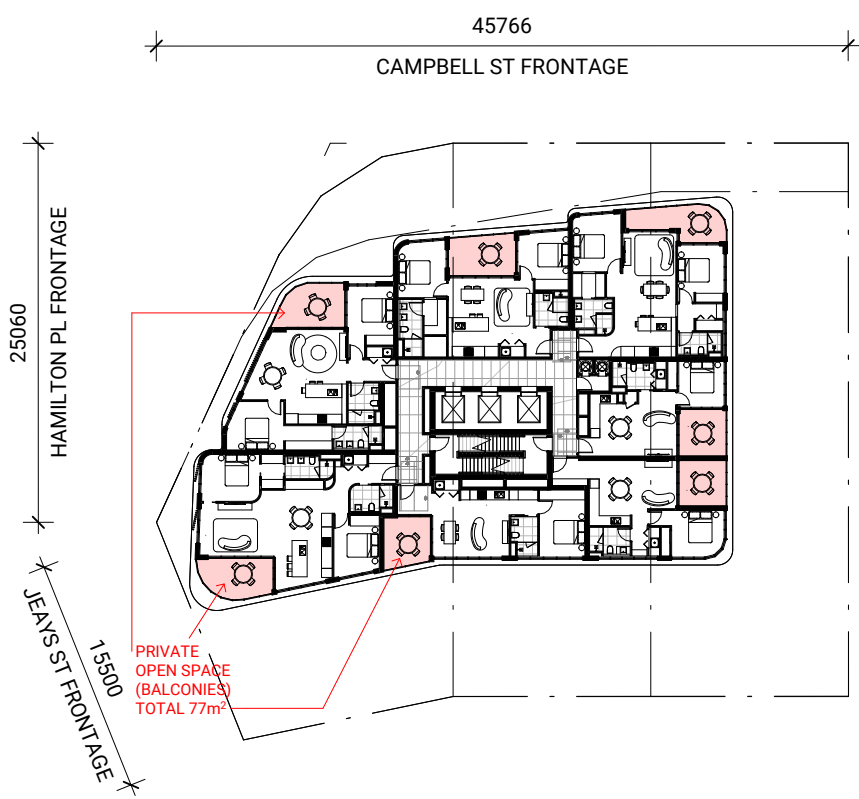
LEVEL 04

COMMUNAL OPEN SPACE: 595M²



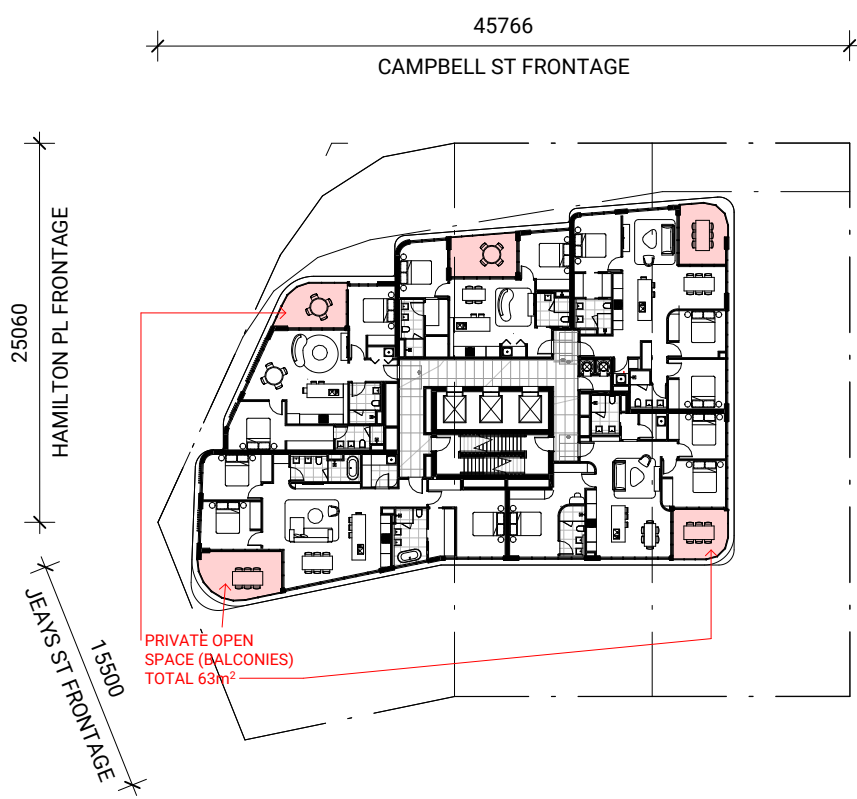
ROOF TERRACE

COMMUNAL OPEN SPACE: 430M²



LEVEL 05-18

PRIVATE OPEN SPACE (BALCONIES)
TOTAL (FOR 14 FLOORS): 1078M²



LEVEL 19-28

PRIVATE OPEN SPACE (BALCONIES)
TOTAL (FOR 10 FLOORS): 630M²

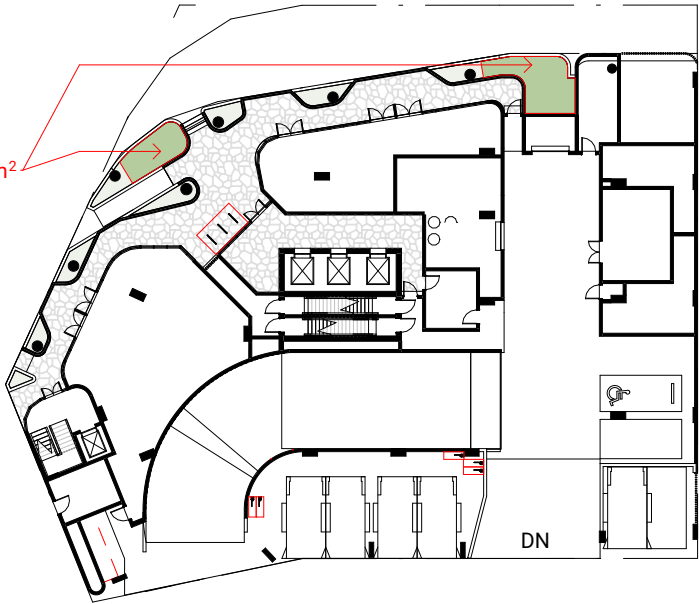


SCALE 1:500 @ A3 SIZE

Our Solution

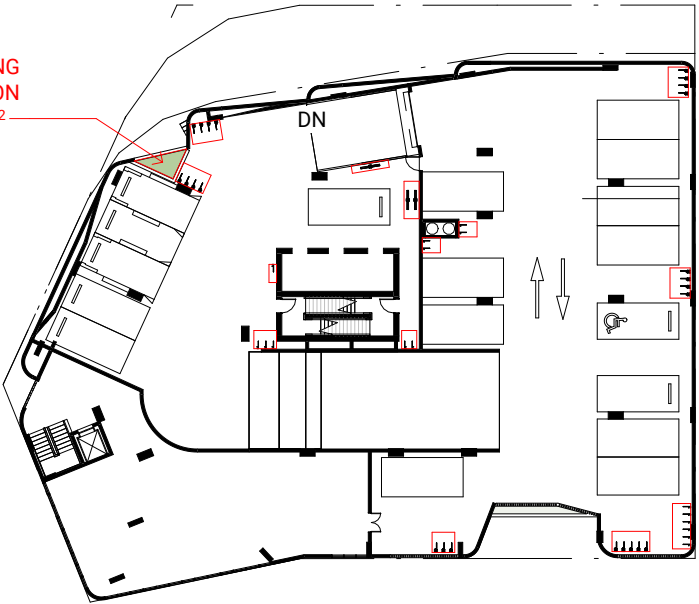
DEEP PLANTING AREA

DEEP PLANTING
AREA TOTAL ON
GROUND LEVEL: 24 m²



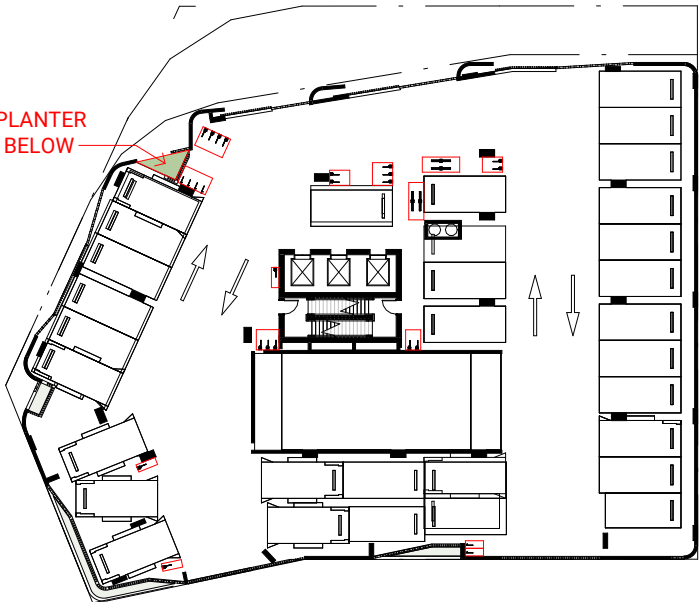
GROUND LEVEL

DEEP PLANTING
AREA TOTAL ON
LEVEL 02: 3 m²



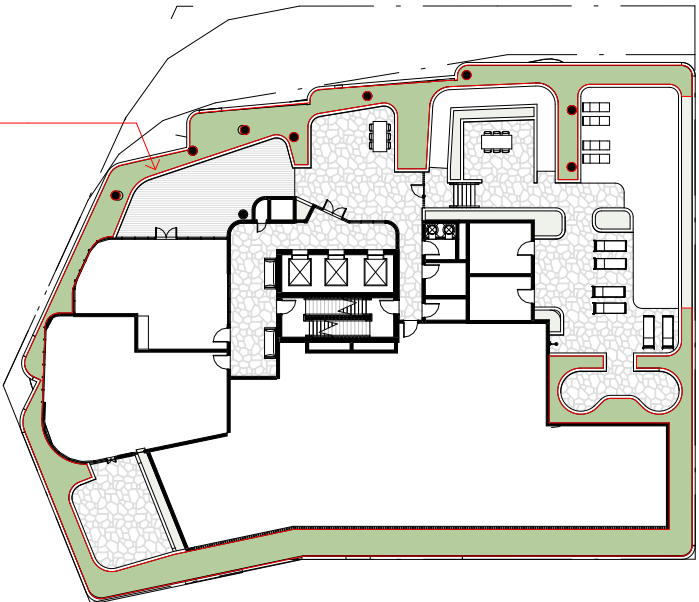
LEVEL 02

VOID TO PLANTER
LEVEL 02 BELOW



LEVEL 03

DEEP PLANTING
AREA TOTAL ON
LEVEL 04: 213 m²



LEVEL 04

DENSITY AND AREAS

Our Solution

UNIT MIX DIAGRAM

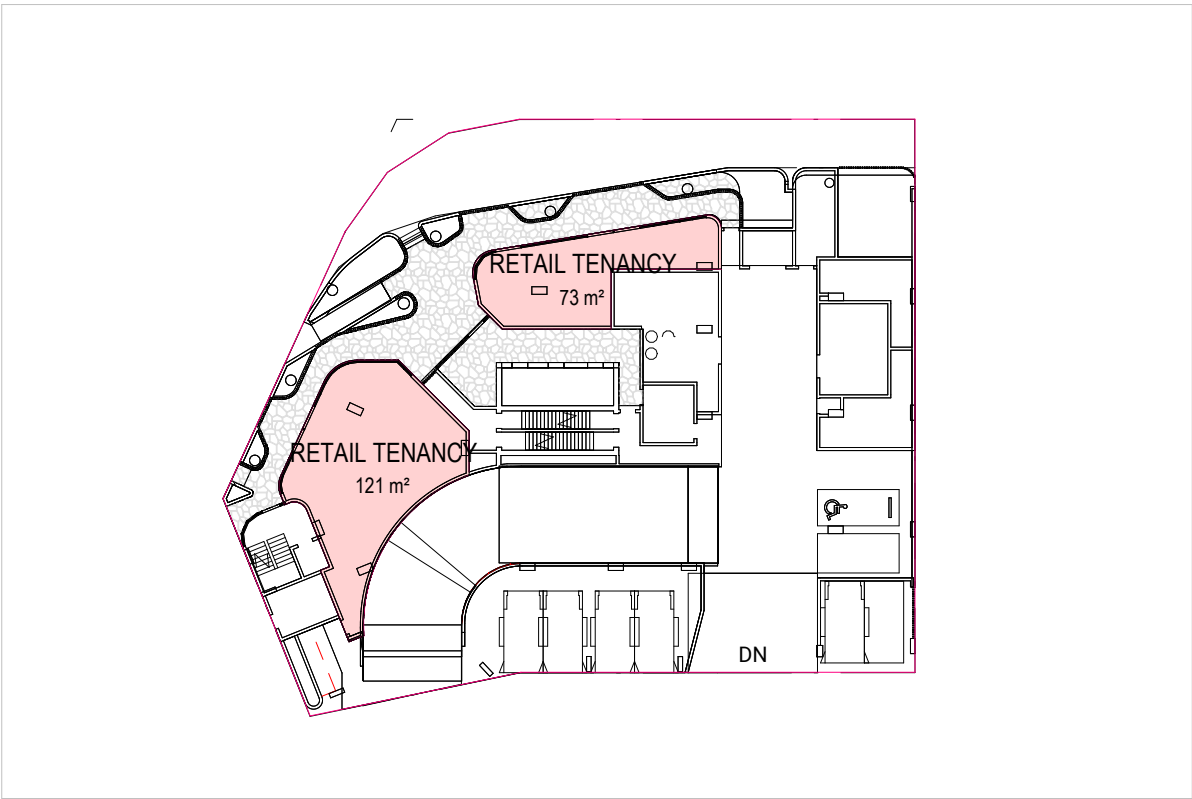
		HEIGHT									
TOTAL HEIGHT		96000									
		ROOF TERRACE									
ROOF TERRACE	3800										
LEVEL 28	3600	2801 (TYPE A)	2802 (TYPE B)	2803 (TYPE H)		2804 (TYPE I)		2805 (TYPE J)			
LEVEL 27	3100	2701 (TYPE A)	2702 (TYPE B)	2703 (TYPE H)		2704 (TYPE I)		2705 (TYPE J)			
LEVEL 26	3100	2601 (TYPE A)	2602 (TYPE B)	2603 (TYPE H)		2604 (TYPE I)		2605 (TYPE J)			
LEVEL 25	3100	2501 (TYPE A)	2502 (TYPE B)	2503 (TYPE H)		2504 (TYPE I)		2505 (TYPE J)			
LEVEL 24	3100	2401 (TYPE A)	2402 (TYPE B)	2403 (TYPE H)		2404 (TYPE I)		2405 (TYPE J)			
LEVEL 23	3100	2301 (TYPE A)	2302 (TYPE B)	2303 (TYPE H)		2304 (TYPE I)		2305 (TYPE J)			
LEVEL 22	3100	2201 (TYPE A)	2202 (TYPE B)	2203 (TYPE H)		2204 (TYPE I)		2205 (TYPE J)			
LEVEL 21	3100	2101 (TYPE A)	2102 (TYPE B)	2103 (TYPE H)		2104 (TYPE I)		2105 (TYPE J)			
LEVEL 20	3100	2001 (TYPE A)	2002 (TYPE B)	2003 (TYPE H)		2004 (TYPE I)		2005 (TYPE J)			
LEVEL 19	3100	1901 (TYPE A)	1902 (TYPE B)	1903 (TYPE H)		1904 (TYPE I)		1905 (TYPE J)			
LEVEL 18	3100	1801 (TYPE A)	1802 (TYPE B)	1803 (TYPE C)	1804 (TYPE D)	1805 (TYPE E)	1805 (TYPE F)	1807 (TYPE G)			
LEVEL 17	3100	1701 (TYPE A)	1702 (TYPE B)	1703 (TYPE C)	1704 (TYPE D)	1705 (TYPE E)	1705 (TYPE F)	1707 (TYPE G)			
LEVEL 16	3100	1601 (TYPE A)	1602 (TYPE B)	1603 (TYPE C)	1604 (TYPE D)	1605 (TYPE E)	1605 (TYPE F)	1607 (TYPE G)			
LEVEL 15	3100	1501 (TYPE A)	1502 (TYPE B)	1503 (TYPE C)	1504 (TYPE D)	1505 (TYPE E)	1505 (TYPE F)	1507 (TYPE G)			
LEVEL 14	3100	1401 (TYPE A)	1402 (TYPE B)	1403 (TYPE C)	1404 (TYPE D)	1405 (TYPE E)	1405 (TYPE F)	1407 (TYPE G)			
LEVEL 13	3100	1301 (TYPE A)	1302 (TYPE B)	1303 (TYPE C)	1304 (TYPE D)	1305 (TYPE E)	1305 (TYPE F)	1307 (TYPE G)			
LEVEL 12	3100	1201 (TYPE A)	1202 (TYPE B)	1203 (TYPE C)	1204 (TYPE D)	1205 (TYPE E)	1205 (TYPE F)	1207 (TYPE G)			
LEVEL 11	3100	1101 (TYPE A)	1102 (TYPE B)	1103 (TYPE C)	1104 (TYPE D)	1105 (TYPE E)	1105 (TYPE F)	1107 (TYPE G)			
LEVEL 10	3100	1001 (TYPE A)	1002 (TYPE B)	1003 (TYPE C)	1004 (TYPE D)	1005 (TYPE E)	1005 (TYPE F)	1007 (TYPE G)			
LEVEL 9	3100	901 (TYPE A)	902 (TYPE B)	903 (TYPE C)	904 (TYPE D)	905 (TYPE E)	905 (TYPE F)	907 (TYPE G)			
LEVEL 8	3100	801 (TYPE A)	802 (TYPE B)	803 (TYPE C)	804 (TYPE D)	805 (TYPE E)	805 (TYPE F)	807 (TYPE G)			
LEVEL 7	3100	701 (TYPE A)	702 (TYPE B)	703 (TYPE C)	704 (TYPE D)	705 (TYPE E)	705 (TYPE F)	707 (TYPE G)			
LEVEL 6	3100	601 (TYPE A)	602 (TYPE B)	603 (TYPE C)	604 (TYPE D)	605 (TYPE E)	605 (TYPE F)	607 (TYPE G)			
LEVEL 5	3100	501 (TYPE A)	502 (TYPE B)	503 (TYPE C)	504 (TYPE D)	505 (TYPE E)	506 (TYPE F)	507 (TYPE G)			
LEVEL 4	4000	PLANT					AMENITIES				
LEVEL 3	4600	PODIUM CARPARK									
LEVEL 2	3600	PODIUM CARPARK							COMMUNITY		
GFL	5100	PLANT ROOMS					LOADING, SUBSTATION			RETAIL	
B1	3000	BASEMENT CARPARK									
B2	3000	BASEMENT CARPARK									

	APARTMENT AREA			NO. OF UNITS	PERCENTAGE
	INTERNAL AREA (m2)	EXTERNAL AREA (m2)	GROSS AREA (m2)		
TYPE A - 2BED 2BATH	81	12	93	24	16%
TYPE B - 2BED 2BATH	69	12	81	24	16%
TYPE C - 2BED 2BATH	81	12	93	14	9%
TYPE D - 1BED 1BATH	44	10	54	14	9%
TYPE E - 1BED 1BATH	50	10	60	14	9%
TYPE F - 1BED 1BATH	49	10	59	14	9%
TYPE G- 2BED 2BATH +STUDY	93	12	105	14	9%
TYPE H - 3BED 2BATH	105	12	117	10	7%
TYPE I - 3BED 2BATH	104	12	116	10	7%
TYPE J - 3BED 2BATH	130	14	144	10	7%
TOTAL				148	100%

Achieved carparking spaces				Achieved bicycle parking spaces			
Visitor	Resident	Total		Visitor	Resident	Total	
	31	31	LEVEL 3		31	31	
12	6	18	LEVEL 2	26	20	46	
8		8	GFL	11		11	
	29	29	B1		50	50	
	33	33	B2		47	47	
20	99	119	Cars	37	148	185	Bicycle parking spaces

GFA + SITE COVER

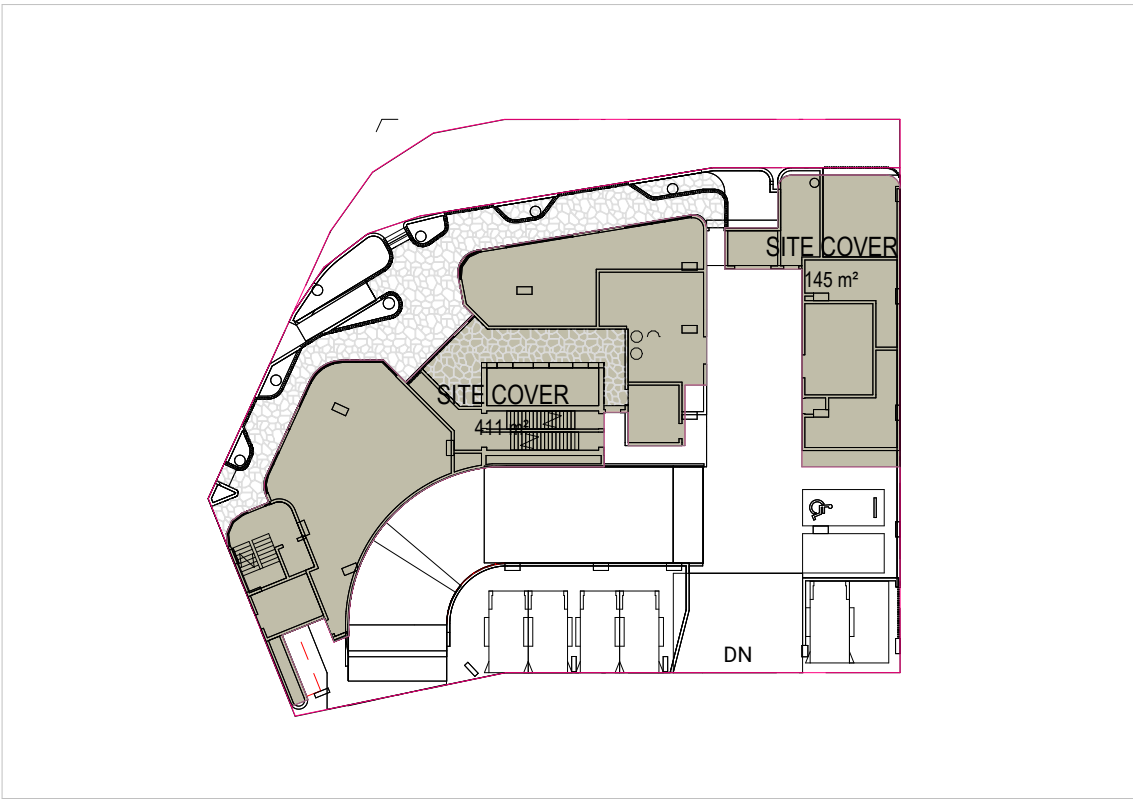
GROUND LEVEL



GROSS FLOOR AREA
GROUND LEVEL

AREA TYPE DESCRIPTION	AREA
RETAIL TENANCY	194 m²
TOTAL GROSS AREA	194 m²

***GROSS FLOOR AREA (GFA)**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. GFA INCLUDES INTERNALLY ENCLOSED SPACES SUCH AS CIRCULATION SPACES, APARTMENT AREAS AND COMMUNAL AREAS INCLUDING RECREATION SPACES.
CALCULATION EXCLUDES LANDSCAPED PLANTERS, BALCONIES, VERTICAL SERVICES INCLUDING LIFT CORES AND STAIR WELLS, BASEMENT AREAS LOCATED BELOW NATURAL GROUND LINE AND AREAS ON GRADE FOR THE PURPOSES OF MANOEUVRING AND PARKING VEHICLES, PLANT AND MECHANICAL AREAS.
MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS, AND CENTRE LINE OF COMMON INTERNAL WALLS.
**THE UNIT OF MEASUREMENT FOR THE RESPECTIVE AREA IS THE SQUARE METRE.
**AREAS ARE APPROXIMATE AND WILL BE SUBJECT TO CHANGE.

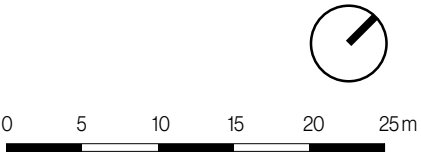


SITE COVER AREA
GROUND LEVEL

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	556m²	41%
SITE COVER - PRE DEDICATION	556m²	37%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

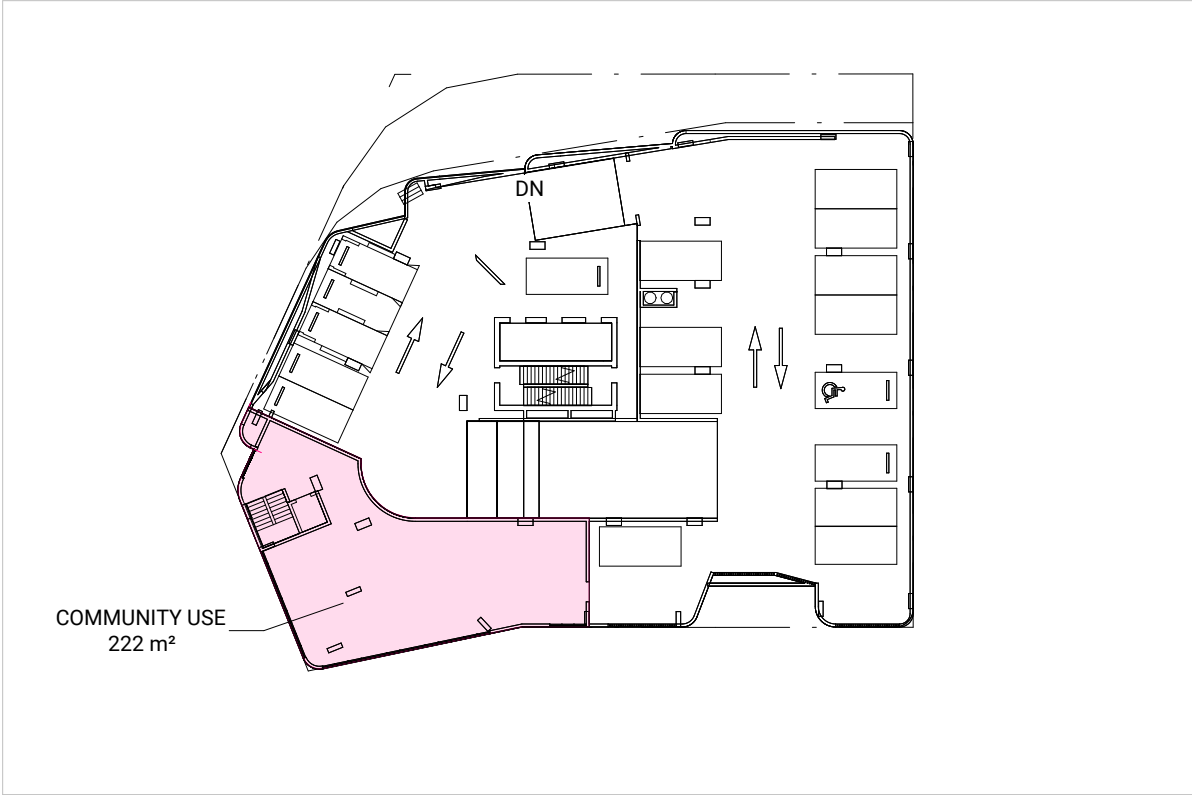
***SITE COVER**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. SITE COVER IS DEFINED AS THE PORTION OF NET SITE AREA OF SITE COVERED BY A BUILDING, FIXED STRUCTURE OR OUTDOOR STORAGE AREA, BUT NOT INCLUDING UNROOFED PARKING AREAS. THE FOLLOWING ARE NOT INCLUDED FOR THE PURPOSE OF CALCULATING SITE COVERAGE:
• A BASEMENT THAT DOES NOT EXTEND MORE THAN ONE METRE ABOVE GROUND LEVEL TO THE TOP OF THE SLAB;
• PEDESTRIAN AWNINGS ADJOINING THE STREET FRONTAGE;
• EAVES UP TO A MAXIMUM OF 600 MILLIMETRES IN WIDTH;
• UNENCLOSED PEDESTRIAN DECKS ADJOINING THE STREET FRONTAGE; AND
• TRANSPARENT OR TRANSLUCENT ROOF STRUCTURES.
**THE UNIT OF MEASUREMENT FOR THE RESPECTIVE AREA IS THE SQUARE METRE.
**AREAS ARE APPROXIMATE AND WILL BE SUBJECT TO CHANGE.

*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION



GFA + SITE COVER

LEVEL 02

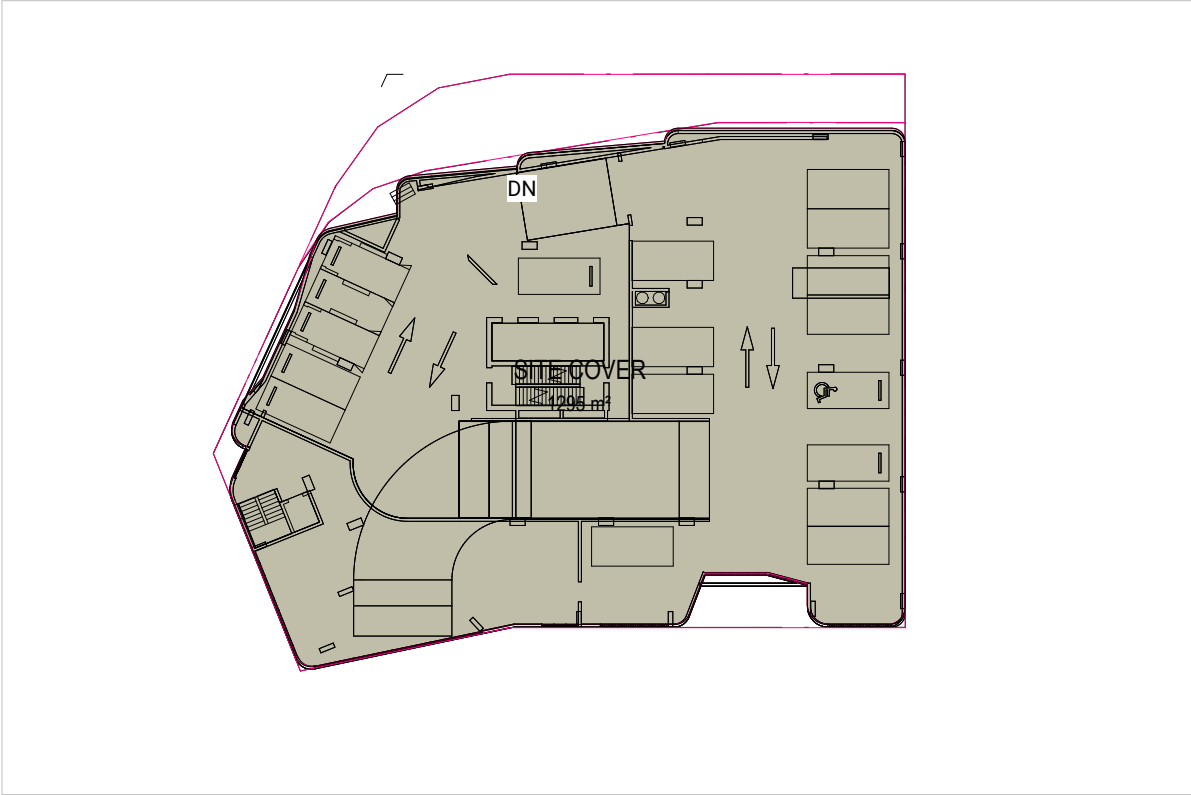


GROSS FLOOR AREA
LEVEL 02

AREA TYPE DESCRIPTION	AREA
COMMUNITY USE	222m²
TOTAL GROSS AREA	222m²

***GROSS FLOOR AREA (GFA)**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. GFA INCLUDES INTERNALLY ENCLOSED SPACES SUCH AS CIRCULATION SPACES, APARTMENT AREAS AND COMMUNAL AREAS INCLUDING RECREATION SPACES. CALCULATION EXCLUDES LANDSCAPED PLANTERS, BALCONIES, VERTICAL SERVICES INCLUDING LIFT CORES AND STAIR WELLS, BASEMENT AREAS LOCATED BELOW NATURAL GROUND LINE AND AREAS ON GRADE FOR THE PURPOSES OF MANOEUVRING AND PARKING VEHICLES, PLANT AND MECHANICAL AREAS. MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS, AND CENTRE LINE OF COMMON INTERNAL WALLS.

*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

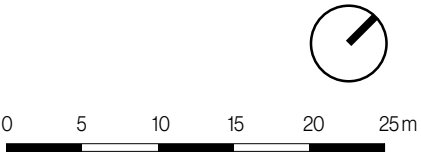


SITE COVER AREA
LEVEL 02

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	1295m²	95%
SITE COVER - PRE DEDICATION	1295m²	86%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

***SITE COVER**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. SITE COVER IS DEFINED AS THE PORTION OF NET SITE AREA OF SITE COVERED BY A BUILDING, FIXED STRUCTURE OR OUTDOOR STORAGE AREA, BUT NOT INCLUDING UNROOFED PARKING AREAS. THE FOLLOWING ARE NOT INCLUDED FOR THE PURPOSE OF CALCULATING SITE COVERAGE:

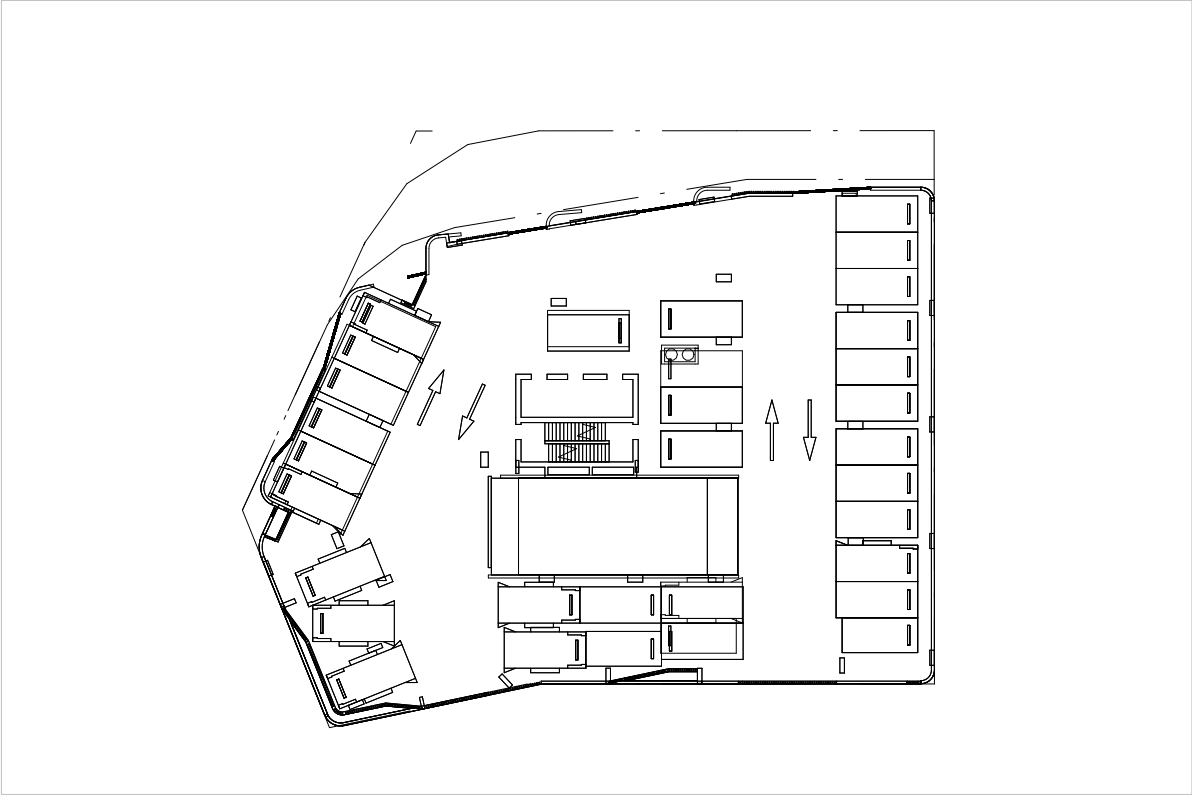
- A BASEMENT THAT DOES NOT EXTEND MORE THAN ONE METRE ABOVE GROUND LEVEL TO THE TOP OF THE SLAB;
- PEDESTRIAN AWNINGS ADJOINING THE STREET FRONTAGE;
- EAVES UP TO A MAXIMUM OF 600 MILLIMETRES IN WIDTH;



SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 03

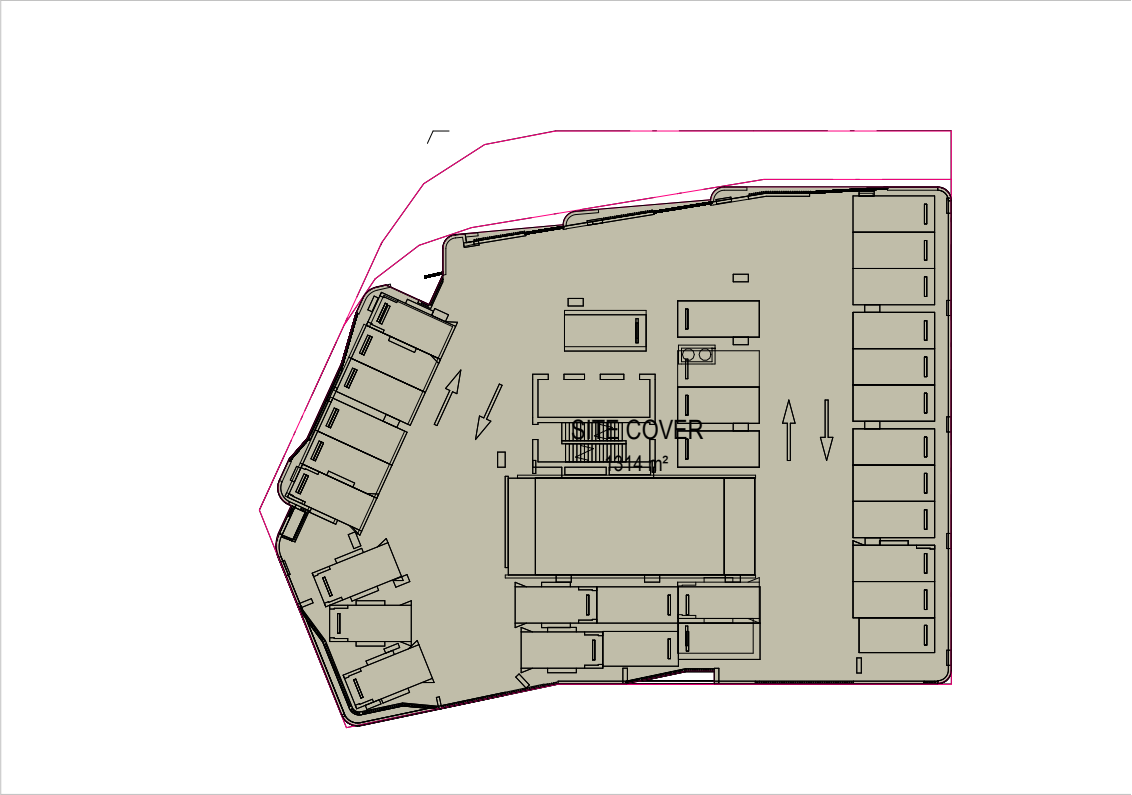


GROSS FLOOR AREA
LEVEL 03

AREA TYPE DESCRIPTION	AREA
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***GROSS FLOOR AREA (GFA)**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. GFA INCLUDES INTERNALLY ENCLOSED SPACES SUCH AS CIRCULATION SPACES, APARTMENT AREAS AND COMMUNAL AREAS INCLUDING RECREATION SPACES.
CALCULATION EXCLUDES LANDSCAPED PLANTERS, BALCONIES, VERTICAL SERVICES INCLUDING LIFT CORES AND STAIR WELLS, BASEMENT AREAS LOCATED BELOW NATURAL GROUND LINE AND AREAS ON GRADE FOR THE PURPOSES OF MANOEUVRING AND PARKING VEHICLES, PLANT AND MECHANICAL AREAS.
MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS, AND CENTRE LINE OF COMMON INTERNAL WALLS.
**THE UNIT OF MEASUREMENT FOR THE RESPECTIVE AREA IS THE SQUARE METRE.
**AREAS ARE APPROXIMATE AND WILL BE SUBJECT TO CHANGE.

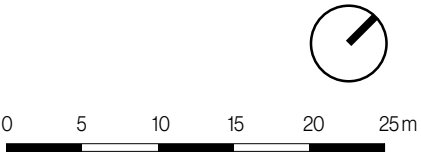
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION



SITE COVER AREA
LEVEL 03

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	1314m ²	97%
SITE COVER - PRE DEDICATION	1314m ²	87%
TOTAL SITE COVER - POST DEDICATION	1359m ²	
TOTAL SITE COVER - PRE DEDICATION	1512m ²	

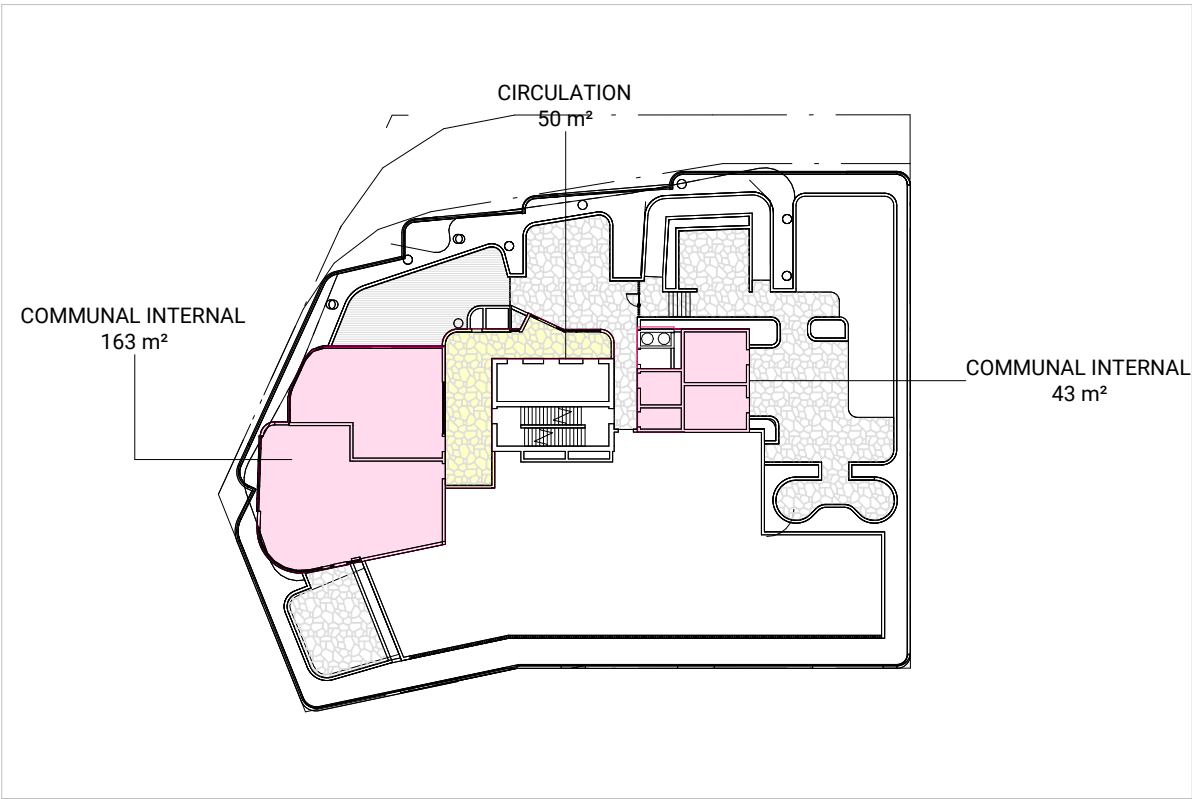
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• A BASEMENT THAT DOES NOT EXTEND MORE THAN ONE METRE ABOVE GROUND LEVEL TO THE TOP OF THE SLAB;
• PEDESTRIAN AWNINGS ADJOINING THE STREET FRONTAGE;
• EAVES UP TO A MAXIMUM OF 600 MILLIMETRES IN WIDTH;
• UNENCLOSED PEDESTRIAN DECKS ADJOINING THE STREET FRONTAGE; AND
• TRANSPARENT OR TRANSLUCENT ROOF STRUCTURES.
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SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

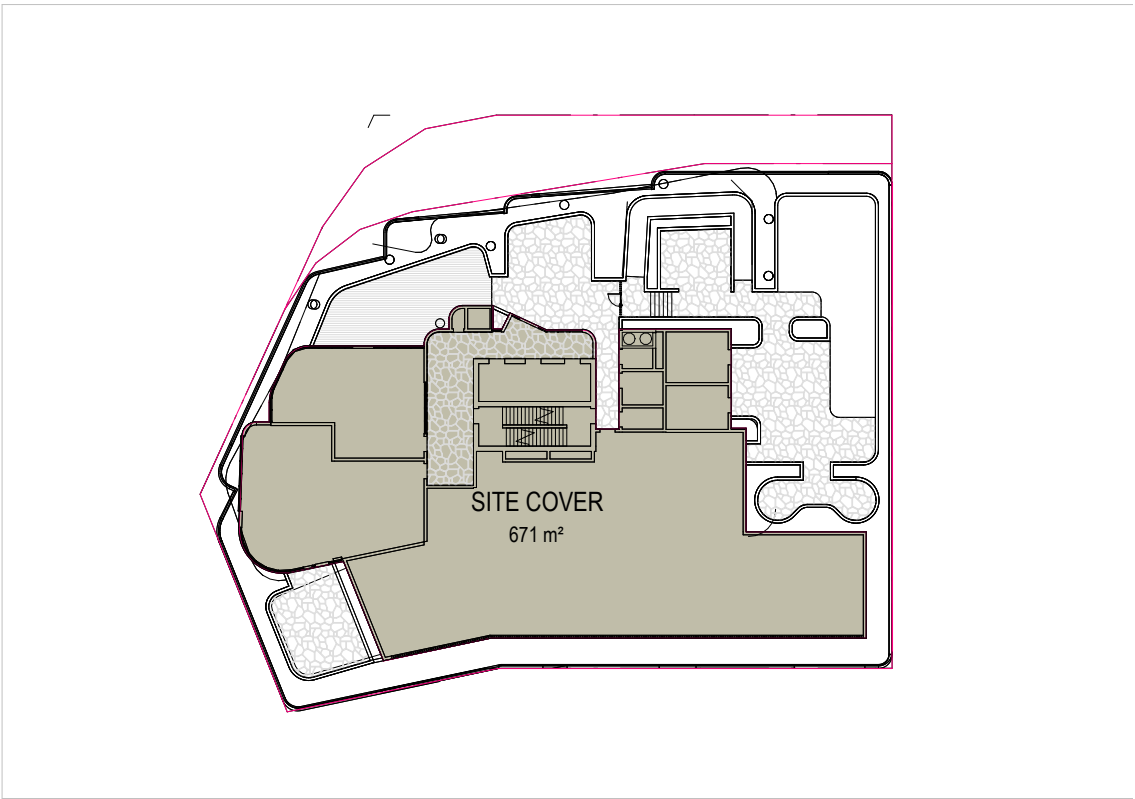
LEVEL 04



GROSS FLOOR AREA
LEVEL 04

AREA TYPE DESCRIPTION	AREA
CIRCULATION	50 m ²
COMMUNAL INTERNAL	205 m ²
TOTAL GROSS AREA	255 m ²

***GROSS FLOOR AREA (GFA)**
IS CALCULATED AS PER THE BRISBANE CITY COUNCIL (BCC) METHOD OF MEASUREMENT, AS OUTLINED IN THE BRISBANE PLANNING SCHEME. GFA INCLUDES INTERNALLY ENCLOSED SPACES SUCH AS CIRCULATION SPACES, APARTMENT AREAS AND COMMUNAL AREAS INCLUDING RECREATION SPACES. CALCULATION EXCLUDES LANDSCAPED PLANTERS, BALCONIES, VERTICAL SERVICES INCLUDING LIFT CORES AND STAIR WELLS, BASEMENT AREAS LOCATED BELOW NATURAL GROUND LINE AND AREAS ON GRADE FOR THE PURPOSES OF MANOEUVRING AND PARKING VEHICLES, PLANT AND MECHANICAL AREAS. MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS, AND CENTRE LINE OF COMMON INTERNAL WALLS.
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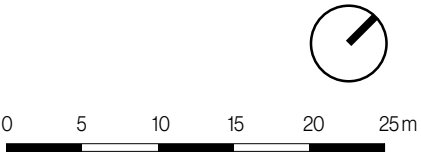


SITE COVER AREA
LEVEL 04

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	671m ²	49%
SITE COVER - PRE DEDICATION	671m ²	44%
TOTAL SITE COVER - POST DEDICATION	1359m ²	
TOTAL SITE COVER - PRE DEDICATION	1512m ²	

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• EAVES UP TO A MAXIMUM OF 600 MILLIMETRES IN WIDTH;
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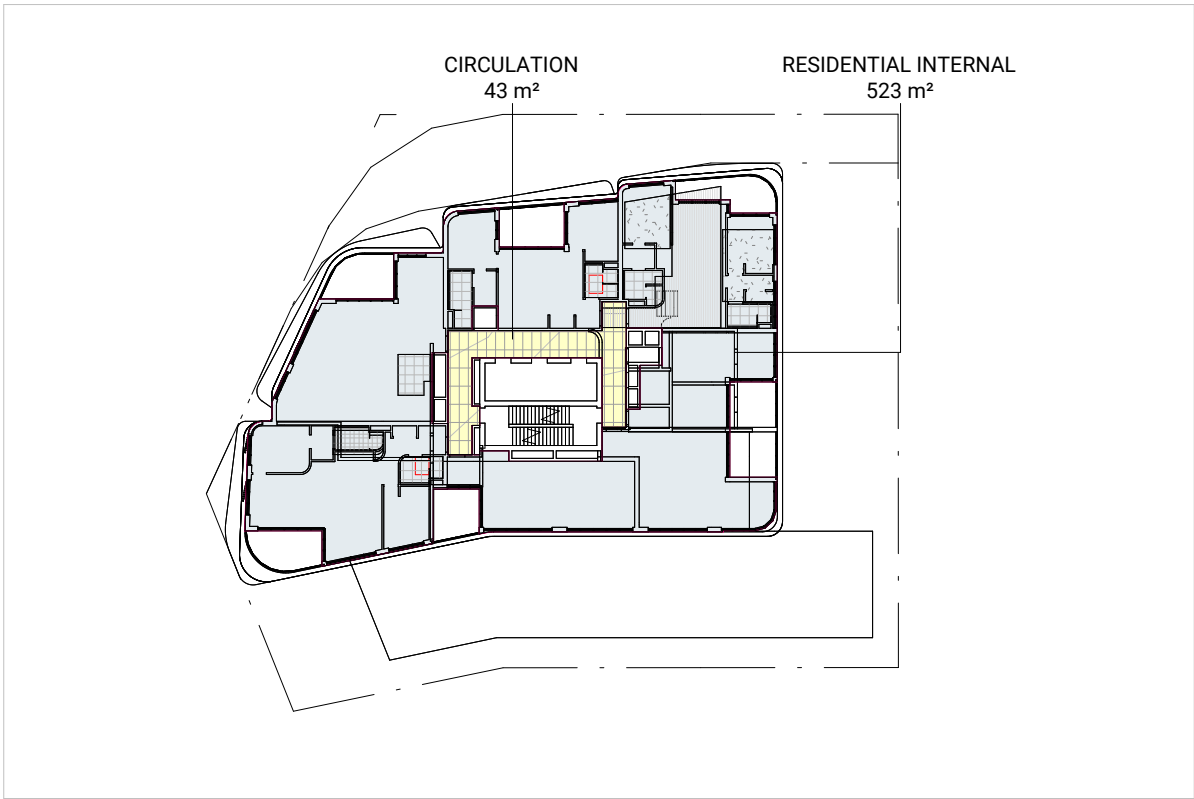


GFA + SITE COVER

LEVEL 05-18

76

DENSITY AND AREAS

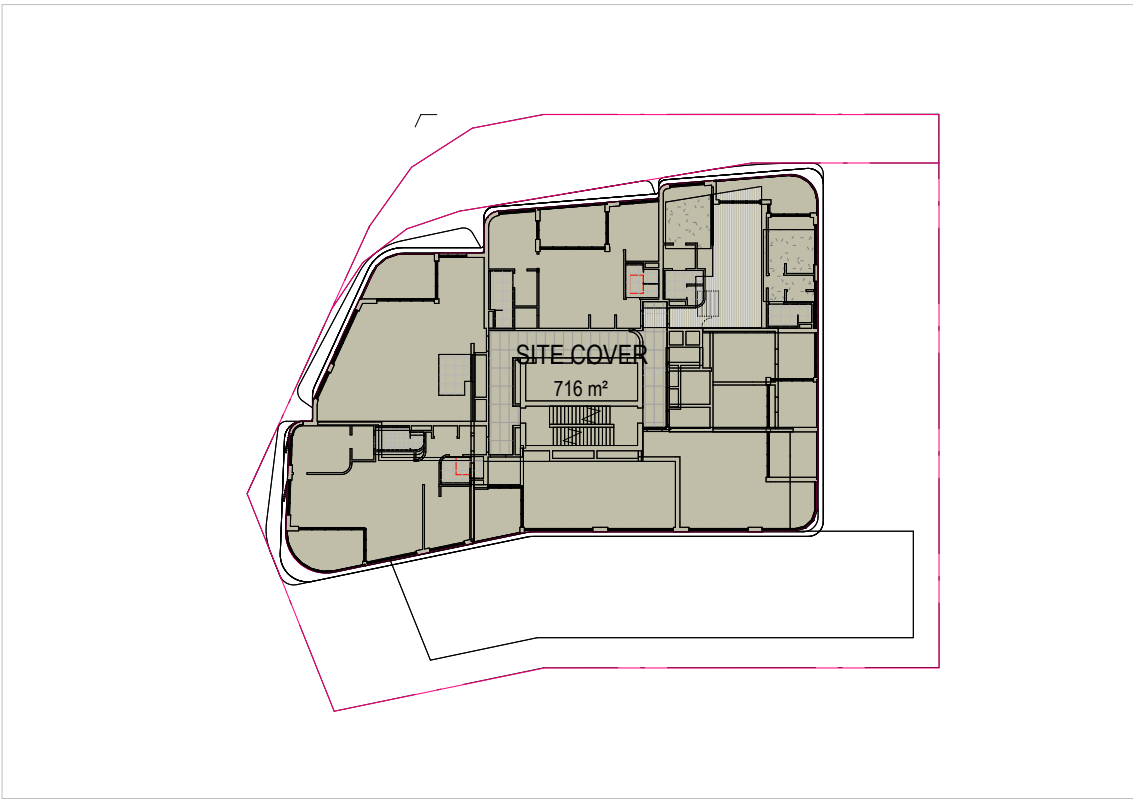


GROSS FLOOR AREA
LEVEL 05-18

AREA TYPE DESCRIPTION	AREA
CIRCULATION	43 m ²
RESIDENTIAL INTERNAL	523 m ²
TOTAL GROSS AREA	566 m ²

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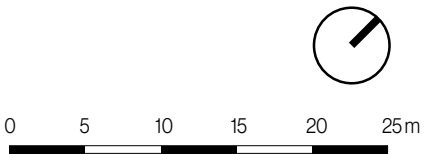
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SITE COVER AREA
LEVEL 05-18

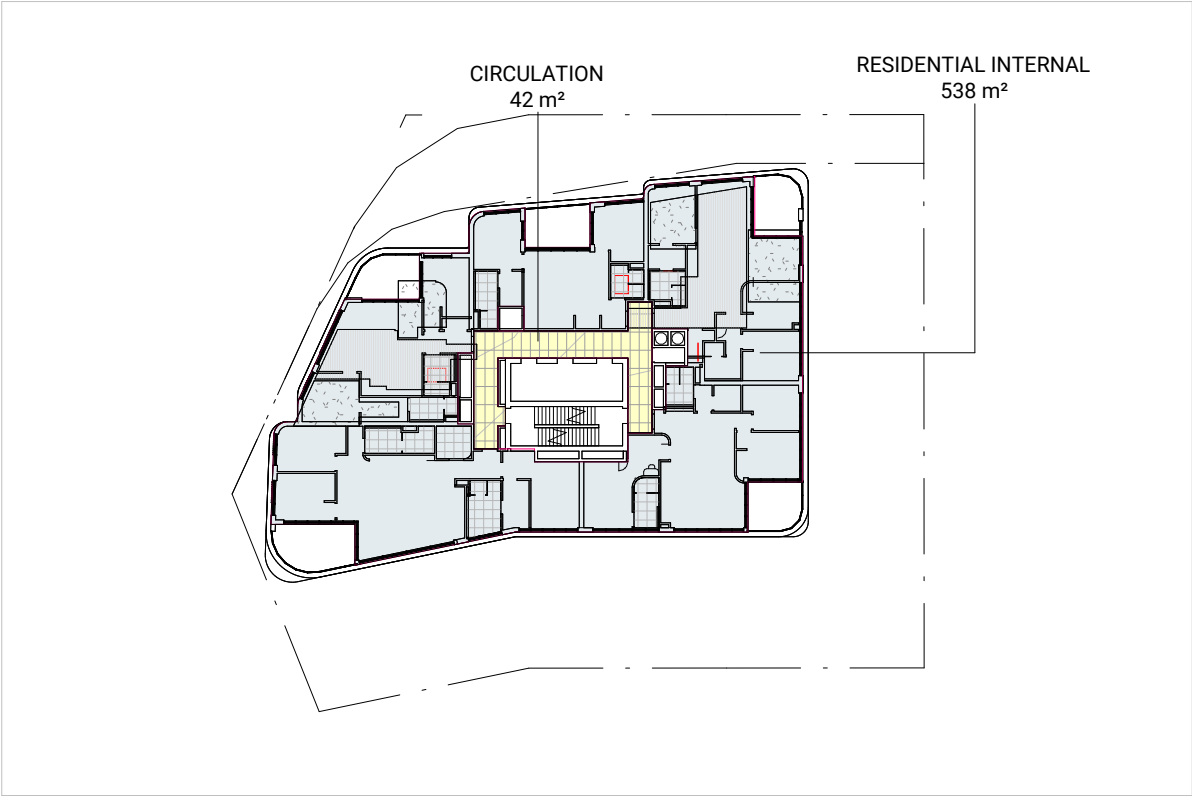
AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	716m ²	53%
SITE COVER - PRE DEDICATION	716m ²	47%
TOTAL SITE COVER - POST DEDICATION	1359m ²	
TOTAL SITE COVER - PRE DEDICATION	1512m ²	

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GFA + SITE COVER

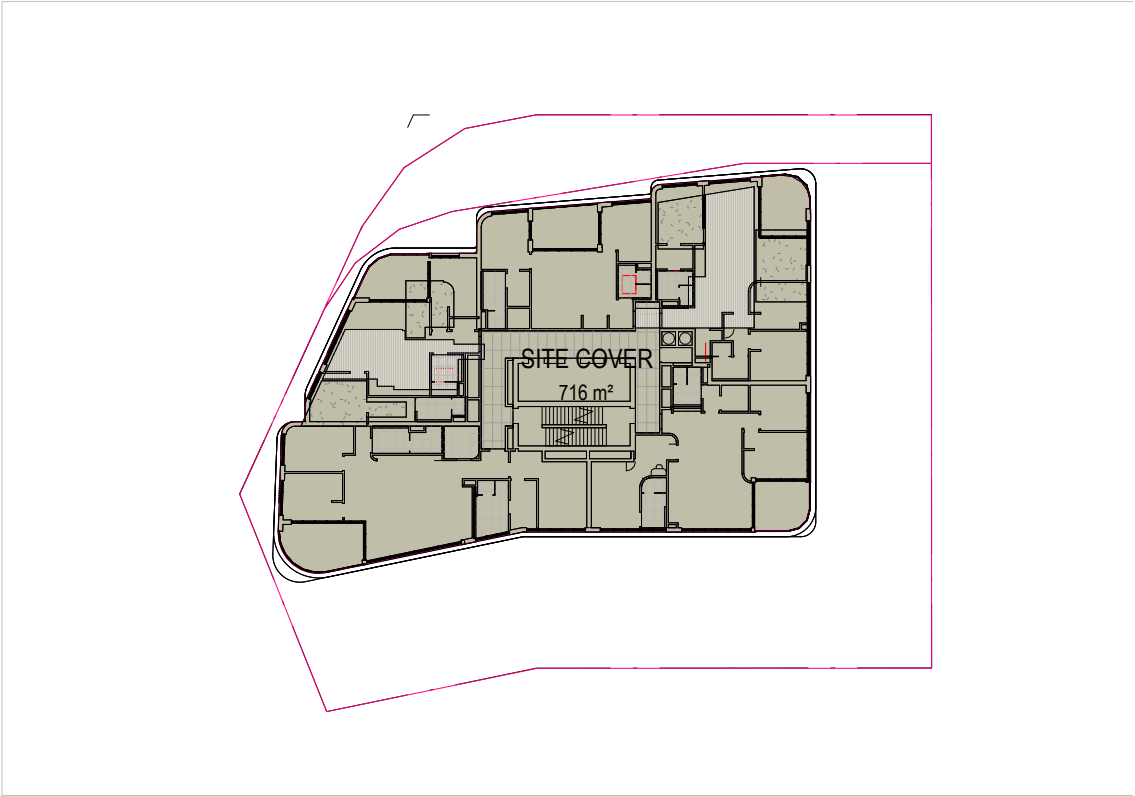
LEVEL 19-28



GROSS FLOOR AREA
LEVEL 19-28

AREA TYPE DESCRIPTION	AREA
CIRCULATION	42 m ²
RESIDENTIAL INTERNAL	538 m ²
TOTAL GROSS AREA	581 m ²

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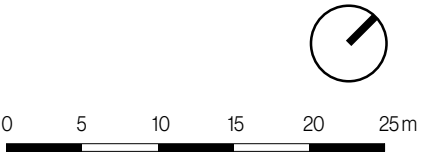


SITE COVER AREA
LEVEL 19-28

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	716m ²	53%
SITE COVER - PRE DEDICATION	716m ²	47%
TOTAL SITE COVER - POST DEDICATION	1359m ²	
TOTAL SITE COVER - PRE DEDICATION	1512m ²	

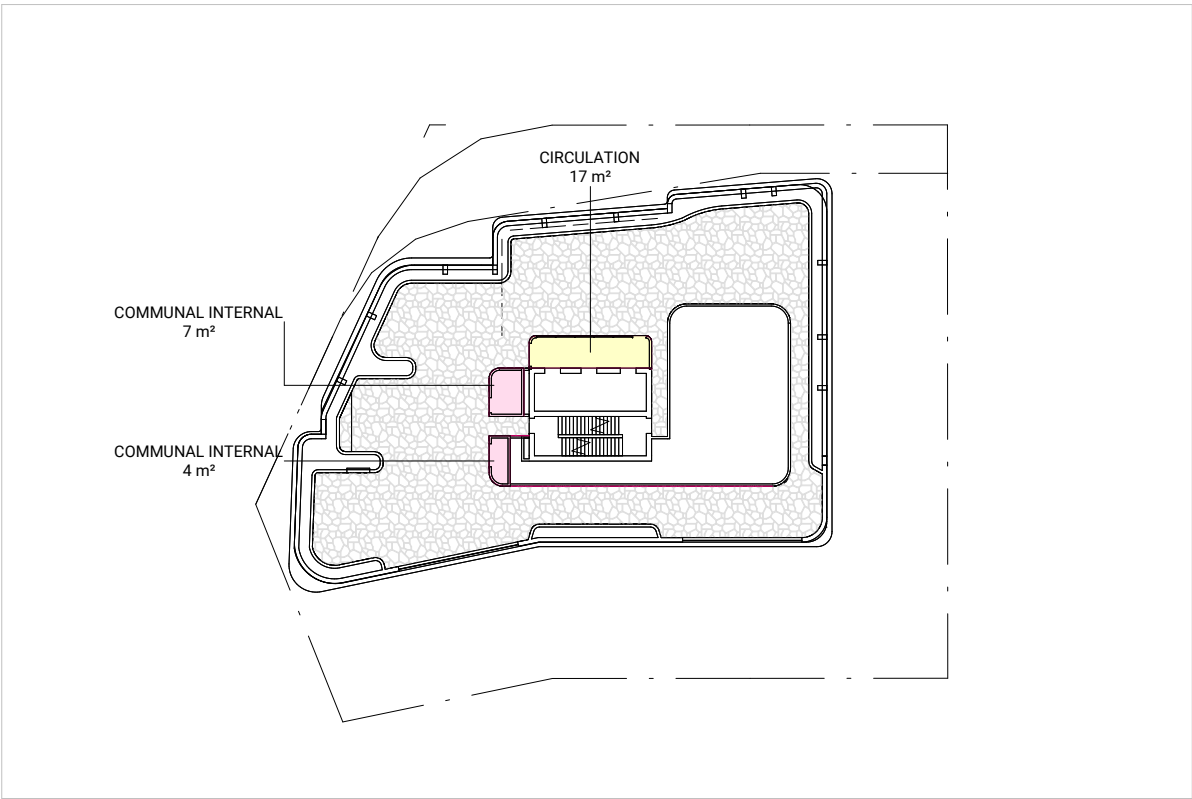
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GFA + SITE COVER

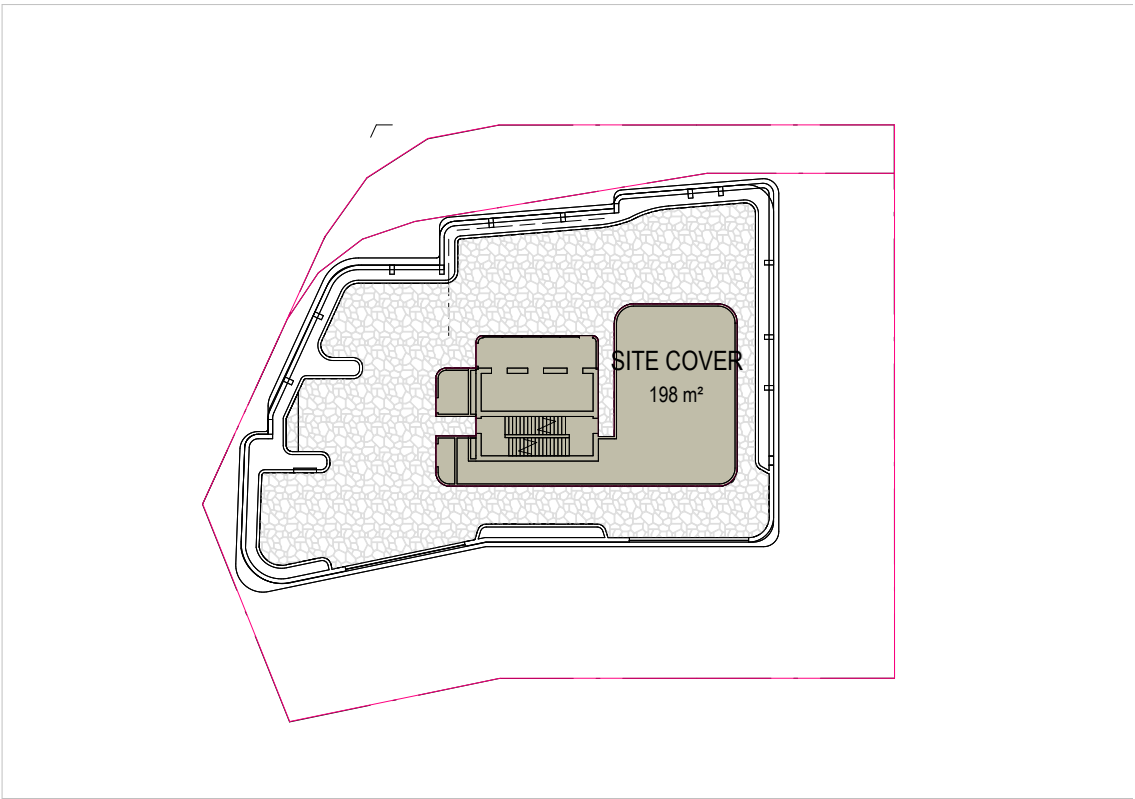
ROOF TERRACE



GROSS FLOOR AREA
ROOF TERRACE

AREA TYPE DESCRIPTION	AREA
CIRCULATION	17 m ²
COMMUNAL INTERNAL	12 m ²
TOTAL GROSS AREA	29 m ²

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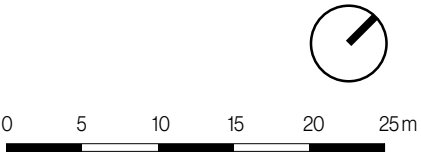


SITE COVER AREA
ROOF TERRACE

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	291m ²	21%
SITE COVER - PRE DEDICATION	291m ²	19%
TOTAL SITE COVER - POST DEDICATION	1359m ²	
TOTAL SITE COVER - PRE DEDICATION	1512m ²	

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SCALE 1:500 @ A3 SIZE



THE ANALYSIS

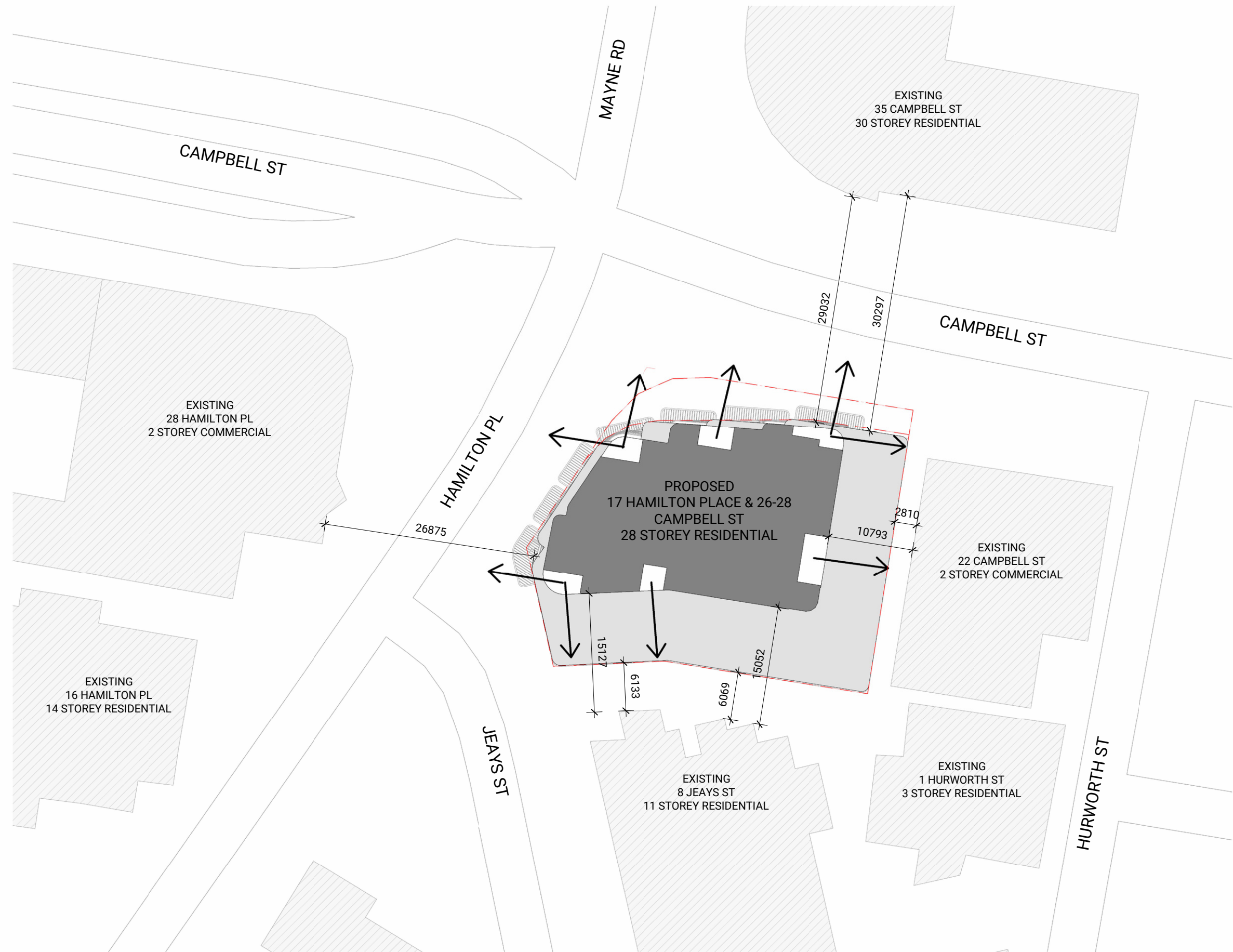
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THE ANALYSIS

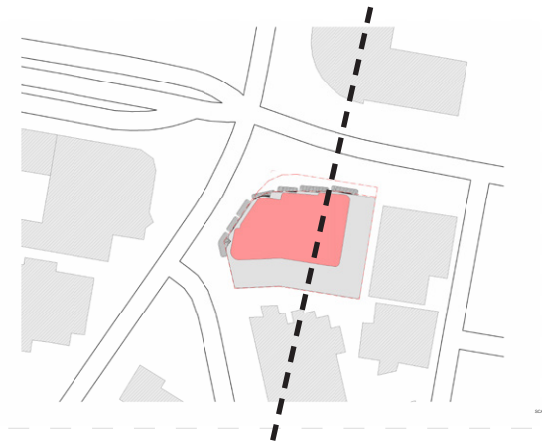


PLUS STUDIO

NEIGHBOURHOOD RELATIONSHIP



LOCAL CONTEXT SECTION - PROPOSAL



37 MAYNE RD
25 STOREY RESIDENTIAL

35 CAMPBELL ST
20 STOREY RESIDENTIAL

35 CAMPBELL ST
30 STOREY RESIDENTIAL

CAMPBELL ST

17 HAMILTON PLACE & 26-28
CAMPBELL ST
PROPOSED BLDG

8 JEAYS ST
11 STOREY RESIDENTIAL

JEAYS ST

24 HURWORTH ST
5 STOREY COMMERCIAL



SCALE 1:500 @ A3 SIZE

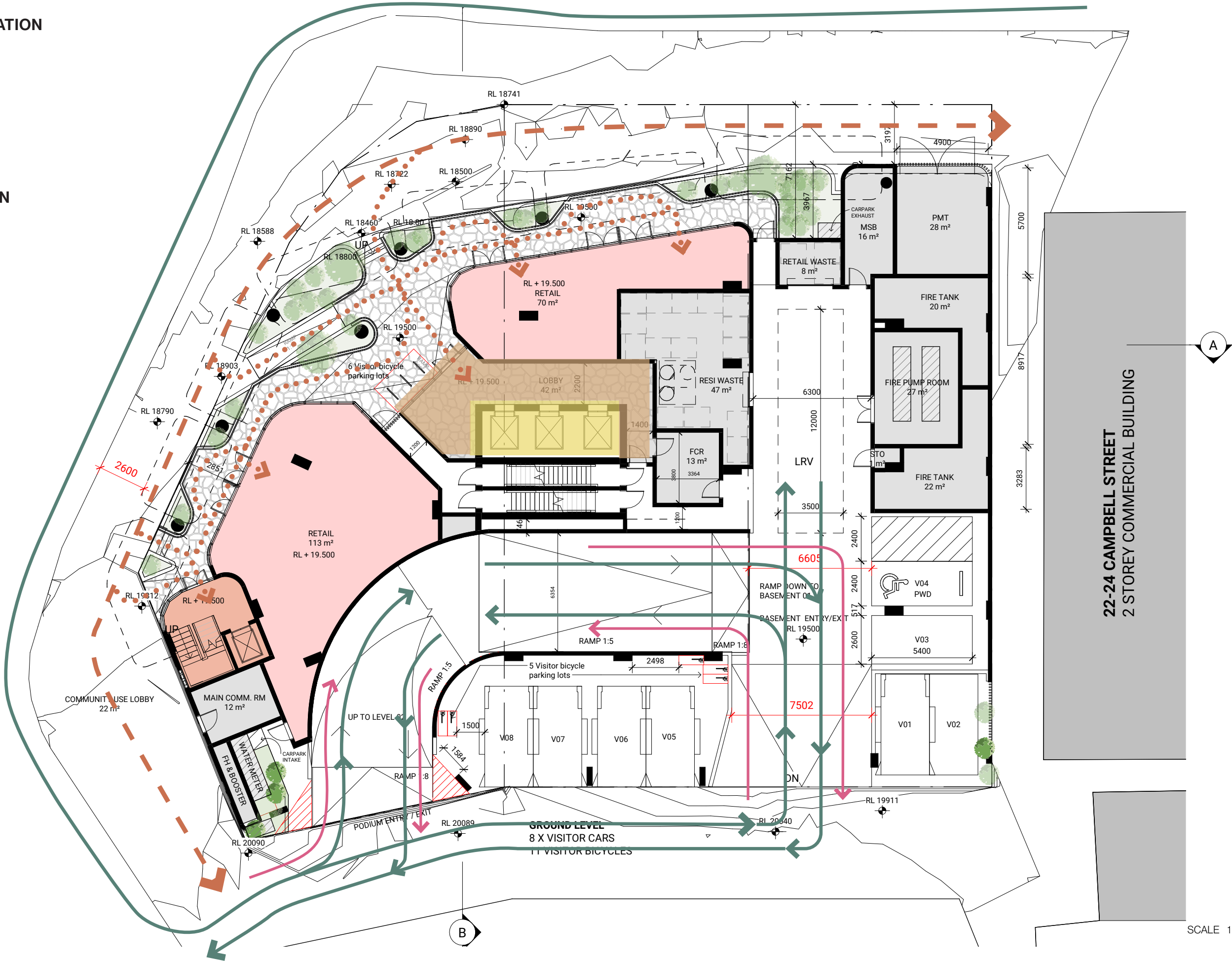
CIRCULATION DIAGRAM

PEDESTRIAN CIRCULATION

- Pedestrian Link
- Pedestrian Entry
- Pedestrian Entry
- Lobby / Foyer
- Lifts

TRAFFIC CIRCULATION

- Vehicular Circulation
- Vehicle Access
- Bicycle Circulation
- Bicycle Access



GOLD COAST

Yugambah Country
Australia
+61 7 3067 3599
goldcoast@plusstudio.co

plusstudio.co

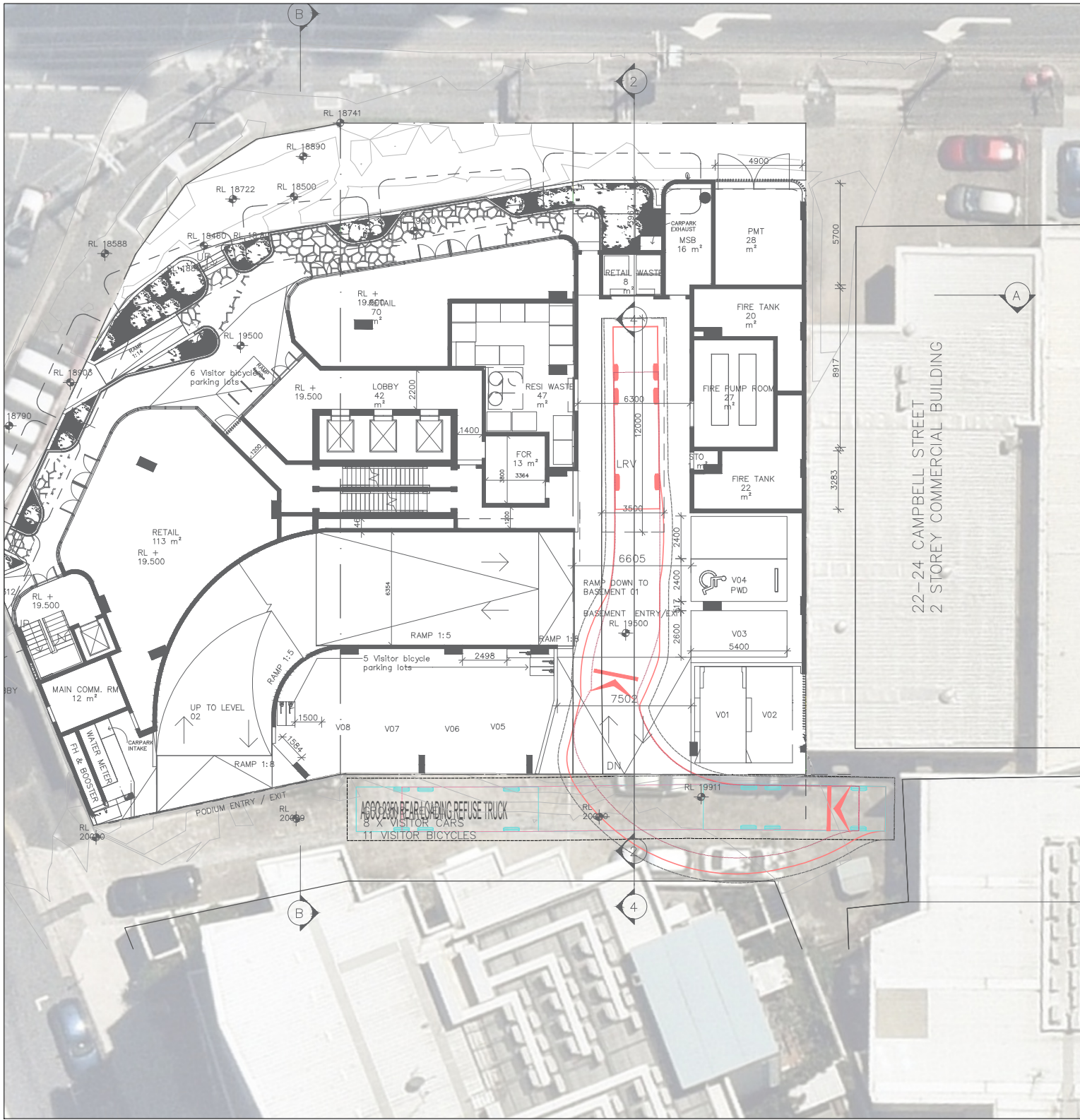
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MEANJIN / BRISBANE

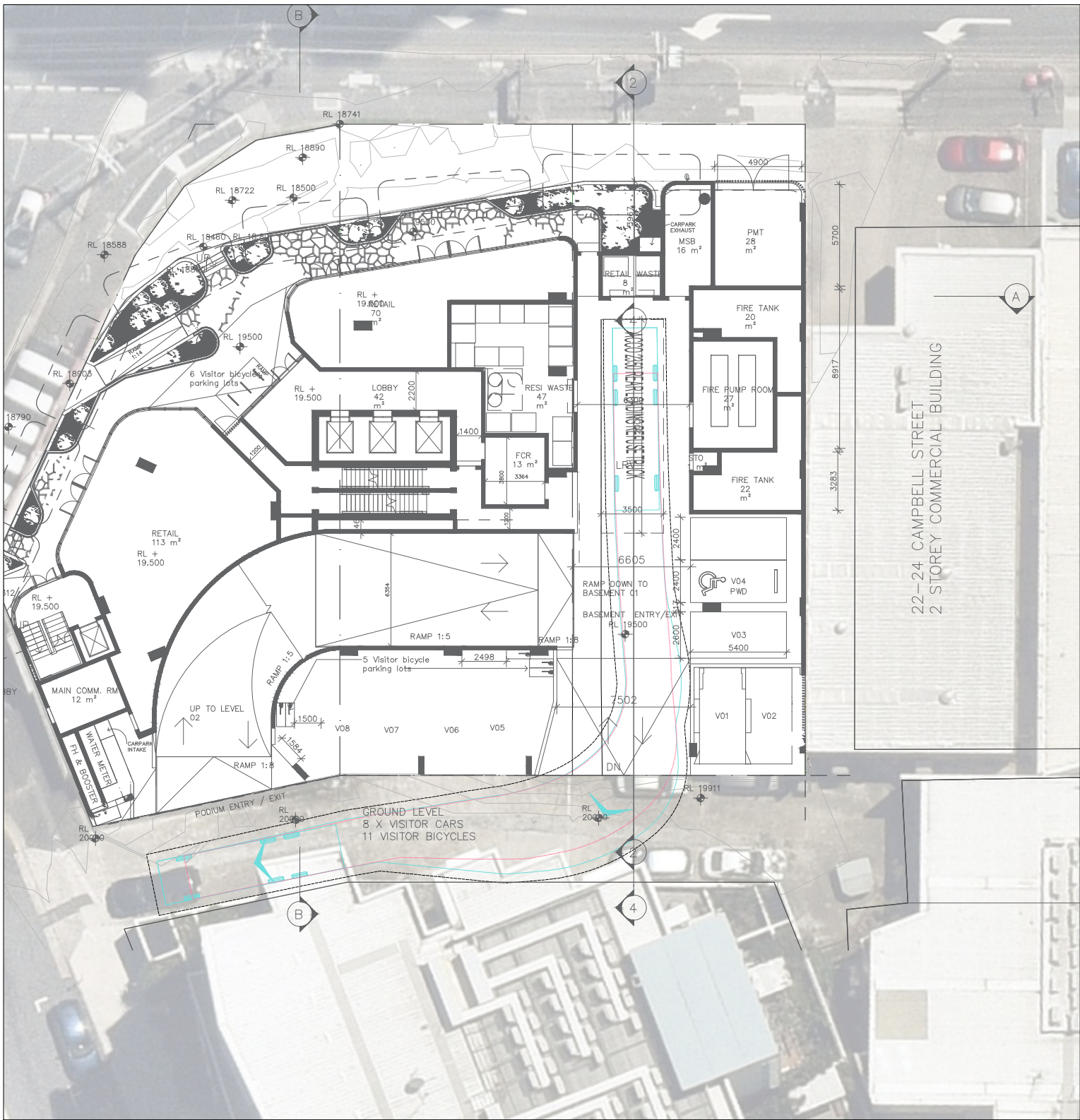
Turrbal + Yuggera Country
Australia
+61 7 3067 3599
brisbane@plusstudio.co

Nominated Architects NSW:
Gabriel Duque 11622, Amit Julka 10002, Danilo Juric 10397,
Candice Ng 13091, Rido Pin 11286

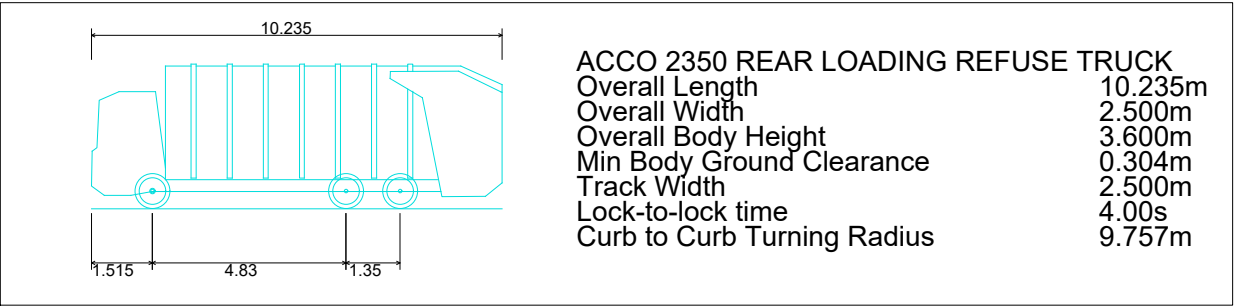
Appendix 2 – Updated Swept Paths



RCV IN



RCV OUT



ACCO 2350 REAR LOADING REFUSE TRUCK
Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 9.757m

RPEQ: JADYN BENZIE
24616
13/03/2026

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ARE PRINTED IN BLACK AND WHITE



HAMILTON & CAMPBELL STREET, BOWEN HILLS GROUND LEVEL SWEEP PATHS - RCV SERVICING

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

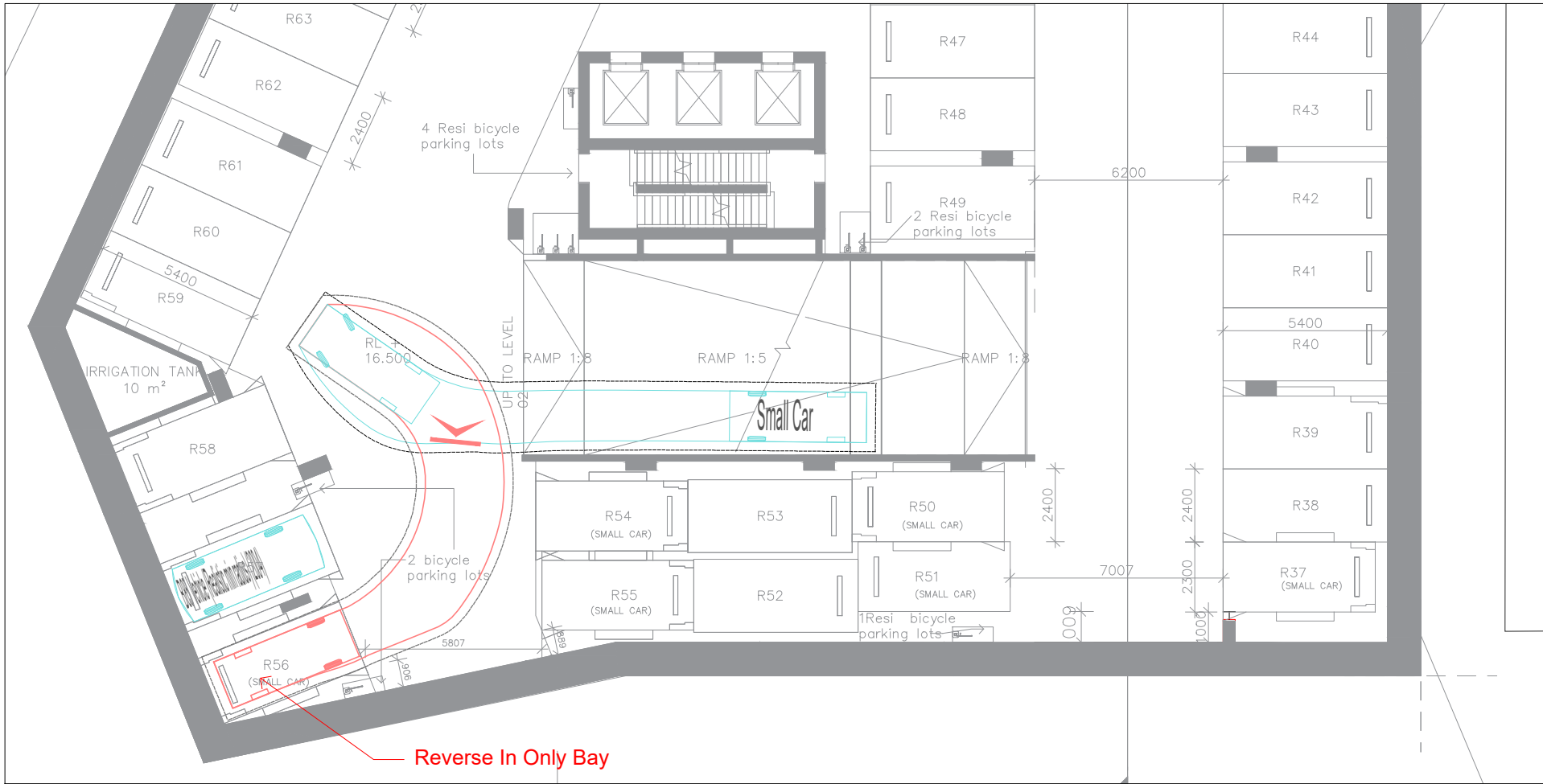
REV	DESCRIPTION	DWN	CHK	DATE
A	REVISED PLANS	L.S.	J.B.	13/03/26

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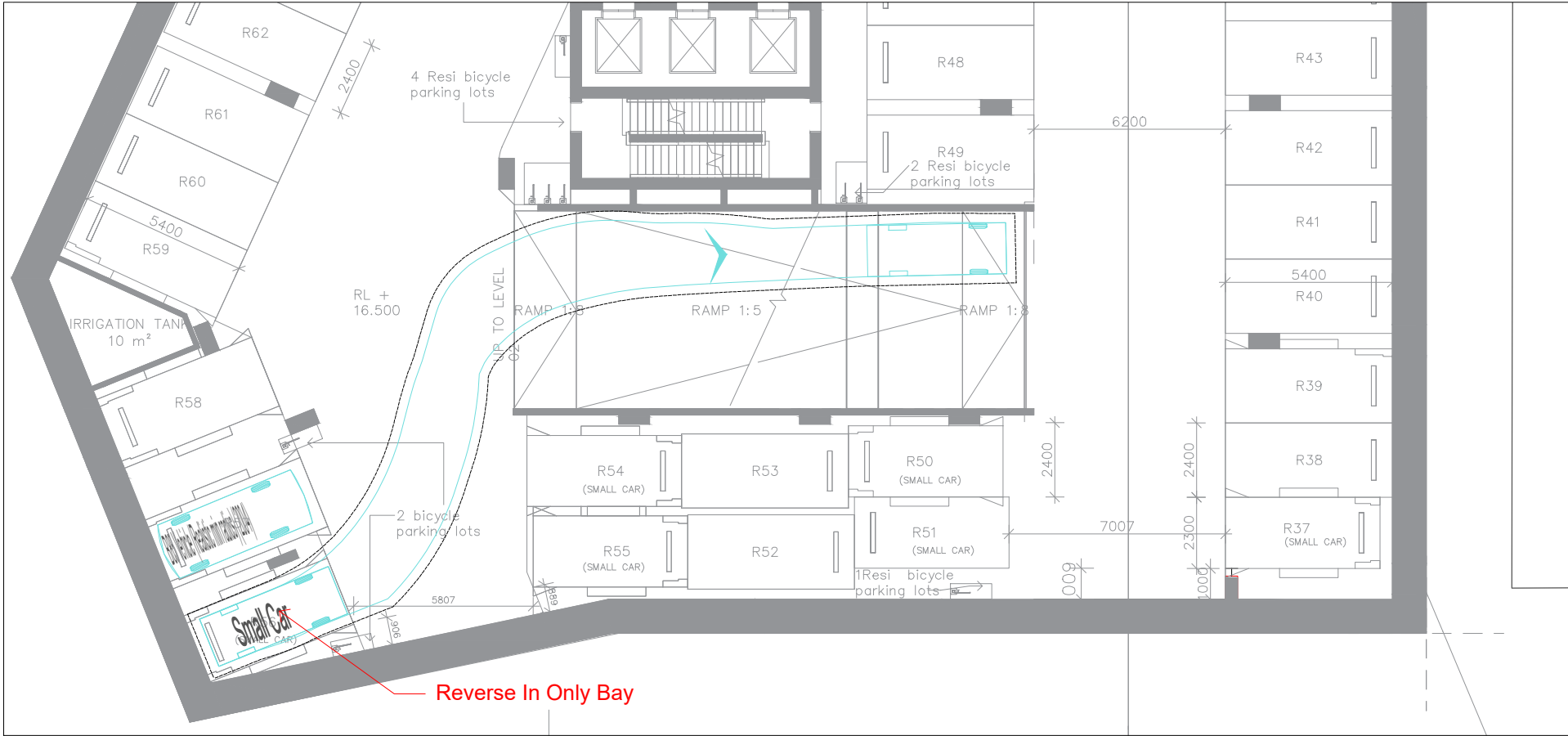
CLIENT
LANDITUDE



PROJECT NO.
P0059485
DRAWING NO.
02
DATE
13/03/26
REVISION
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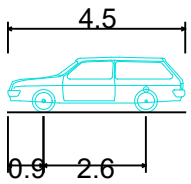


SMALL CAR ENTERING SPACE R56



SMALL CAR EXITING SPACE R56

300MM CLEARANCE ENVELOPE



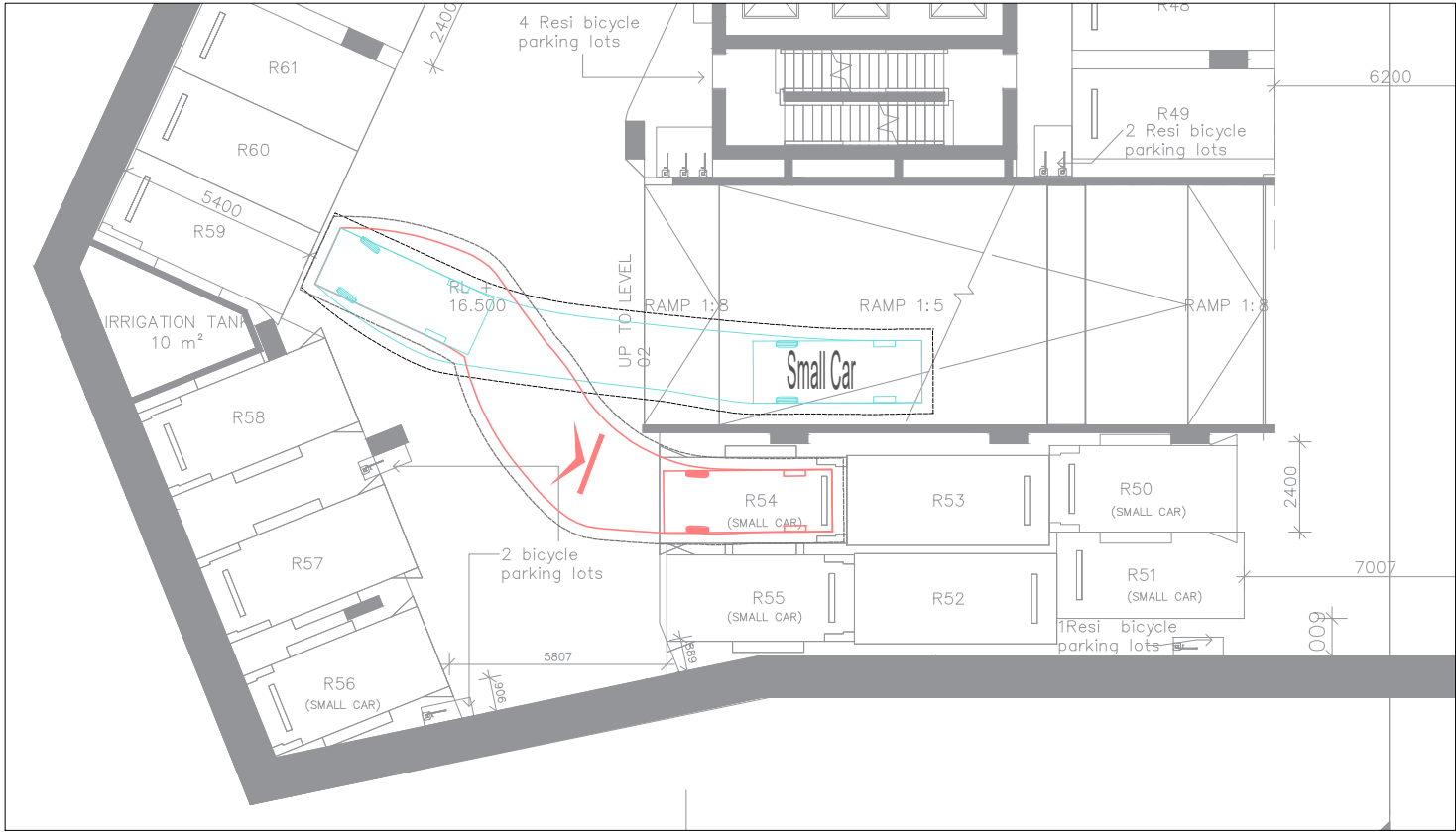
Small Car	
Overall Length	4.500m
Overall Width	1.650m
Overall Body Height	1.397m
Min Body Ground Clearance	0.239m
Track Width	1.650m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	5.600m

RPEQ: JADYN BENZIE
24616
17/03/2026

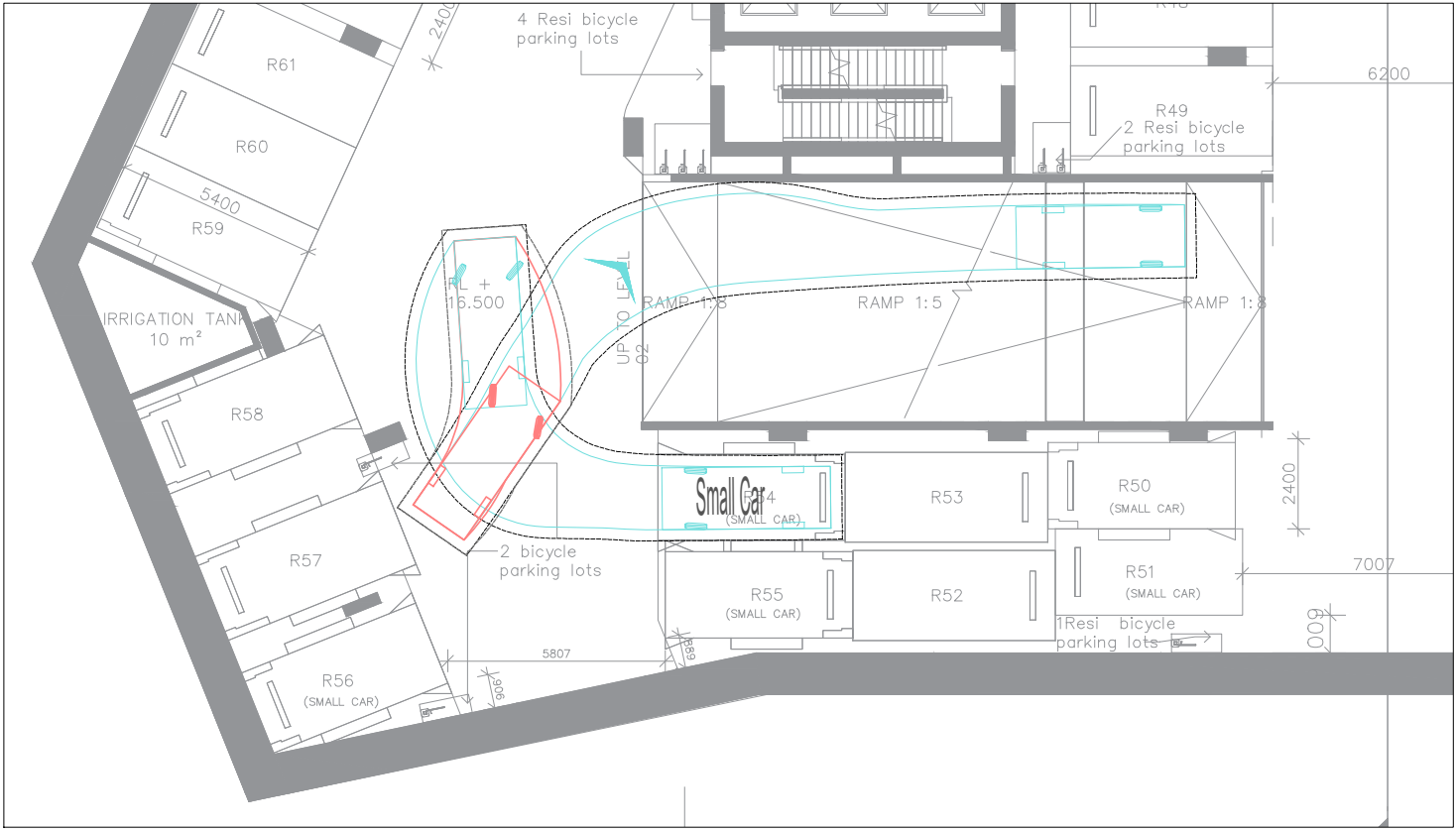
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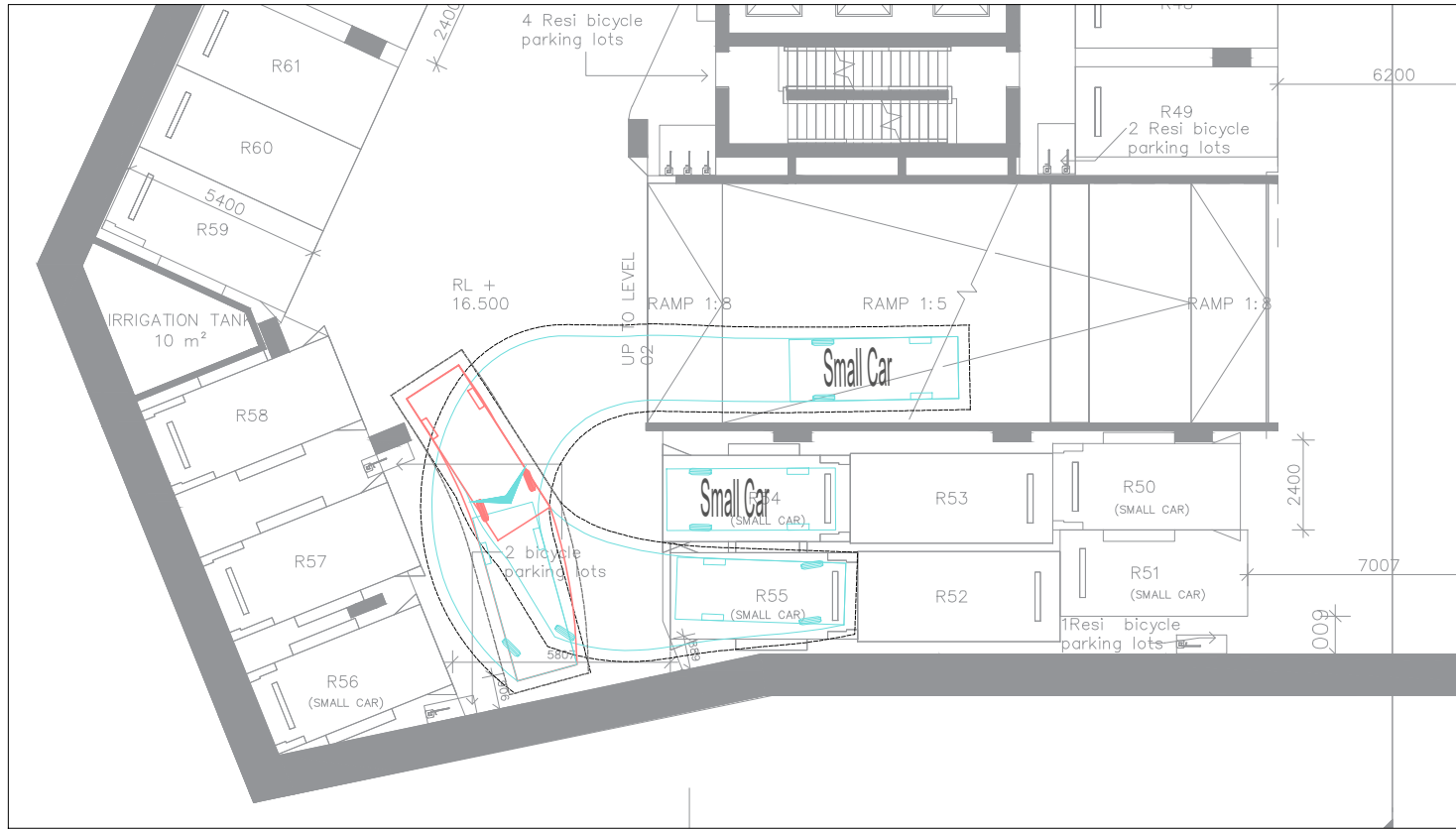
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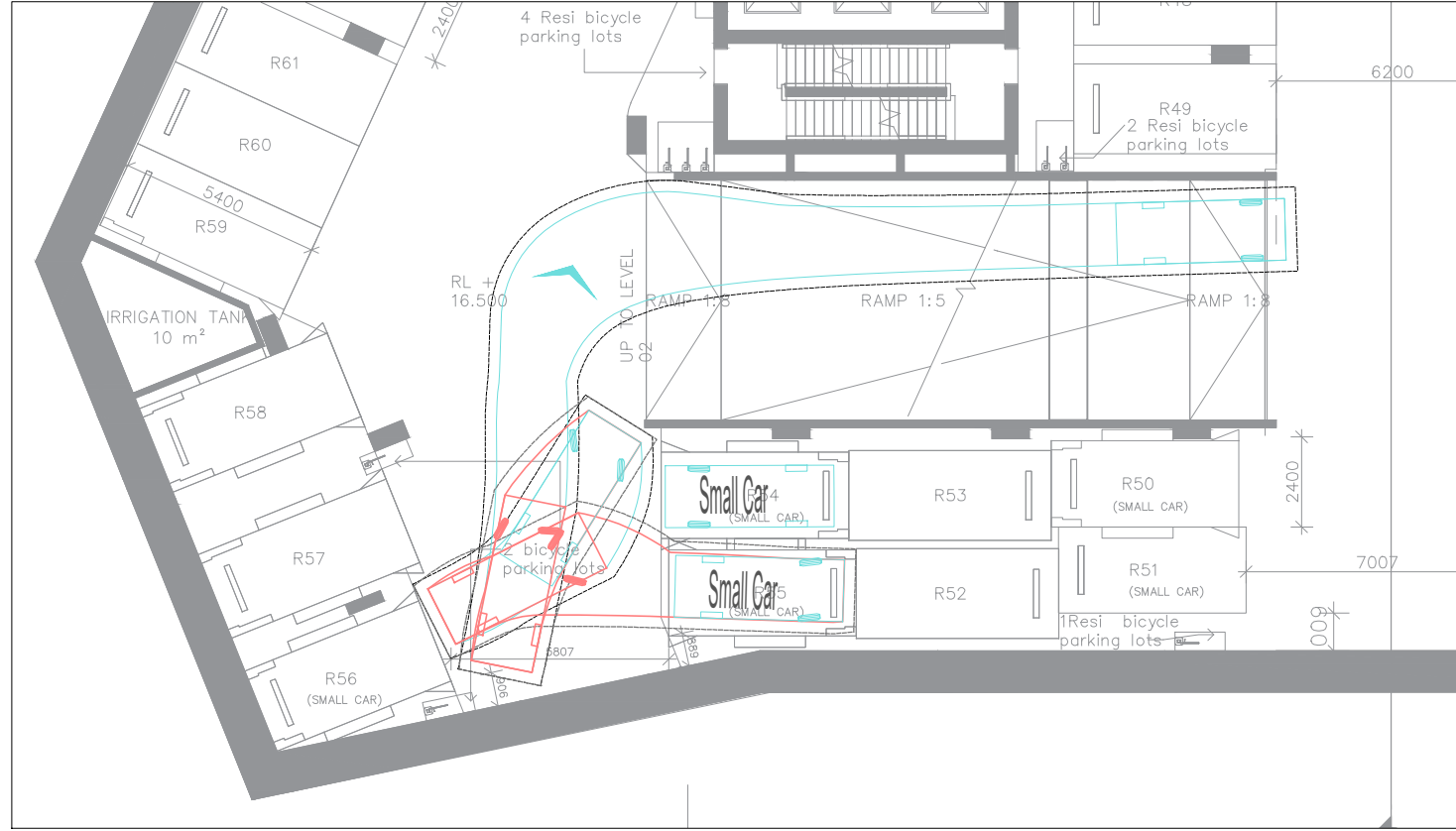
SMALL CAR ENTERING SPACE R54



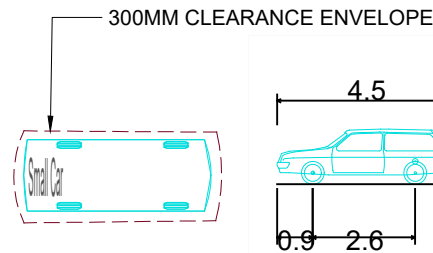
SMALL CAR EXITING SPACE R54



SMALL CAR ENTERING SPACE R55



SMALL CAR EXITING SPACE R55



Small Car	
Overall Length	4.500m
Overall Width	1.650m
Overall Body Height	1.397m
Min Body Ground Clearance	0.239m
Track Width	1.650m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	5.600m

RPEQ: JADYN BENZIE
24616
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HAMILTON & CAMPBELL STREET, BOWEN HILLS BASEMENT 01 SWEEP PATHS - SMALL CAR PARKING BAYS

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CLIENT
LANDITUDE

1:200 @ A3
0 1 2 3 4 5m

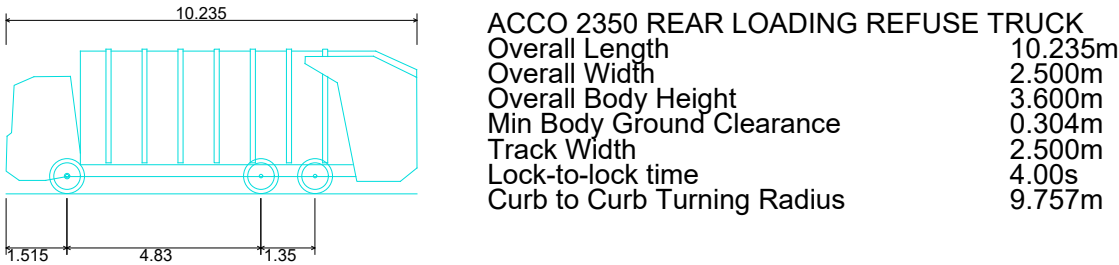
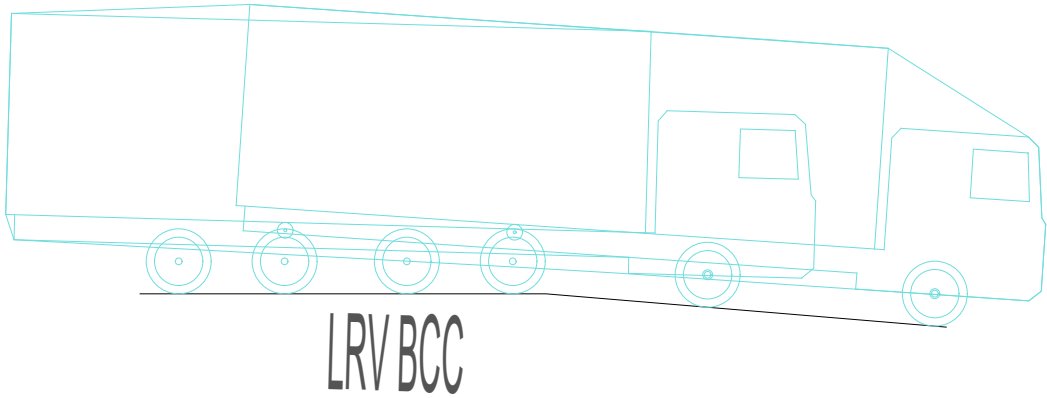
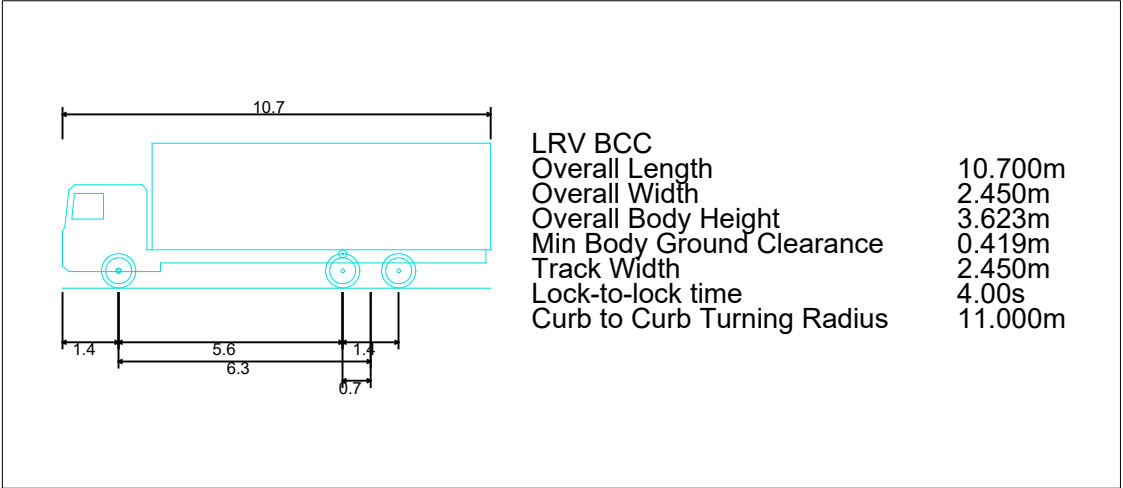
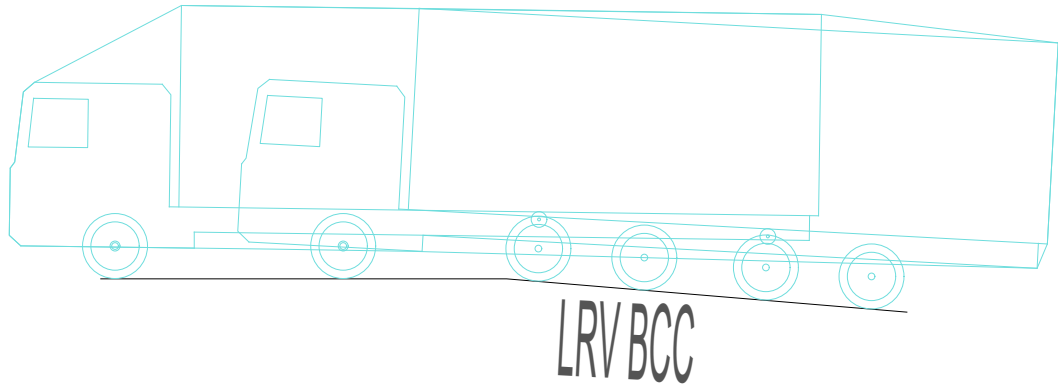
PROJECT NO.
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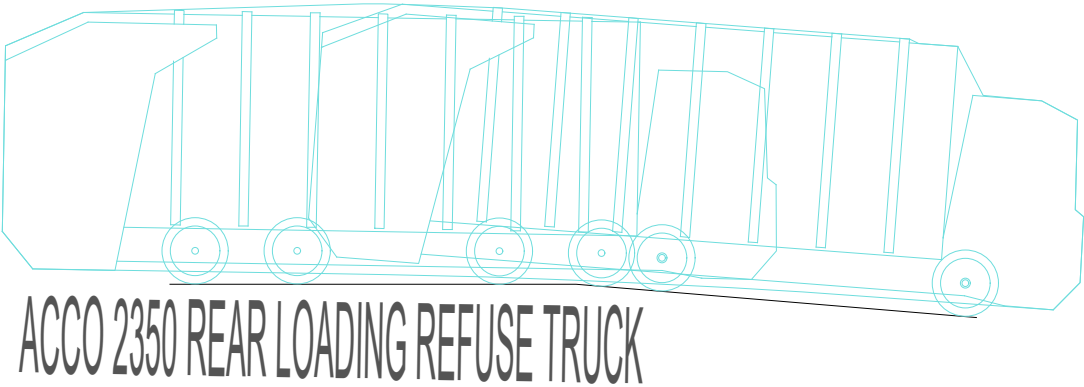
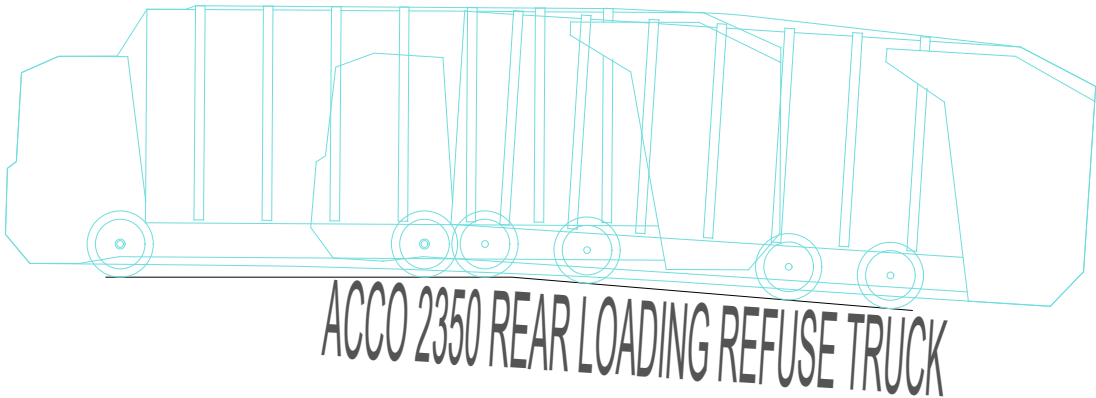
04

A

LRV ENTERING & EXITING THE RAMP



RCV ENTERING & EXITING THE RAMP



RPEQ: JADYN BENZIE
24616
13/03/2026

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
13/03/2026

ALL DRAWINGS ARE DESIGNED TO
BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO
PRINT DRAWINGS IN COLOUR TO AVOID ANY
POTENTIAL DISCREPANCIES IF DRAWINGS
ARE PRINTED IN BLACK AND WHITE



HAMILTON & CAMPBELL STREET, BOWEN HILLS
GROUND LEVEL VERTICAL SWEEP PATHS

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