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

Air Quality Impact Assessment

Landitude Bowen Hill SPV Pty Ltd

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SLR Project No.: 620.042713.00002

23 January 2026

Revision: 1.0

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-BNH-4372

Date: 19th May 2026

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	20 January 2026	M Skoroszewski & R Abrantes	F Rahaman	DRAFT
1.0	23 January 2026	M Skoroszewski & R Abrantes	F Rahaman	F Rahaman

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Landitude Bowen Hill SPV Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by Landitude Bowen SPV Pty Ltd (Landitude) to prepare an Air Quality Impact Assessment (AQIA) in support of their Development Application (DA) for a proposed mixed-use development (the Project) located at 17 Hamilton Place, 26 and 28 Campbell Street, Bowen Hills, Easement A on SP145847, and part of the Common Property of Code Bowen Hills Community Titles Scheme 43095 (the Site).

This report has been performed with reference to relevant sections of the Brisbane City Plan 2014 (City Plan 2014).

The aim of this assessment is to assess potential air impacts from the Project on neighbouring receptors as well as on the proposed development. It is noted that potential air quality impacts associated with the construction phase of the Project is outside the scope of this study.

1.1 Assessment Methodology

The assessment has been performed as a qualitative risk based assessment and no air dispersion modelling, emissions testing or ambient air quality monitoring were carried out as part of this study.

The data and information reviewed as part of this assessment include:

- A site inspection and field survey of premises within 500 m of the proposed development to identify operations or activities that are known (generically) for producing odour and other air emissions.
- Publicly available information on environmental licenses and air pollutant emission sources associated with industrial activities in the surrounding area.
- A review of wind data for the area to identify predominant with directions, and the potential for exposure of pollutant levels based on the relative locations of the development site and surrounding emission sources under these wind conditions.
- A review of relevant published minimum recommended separation distances for industrial activities identified within 500 m of the proposed development site.

2.0 Proposed Development

2.1 Site Location

The Project is located on land described as Lot 2 on RP83400, Lots 30 & 31 on RP9982, Easement A on SP145847 and Lot 0 on SP247766 with a street address of 17 Hamilton Place, 26 and 28 Campbell Street, Bowen Hills, Easement A on SP145847, and part of the Common Property of Code Bowen Hills Community Titles Scheme 43095. **Figure 1** shows the location of the Site.

Figure 1 Site Location



2.2 Development Description

The Project comprises a 28-storey building supporting 148 dwellings (42 x 1 BED, 76 x 2 BED and 30 x 3 BED), common area and recreation amenities, 212 m^2 of retail space at ground level and 119 parking spaces (2 basement carpark levels and 3 podium carpark levels). The Site consists of frontages to both Campbell Street and Hamilton Place. Access to the site is currently obtained via a shared access easement off Jeays Street.

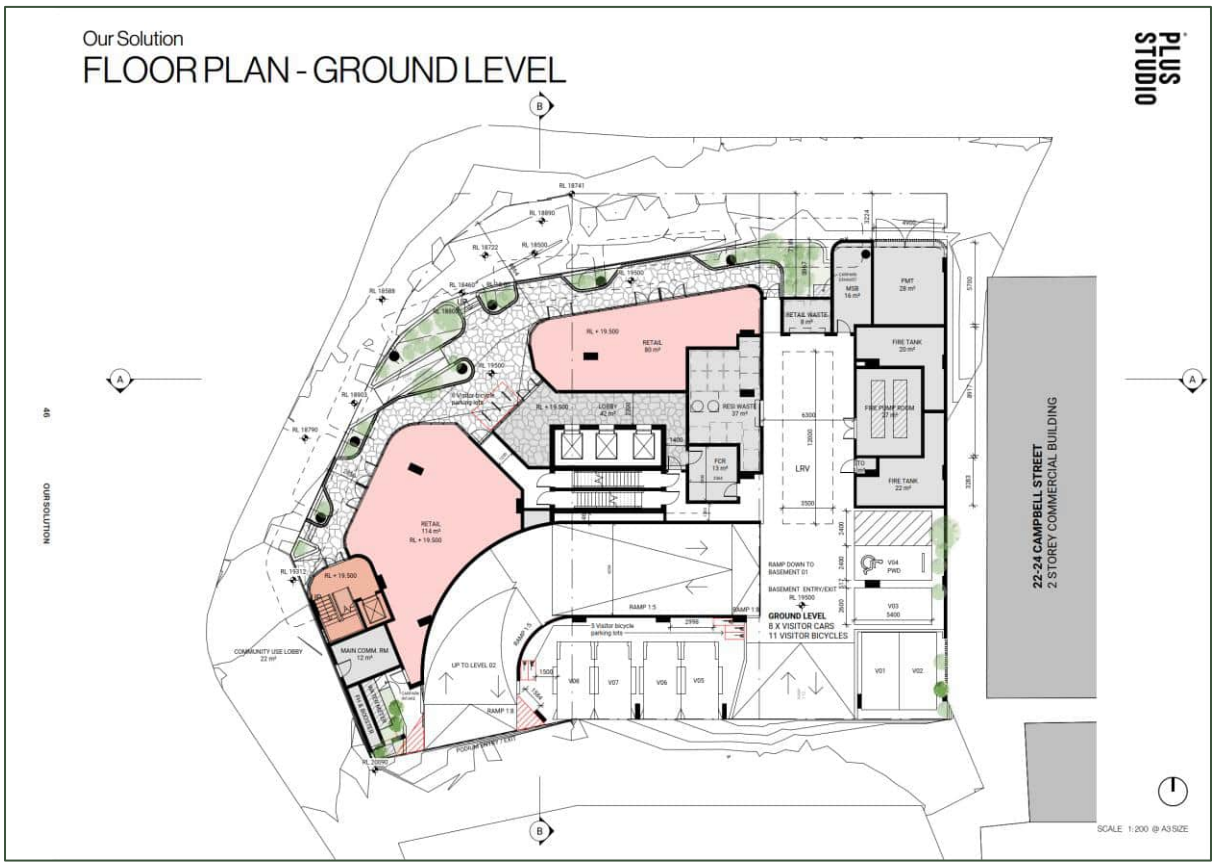
Detail information on the proposed retail entities to be located at the proposed development are yet to be finalised. It is anticipated that retail operations likely to include food and drink outlets.

Air from the underground car park will be vented via an exhaust stack designed to be located on the ground level. Design parameters for car park vent for this study provided to SLR by Landitude are outlined below:

- Carpark exhaust, Flowrate = 5,750 l/s (5.75 m^3/s)

Floor plans for ground level where retail spaces are proposed to be located are presented in **Figure 2**.

Figure 2 Floor Plan - Ground Level



2.3 Site Zoning and Planning Requirements

As this development falls within the Bowen Hills PDA (Economic Development Queensland, 2022), it will be assessed against the Bowen Hills PDA Development Scheme. The air quality criteria for the PDA reference Brisbane City Council's Transport Air Quality Corridor Overlay and Code (BCC 2014). These have been considered in this assessment, which was prepared in accordance with the Brisbane City Plan Air Quality Planning Scheme Policy (Brisbane City Council, 2014).

The following sections detail the air quality requirements of the Bowen Hills PDA Development Scheme and Brisbane City Plan 2014.

2.3.1 Bowen Hills PDA Development Scheme

Section 2.5.9.5 of the Bowen Hills PDA Development Scheme states the following:

1 Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health.

2 Development in a transport air quality overlay is designed to:

   a) Minimise the impacts of air pollution from vehicle traffic on the health and a of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and

   b) Maximise wind movement around buildings and the dispersion of traffic air pollutants.

3 Development within 100 metres of the Clem Jones Tunnel north ventilation outlet and above RL+45 metres AHD must be designed and oriented to:

   a) Avoid unreasonable impacts on the performance of the ventilation outlet, and

   b) Mitigate potential air quality impacts on occupants resulting from the ventilation outputs.

4 Development for a sensitive use within 500 metres of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards.

The Site is located approximately 280 m from the Clem Jones Tunnel north ventilation outlet, therefore the requirements regarding this source (item 3 above) do not apply.

Confirmation that the air quality requirements outlined in items 1, 2 and 4 may be addressed by demonstrating compliance with the following BCC City Plan 2014 codes:

- PO3 of the Transport air quality corridor overlay code;

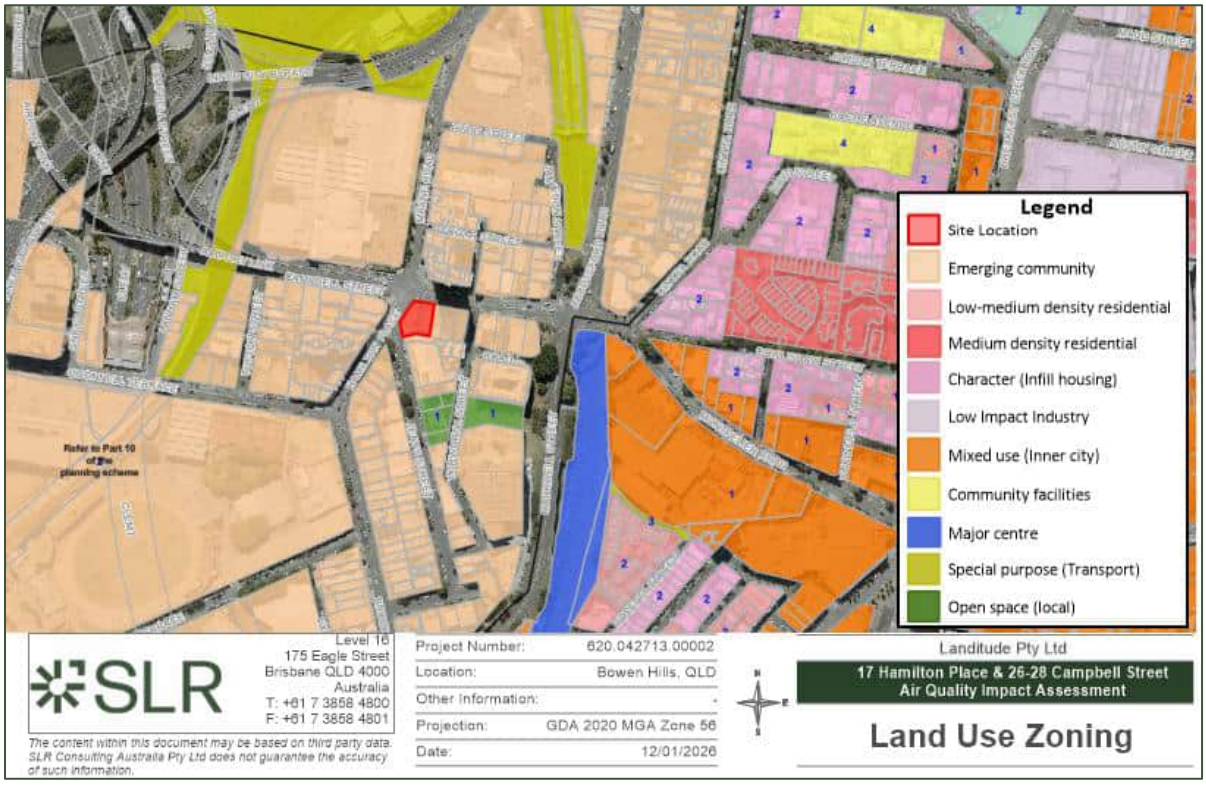
These BCC codes are discussed in the following sections.

2.3.2 Brisbane City Plan 2014

2.3.2.1 Land Use Zoning

Figure 3 shows the site and surrounding zoning as defined by the Brisbane City Plan 2014 (BCC 2014). The Site is located on land zoned as EC Emerging community and is surrounded primarily by EC Emerging community. However, to the south there is OS1 Open space (local), to the east there are some CR2 Character (infill housing), MDR Medium density residential, MC Major centre and MU1 Mixed use (inner city). To the north and west there is SP3 Special purpose (transport infrastructure).

Figure 3 Surrounding Land Zoning



The regulatory requirements relevant to the proposed development for air quality impacts are described in Brisbane City Plan 2014 (City Plan). Section 9.3.3 Centre or mixed use code of this plan describes performance outcomes and acceptable outcomes that are applicable to the current study and are presented in **Table 1**.

Additionally, air quality criteria presented in the City Plan relevant to this study are presented in **Table 2** and **Table 3**.

Table 1 Centre or Mixed Use Code Performance and Acceptable Outcomes

PO3 Development: a) avoids or minimises air emissions; b) complies with the air quality (planning) criteria in Table 9.3.3.3.I and odour criteria in Table 9.3.3.3.J in a sensitive zone or sensitive use. *Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO3.1** Development ensures that air pollutants, including odour, are not released external to the development except where complying with AO3.2 and AO3.3.
	AO3.2 Development ensures that if food and cooking odour is released, exhaust vent outlets are discharged vertically and directed away from any sensitive use with the following constraints: a) separated by a minimum of 6 m from a sensitive use, including any outdoor air intake of a sensitive use; b) does not cause an odour or air emission which is detectable and disturbing at a sensitive use.
	AO3.3 Development ensures that exhaust vents from any car park or bus station are separated from any sensitive use by a minimum of 15 m.
Source: (BCC 2014)	

Table 2 Air quality planning criteria (BCC 2014)

Pollutant	Averaging time	Health outcome protected	Criteria including background (µg/m^3)	Criteria including background (ppm)
NO_2	1 hour	Health and wellbeing	250	0.12
	Annual	Health and wellbeing	62	0.03
SO_2	1 hour	Health and wellbeing	570	0.2
	24 hours	Health and wellbeing	230	0.08
	Annual	Health and wellbeing	57	0.02
CO	8 hours	Health and wellbeing	11,000	9
PM_{10}	24 hours	Health and wellbeing	50	-
	Annual	Health and wellbeing	25	-
$PM_{2.5}$	24 hours	Health and wellbeing	25	-
	Annual	Health and wellbeing	8	-
Benzene	1 hour	Health and wellbeing	29	0.009
	Annual	Health and wellbeing	10	0.003
Source - Table 9.3.3.3.I of City Plan (BCC 2014)				

Table 3 Performance outcomes and acceptable outcomes (BCC 2014)

Pollutant	Averaging time	Health outcome protected	Criteria (odour units – OU)
Odour	1 hour	Odour	0.5 OU for tall stacks
Odour	1 hour	Odour	2.5 OU for ground-level and wake-affected plumes for short stacks
Source - Table 9.3.3.3.J of City Plan (BCC 2014)			

2.3.2.2 Transport Air Quality and Industrial Amenity Overlays

As shown in **Figure 4**, the Site is located within sub-category B of the BCC Transport Air Quality Corridor. The Site is not within sub-category A or sub-category C (associated with the operation of the Clem7 northern vent to the west) or BCC Transport Air Quality Corridor and is not within industrial amenity investigation area.

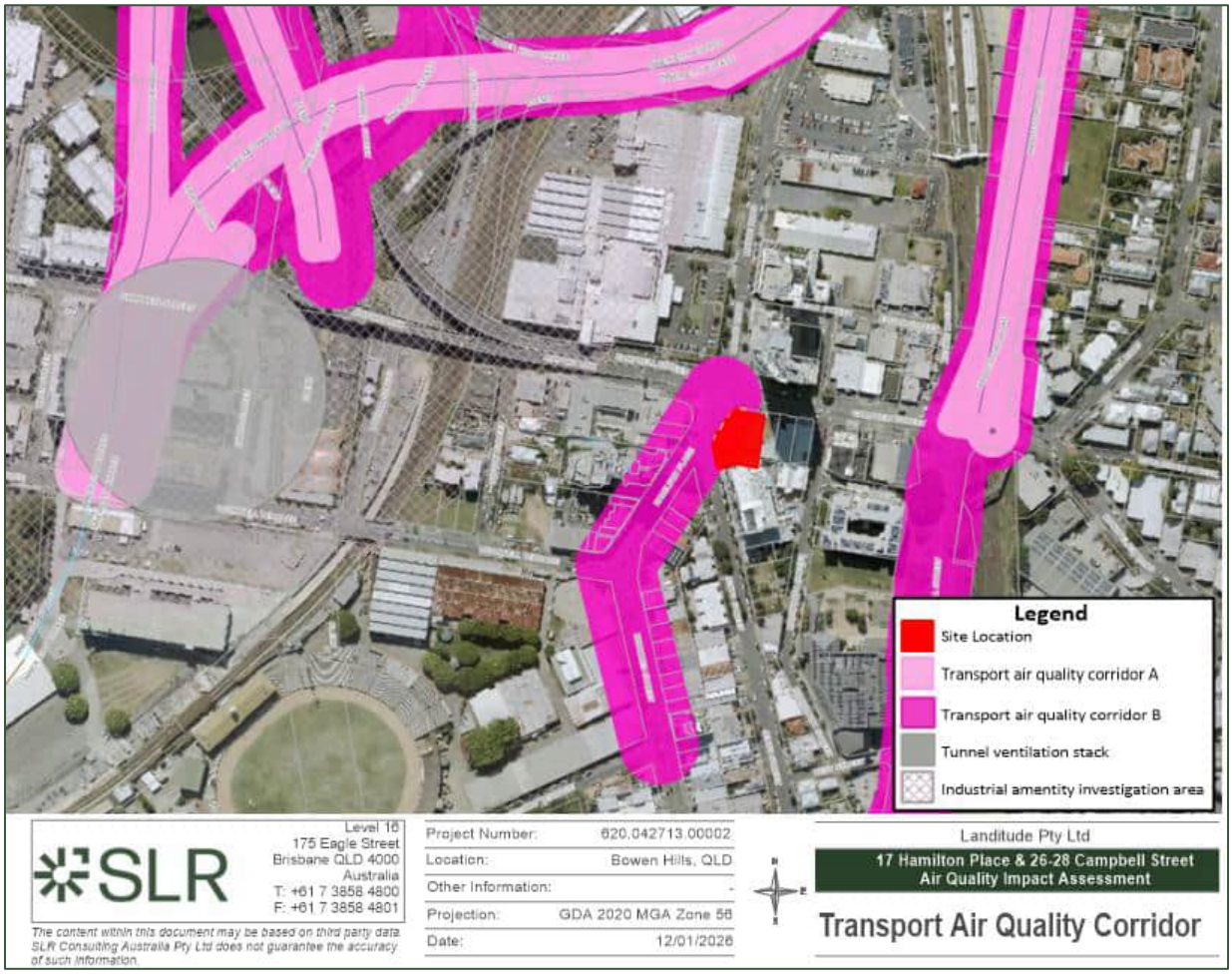
Therefore, only assessment requirements from sub-category B should be considered which are provided below.

As per section 8.2.23.2 of the BCC City Plan 2014, the purpose of the Transport air quality overlay code is to be achieved through the following overall outcomes:

a. *Development, in the context that air emissions are greater in transport corridors than in less busy areas, ensures that site layout and building design:*
   i. *minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of users of a childcare centre, multiple dwelling, residential care facility or retirement facility;*
   ii. *maximise wind movement around buildings and the dispersion of traffic air pollutants;*
   iii. *minimise the impacts of air pollution from a tunnel ventilation stack on the health and wellbeing of occupants of sensitive uses.*

The Performance outcome and Acceptable outcome for development within the Transport air quality corridor B sub-category (from Table 8.2.23.3.A of BCC City Plan 2014) are presented in **Table 4**.

Figure 4 BCC Transport Air Quality Overlay



Source - (BCC 2014)

Table 4 Transport Air Quality Corridor Overlay Code Performance and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes
Section B – If in the Transport air quality corridor B sub-category	
PO3 Development incorporates built form and landscape design elements that maximise wind movements around buildings and the dispersion of road traffic air pollutants, including: a. maintaining gaps between buildings at 7 m or higher; b. variation in the building façade, in addition to balconies; c. varying the building shape and form from that of neighbouring buildings; d. significant vegetation between the road and the building. Note – A transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO3** Development at 7 m or higher is set back at least 20 m from the kerb.
Source: (BCC 2014)	

2.4 Factors Affecting Air Quality

To identify potential air emission sources in the vicinity of the Site that may have potential to impact on air quality experienced by the future residents, a desktop review followed by a site visit and survey of the surrounding area has been carried out for this study. The findings of the desktop review and survey are presented below.

2.4.1 Desktop Review

A desktop review was conducted to identify potential air emission sources within 500 m of the Site using the following sources:

- Recent aerial imagery
- National Pollutant Inventory (NPI) reporting facilities map
- Public register for Environmental Authorities

Business activities identified with potential air emissions are listed in **Table 5** and shown in **Figure 5**. The air pollutants potentially emitted from these activities include:

- Traffic emissions from vehicles on Campbell Street, Hamiliton Place and Clem7, Airport M7 and M3 Tunnel include products of fossil fuel combust from the ventilation stacks and from road surface (including tyre and brake particles) include:
    - oxides of nitrogen (NO_X), including nitrogen dioxide (NO_2)
    - carbon monoxide (CO)
    - sulfur dioxide (SO_2)
    - particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$)

  - particulate matter less than 10 microns in aerodynamic diameter (PM_{10})
  - volatile organic compounds (VOCs)

- Products of fossil fuel combustion from fixed and mobile industrial equipment from the Queensland Rail Yard.
- Bowen Hills Train Station is located approximately 255 m to the northeast, which is a potential source of particulate and combustion emissions from diesel-powered freight locomotives using the line. However, this line is primarily a suburban commuter line Almost all trains passing through Bowen Hills Station are electrified, except for a very small number of diesel-hauled maintenance trains for track repairs and other maintenance activities (pers. comm. T Bennett, Queensland Rail). No significant air emissions are therefore expected to occur from this operation that may have any significant air quality impact at the Site.
- Volatile organic compounds (VOCs) associated with the operation of Queensland Newspapers.

Table 5 Identified Nearby Industrial Operations with Potential Air Emissions

ID	Name / Address	Activity	NPI Reporter	Environmental License	Distance to Site (m)
1	Queensland Newspapers Pty. Ltd. Cnr Mayne Rd & Campbell St	Printing	No	None identified	135
2	Queensland Rail Limited, Mayne Rail Yards Lanham St, Bowen Hills	Rail maintenance facility	Yes	None identified	355
3	Segafredo Zanetti Australia Pty Limited Abbotsford Rd, Bowen Hills	Coffee Roaster	No	None identified	320
4	Bowen Hills Train Station	Vehicle combustion source	No	None identified	255
5	Coffee Alliance Pty Ltd Abbotsford Rd, Bowen Hills	Coffee Roaster	No	None identified	505
6	Sullivan Nicolaides Pty Ltd Hurworth St, Bowen Hills	Pathology	No	None identified	208
7	Clem7 Tunnel Portal	Vehicle combustion source	No	None identified	300
8	Clem7 Tunnel Ventilation Stack	Vehicle combustion source	No	None identified	280
9	Airport M7 Tunnel Ventilation Stack	Vehicle combustion source	No	None identified	745
10	M3 Tunnel Portal	Vehicle combustion source	No	None identified	535

Figure 5 Identified Nearby Industrial Operations with Potential Air Emissions



2.4.2 Site Inspection

An SLR air quality specialist carried out a survey of the area surrounding the Site (within 500 m) on 16 December 2025 to ground-truth the desktop review and identify any other sources of air emissions not already captured.

During the site visit there were no visible releases of dust or significant odour emissions detected within 200 m of the Site. No other air emission sources were identified in addition to those listed above from the desktop review.

2.5 Potential Air Emissions from the Development

As discussed in **Section 2.2**, the key emission sources and associated pollutants that are likely associated with the Project are identified as follows:

- Kitchen vent (restaurant related emissions – mainly odour)
- Carpark exhaust (vehicle exhaust related emissions – product of combustion)

2.5.1 Food and Drink Outlets

The retail uses within the ground floor tenancies are yet to be confirmed, however should they include food and drink outlets, potential odour emissions may be released from the cooking and processing of food products within the kitchen area.

2.5.2 Carpark Emissions

The key air emissions associated with the operation of the proposed carpark would be the products of combustion, including:

- particulate matter less than 10 µm in aerodynamic diameter (PM_{10})
- particulate matter less than 2.5 µm in aerodynamic diameter ($PM_{2.5}$)
- oxides of nitrogen (NOx)
- carbon monoxide (CO)
- Volatile organic compounds (VOCs)

Sulfur dioxide (SO_2) is also present in motor vehicle emissions, however since Australian fuels are relatively low in sulphur, high ambient concentrations are not common.

Suspended Particulate Matter

Emissions of particulate matter less than 10 µm and 2.5 µm in diameter (referred to as PM_{10} and $PM_{2.5}$ respectively) are considered important pollutants due to their ability to penetrate into the respiratory system. In the case of the $PM_{2.5}$ category, recent health research has shown that this penetration can occur deep into the lungs.

Potential adverse health impacts associated with exposure to as PM_{10} and $PM_{2.5}$ include increased mortality from cardiovascular and respiratory diseases, chronic obstructive pulmonary disease and heart disease, and reduced lung capacity in asthmatic children.

Oxides of Nitrogen

Oxides of nitrogen (NO_X) is a general term used to describe any mixture of nitrogen oxides formed during combustion. In atmospheric chemistry NO_X generally refers to the total concentration of nitric oxide (NO) and nitrogen dioxide (NO_2).

NO is a colourless and odourless gas that does not significantly affect human health. However, in the presence of ozone, NO can be oxidised to form NO_2 which can have significant health effects including damage to the respiratory tract and increased susceptibility to respiratory infections and asthma. Long term exposure to NO_2 can lead to lung disease.

Carbon Monoxide

Carbon monoxide (CO) is an odourless, colourless gas formed from the incomplete burning of fuels in motor vehicles. CO bonds to the haemoglobin in the blood and reduces the oxygen carrying capacity of red blood cells, thus decreasing the oxygen supply to the tissues and organs, in particular the heart and the brain.

CO in urban areas results almost entirely from vehicle emissions and its spatial distribution follows that of traffic flow. The highest concentrations are found at the kerbside, with concentrations decreasing rapidly with increasing distance from the road.

Volatile Organic Compounds

Volatile Organic Compounds (VOCs) are organic compounds (i.e. contain carbon) that have high vapour pressure at normal room-temperature conditions. Their high vapour pressure leads to evaporation from liquid or solid form and emission release to the atmosphere.

VOCs are emitted by a variety of sources, including motor vehicles, chemical plants, automobile repair services, painting/printing industries, and rubber/plastics industries. VOCs that are often typical of these sources include benzene, toluene, ethylbenzene and xylenes (often referred to as ‘BTEX’). Biogenic (natural) sources of VOC emissions are also significant (e.g. vegetation). Impacts due to emissions of VOCs can be health or nuisance (odour) related. Benzene is a known carcinogen and a key VOC linked with the combustion of motor vehicle fuels.

3.0 Existing Air Environment

3.1 Local Meteorology

Local wind speed and direction influences the dispersion of air pollutants. Wind speed determines both the distance of downwind transport and the rate of dilution as a result of 'plume' stretching. Wind direction, and the variability in wind direction, determines the general path pollutants will follow and the extent of crosswind spreading. Surface roughness (characterised by features such as the topography of the land and the presence of buildings, structures and trees) affects the degree of mechanical turbulence, which also influences the rate of dispersion of air pollutants.

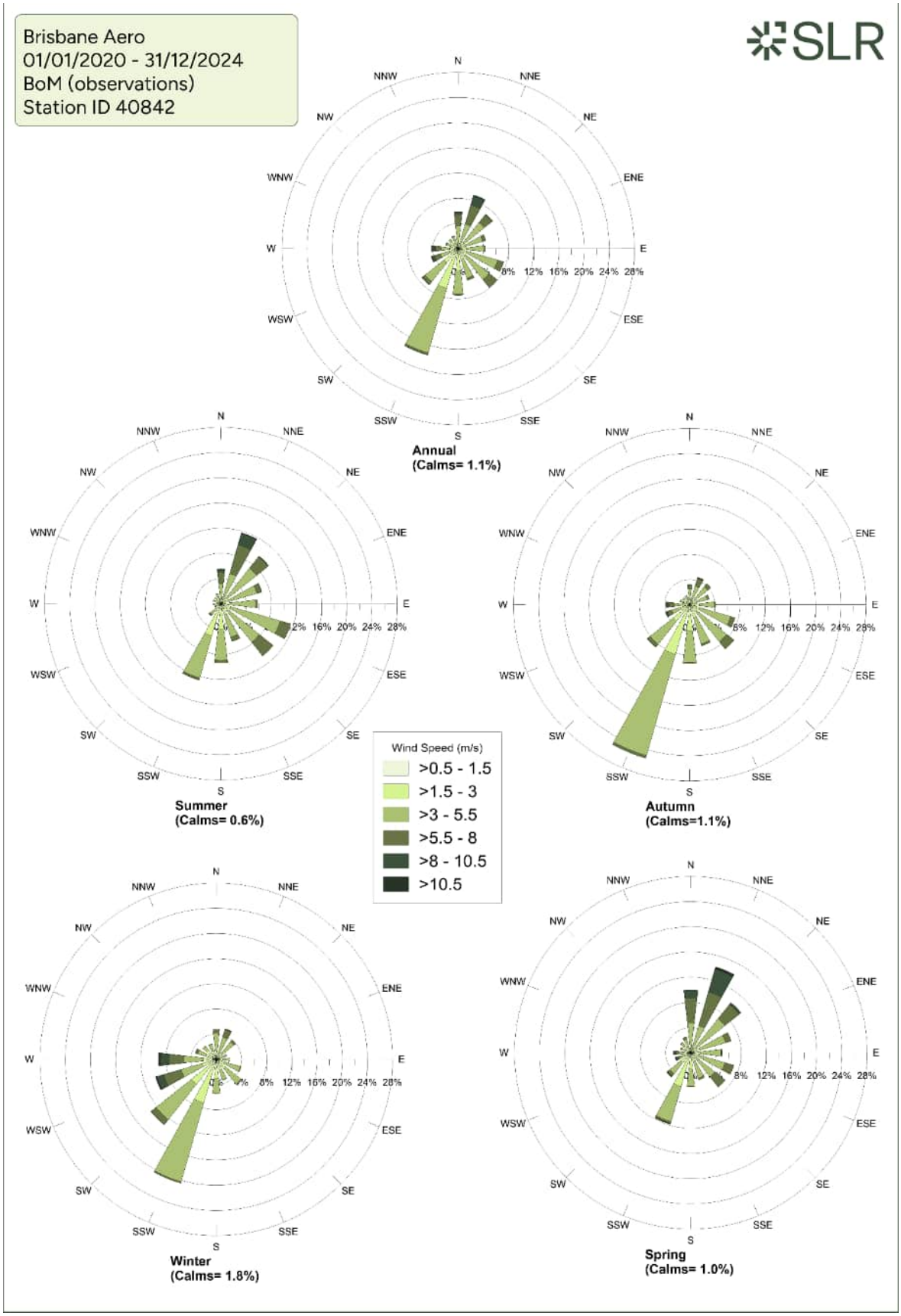
The nearest available meteorological monitoring station operated by the Bureau of Meteorology (BoM) is located at Brisbane Airport approximately 11 km northeast of the Site. Validated wind speed and wind direction data monitored by this station was obtained for the most recent five period (2020-2024) and is presented as wind roses in **Figure 6**.

A wind rose shows the frequency of occurrence of winds by direction and strength. The bars correspond to the 16 compass points (degrees from north). The bar at the top of each wind rose diagram represents winds blowing from the north (i.e. northerly winds), and so on. The length of the bar represents the frequency of occurrence of winds from that direction, and the colour of the bar sections correspond to wind speed categories, the lightest representing the lightest winds. Thus, it is possible to visualise how often winds of a certain direction and strength occur over the monitoring period.

Figure 6 indicates the prevailing wind directions in the vicinity of the Site and how they change between seasons. The annual wind rose indicates a relatively high proportion of low to moderate winds (wind speed between 0.5 m/s and 3 m/s) from the south-southwest, followed by less frequent but stronger northeasterly winds. Calm wind conditions (wind speeds ≤0.5 m/s) occurred for approximately 1.1% of the period.

In summer, winds are typically more variable in direction, however winds from the northwest quadrant occur very rarely. In autumn and winter, low to moderate winds from southwest are predominant, with stronger winds from the west become more frequent in winter. In spring, stronger north and northeasterly winds begin to become more dominant again, with the frequency of lighter winds from the southwest reducing.

Figure 6 Annual and Seasonal Wind Roses for Brisbane Aero (2020-2024)



3.2 Background Air Quality

3.2.1 Department of Environment, Tourism, Science and Innovation

Department of Environment, Tourism, Science and Innovation (DETSI) operates an ambient air quality monitoring network across Queensland. The air quality monitoring station (AQMS) located at Brisbane CBD is the nearest the Site and is located approximately 3.4 km to the south. This station only monitors PM_{10} and $PM_{2.5}$ urban air pollutants and has therefore not been used.

As the Brisbane CBD AQMS does not monitor NO_2 or CO concentrations, data was obtained from the next closest station (South Brisbane AQMS), which is located approximately 4.1 km south of the Site and monitors PM_{10}, $PM_{2.5}$, NO_2 and CO urban air pollutants.

Publicly available and validated NO_2, CO, PM_{10} and $PM_{2.5}$ concentration data recorded for the latest available year (2024) was analysed and has been summarised in **Table 6** and shown in **Figure 7** to

Figure 10. As shown in the **Table 6**, ambient concentrations of NO_2 and CO in Brisbane are typically well below the relevant criteria. Ambient concentrations of PM_{10} can be elevated at times, typically as a result of adverse events such as hazard reduction burns, bushfires and dust storms, but also generally comply with relevant air quality criteria. Exceedances of ambient $PM_{2.5}$ air quality criteria, however, are more frequently recorded in Brisbane, similar to other major metropolitan centres across Australia. These exceedances are also typically associated with events such as hazard reduction burns, bushfires and dust storms, but can also occur during periods of low wind speeds and stable conditions, or during temperature inversions, when pollutant dispersion is limited.

While SO_2 concentrations are not presented ambient concentrations of SO_2 in Brisbane are generally very low, typically orders of magnitude below the criteria listed in **Table 2**.

Table 6 Summary of South Brisbane AQMS Monitoring Data (2024)

Percentile	NO_2 1-Hour Average ($\mu g/m^3$)	CO 8-Hour Average ($\mu g/m^3$)	PM_{10} 24-Hour Average ($\mu g/m^3$)	$PM_{2.5}$ 24-Hour Average ($\mu g/m^3$)
Maximum	106.6	1,047	52.0	31.6
95th percentile	53.3	456	24.7	11.7
90th Percentile	47.2	370	18.0	9.6
70th Percentile	30.8	261	16.3	7.2
No. of exceedances	0	0	1	2
Annual Average	*25.3*	232	*16.3*	*6.7*
Criteria	**250**	**11,000**	**50**	**25**
Annual Criteria	***62***	**-**	***25***	***8***

Figure 7 1-hour Average NO_2 Concentrations Measured at the South Brisbane AQMS (2024)

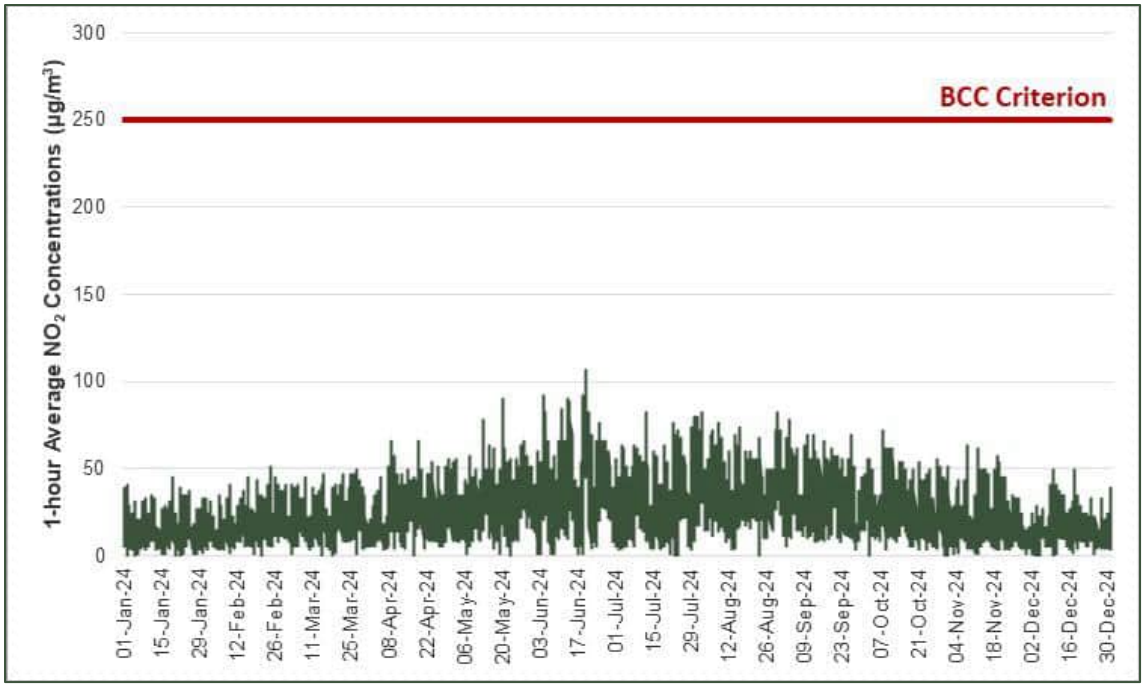


Figure 8 8-hour Average CO Concentrations Measured at the South Brisbane AQMS (2024)

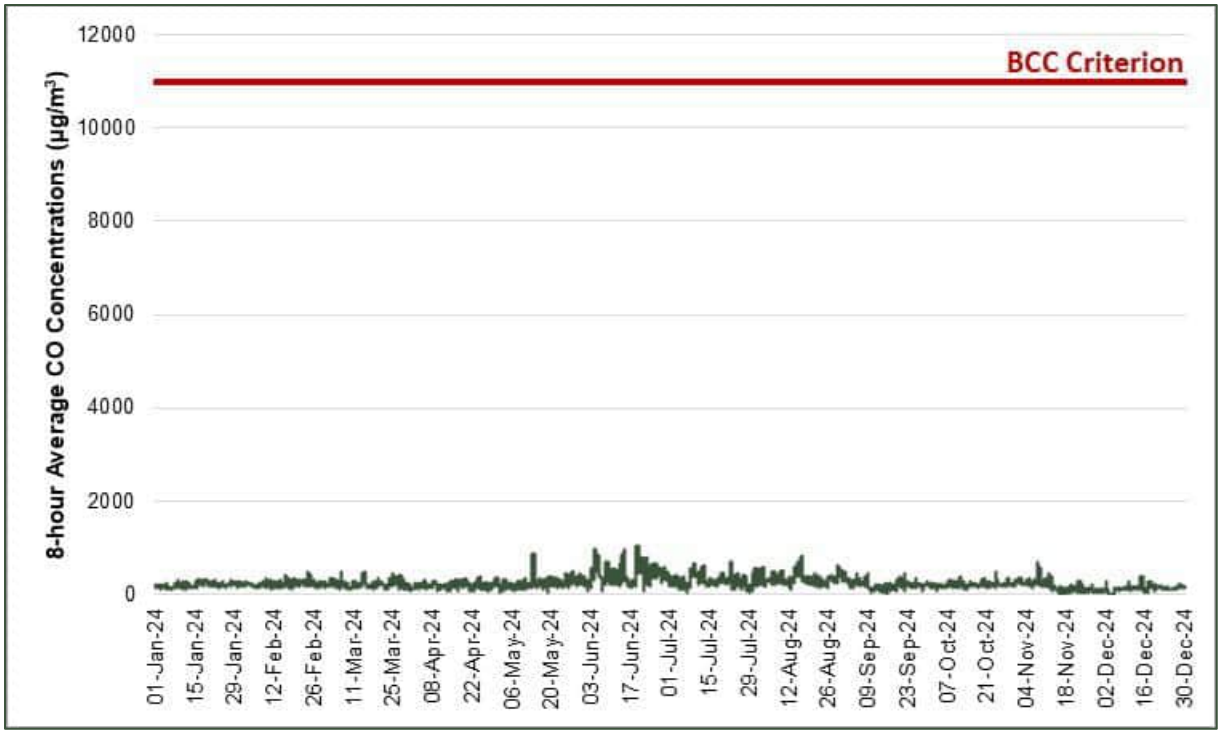


Figure 9 24-hour Average PM_{10} Concentrations Measured at the South Brisbane AQMS (2024)

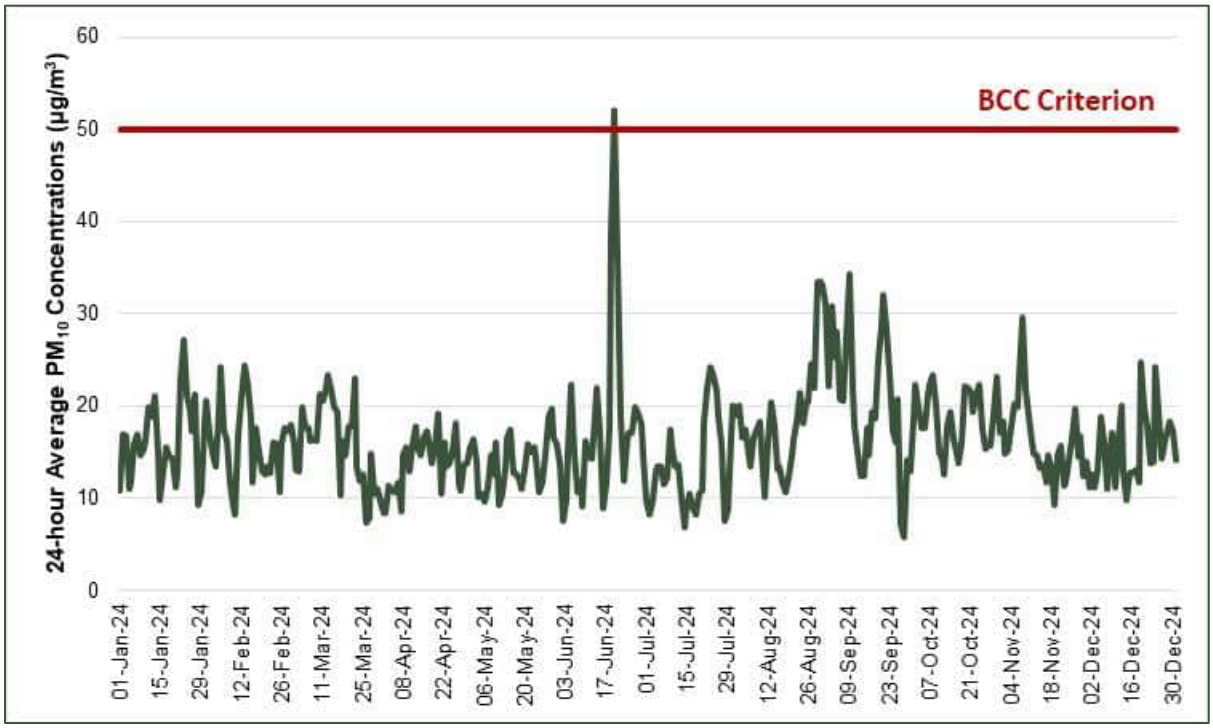
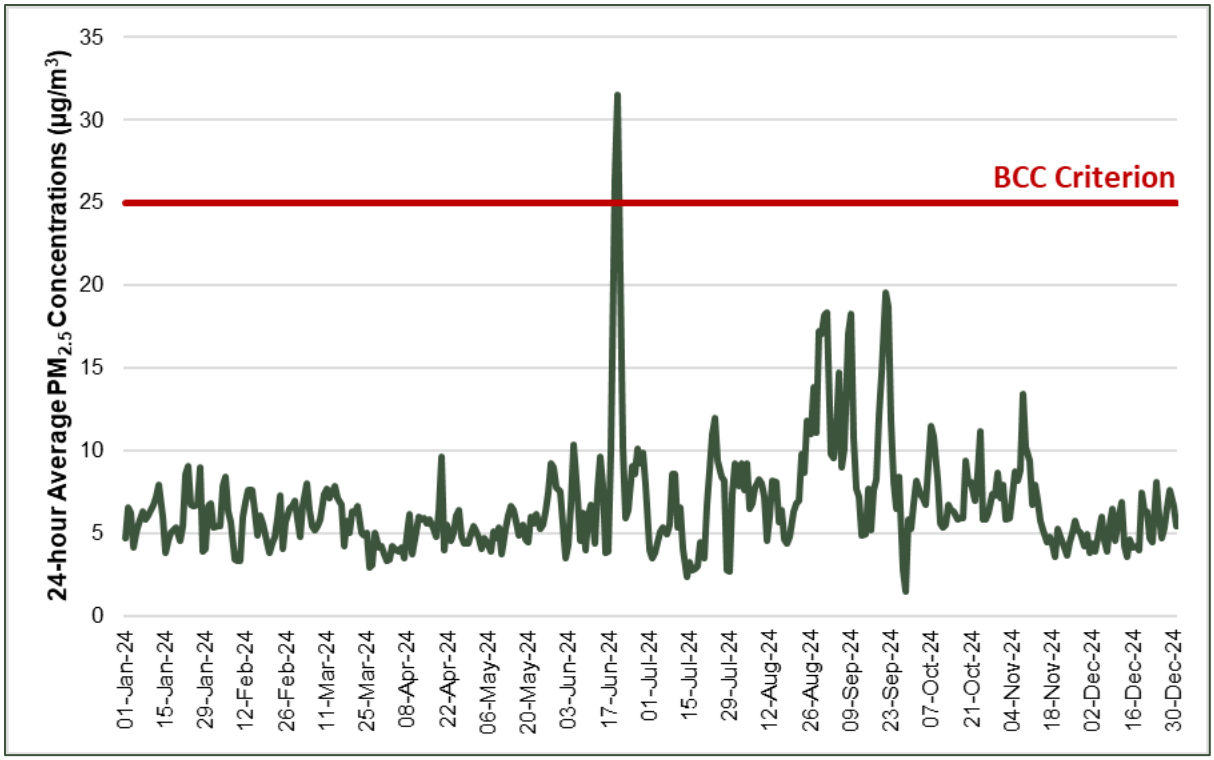


Figure 10 24-hour Average $PM_{2.5}$ Concentrations Measured at the South Brisbane AQMS (2024)



4.0 Air Quality Impact Assessment

The BCC City Plan Air quality planning scheme policy states that an air quality impact report is to:

- describe the impact of air emissions by the development, if the development emits air pollutants.
- describe the impact of air quality on the development, if the development is a sensitive use and exposed to air pollutants.

4.1 Assessment of Air Quality Impacts from the Development

As outlined in **Section 2.2,** the proposed development will be a 28-storey mixed-use development.

Once constructed, the proposed development has no significant sources of air emissions with potential to impact on air quality in the surrounding area. However, during construction there is potential for fugitive dust emissions associated with demolition and earthworks that will be performed during the early stages of the development. Given the scale of the development, these emissions are expected to be able to be managed effectively using good practice dust management measures that are standard practice in the construction industry.

4.1.1 Development Site Food and Drink Outlets

As mentioned in **Section 2.5.1**, emissions from food and drink outlets at the proposed site have the potential to generate odours associated with cooking and processing of food products.

Controls appropriate for the scale and nature of the food and drink outlet operation will be required to ensure acceptable outcomes AO3.2 of the City Plan (see **Table 1)** are met. Controls range from no required ventilation (e.g. coffee shop with no kitchen) to ventilation systems with particulate and odour filtration appropriate for a café or restaurant.

The area of the Site allocated to retail use is located at the front of the ground floor area, situated furthest from neighbouring residential uses. Separation from sensitive uses within the development is provided by two above ground car parking levels and one level allocated to recreation facilities.

Although no specific kitchen ventilation vents are identified in the design documentation, the Site layout provides potential locations accommodating more than 6 m separation distance as required by Acceptable outcomes AO3.2 of the City Plan.

A more detailed odour impact assessment will be required if it is not practical to place any required ventilation outlets greater than the minimum 6m separation distance or if industry standard kitchen filtration systems are identified as insufficient to bring the released odour level below the guidelines outlined in **Table 3** at adjacent sensitive use areas.

Based on the above, the Project is expected to fulfill the acceptable outcomes AO3.2 of the City Plan (see **Table 1**) and unlikely to cause odour nuisance at any existing or future sensitive receptors at the Site and its surrounding areas with the adoption of appropriate odour mitigation options outlined above.

4.1.2 Development Site Carpark Operation

As mentioned in **Section 2.2**, the exhaust air from the proposed car park will be discharged through a vent located on the ground level. The proposed exhaust vent is approximately 11

metres from the neighbouring two storey commercial building to the east. Given the adjoining development is a residential tower (sensitive use), the potential air quality risks associated with the vent have been investigated

Potential air emissions and potential concentration of the exhaust air at the vent outlet associated with the operation of the proposed carpark were estimated based on the following:

- Peak hourly vehicle movement of 28 vehicles/hour (based on peak generation rate of 0.19 vph per dwelling);
- Idling emission factors for light-duty gasoline fuelled vehicles (USEPA 2008).
- Conservatively assumed three-minute travel time per vehicle within the carpark;
- Carpark ventilation rate of 5.75 m^3/s based on design flow rate;
- Assumed 15% of NOx contains NO_2 (Chong, et al. 2010).

In addition to light-vehicle gasoline fuelled vehicles (such as cars) it is expected the following vehicles may access the carpark on occasional basis-

  - Garbage collection truck: 2-3 times per week.
  - Recycling collection truck: 2-3 times per week.
  - Delivery trucks: maybe 1-2 on a peak day but usually less.

Given the very low number and frequency of heavy-duty vehicles/diesel fuelled vehicles and considering that these movements are likely to occur in off peak hours, movement of these vehicles has not been considered in estimating the air emissions representative of peak hour of operation.

Table 7 presents estimated pollutant emission rates concentration levels representative of peak hour operation of the carpark based on the ventilation rate of 5.75 m^3/s.

Table 7 Emission Rate and Peak Concentration at Source Estimation

Pollutant	Idling emission factor (g/min)	Emission rate (g/hr)	Concentration at vent (µg/m³)
NOx	0.059	5.0	240.4
NO_2	0.009[(a)]	0.7	36.1
CO	1.187	100.1	4837.5
TVOC	0.045	3.8	183.4
Benzene	-	-	4.8[(b)]

a) Conservatively assumed 15% of NOx is NO_2 (Chong, et al. 2010)

b) Based on estimated 2.7% of TVOC contains benzene. This estimate was developed using findings in BCC, QLD EPA 2004

Note: Emission calculations assume all combustion products are emitted through the exhaust ventilation system. This is highly conservative approach as only 62 of the 119 parking spaces are located in basement levels and will be mechanically ventilated. The remaining 57 parking spaces are distributed across two above ground levels resulting in notable dispersion of pollutants by the naturally ventilated design.

Table 8 compares the estimated in stack concentrations of key pollutants (NO_2, CO and Benzene) with relevant criteria. It can be observed that the in-stack concentrations of these

pollutants is significantly lower than the relevant criteria. Considering that the pollutant plume will undergo dilution in the atmosphere prior to reaching the surrounding receptors and considering the low background concentrations presented in **Table 6**, potential for any exceedances of the air quality criteria presented in **Table 2** are negligible.

Table 8 Comparison of Estimated Pollutant Concentrations with Relevant Criteria

Pollutant	Averaging period	Peak hourly concentration at vent (µg/m³)	Relevant criteria (µg/m³)	Averaging period
NO_2	1-Hour	36.1	250	1-Hour
CO	8-Hour	4837.5[(a)]	11,000	8-Hour
VOC	-	183.4	-	-
Benzene	1-Hour	4.8	29	1-Hour
a) Peak hourly emission rate used for an 8-hour average as a conservative approach.				

Given the low volume of traffic associated with the proposed carpark operation, generation of particulate emissions can be considered very low and potential for any significant elevation of existing particulate concentrations can be considered negligible. In addition, as stated in the above-mentioned study (USEPA 2008), the particulate matter contribution to air from gasoline fuelled vehicles is generally negligible. Given the above, the potential risk of any significant increase in the existing background concentration due to the operation of the proposed carpark is likely to be minimal.

As mentioned in **Section 2.5.2** given the low sulphur content of the fuel, potential release of SO_2 emissions associated with the carpark operations would be negligible and unlikely to make any significant contribution in elevating the existing background concentrations.

Benzene was identified as a key VOC component in vehicle exhaust emissions (refer **Section 2.5.2**). In order to assess impacts from benzene emissions, findings from *The Air Emission Inventory South east Queensland region* (BCC, QLD EPA 2004) was used to establish a ratio of Benzene to total VOCs associated with traffic movement at the proposed carpark. The aim of this study was to estimate the sources and quantities of air pollutants in the southeast Queensland (SEQ) region. This study identified that motor vehicles were a key source of benzene emissions to the air and contributed 2,277 tonnes on annual basis. In addition, the study also identified that 83,167 tonnes of total VOCs were attributed to motor vehicle emissions. Based on this data, 2.7% of total VOC emissions can be considered as benzene. Peak benzene concentration of 4.8 µg/m³ at the vent stack was estimated using this ratio and operational data presented in **Table 7**. Given that the estimated maximum in stack concentration is way below the annual average guideline and considering the diurnal variability of the traffic volume, potential for any exceedance of relevant benzene guideline are highly unlikely.

Based on the above, it is concluded that potential air emissions from the development would be negligible and unlikely to cause any adverse air quality impacts in the surrounding area or to sensitive uses within the Development.



4.2 Air Quality Impacts on the Development

4.2.1 Industrial Activities

An assessment of industrial activities identified in **Section 2.4.1** is provided below in **Table 9**.

Table 9 Summary of Nearby Industrial Operations with Potential Air Emissions

ID	Name	Distance to Site (m)	Assessment
1	Queensland Newspapers Pty. Ltd.	135	Printing activities are no longer conducted at this site. No air quality impact.
2	Queensland Rail Limited, Mayne Rail Yard	355	Air quality pollutants reported for this facility are VOC and cumene. The activity reported in the NPI for this facility is "*locomotive and carriage maintenance and fuelling activity for trains operating outside of the facility boundary*" It is assumed that the primary source of VOC and Cumene from this facility is related to fuel combustion of diesel locomotives. As these are a fugitive sources operating across the rail network the quantity air pollutants emitted physically at this facility is expected to significantly lower than the reported amount. Other maintenance activities that may generate air quality pollutants are at a scale that does not require an environmental license are compatible with sensitive uses as indicated by pre-existing residential land uses close to this facility than the Development. In the context of these above factors and the 350 m distance to this facility air quality impacts are considered low risk.
3	Segafredo Zanetti Australia Pty Limited	320	This facility is already required to manage emissions such that sensitive receptors located within 50 m are not impacted. Based on the scale of operation and distance to the Site there is a low risk of air quality or odour impacts.
4	Bowen Hills Train Station	255	This line is primarily a suburban commuter line only with almost all trains passing through are electrified, therefore no significant air emissions

ID	Name	Distance to Site (m)	Assessment
			are expected to occur from the rail line and no potential to impact on air quality at the Site.
5	Coffee Alliance Pty Ltd	505	Various state separation distance guidelines recommend 250 m distance from coffee roasters producing more than 200 tonnes per year. Considering the 500 m distance of the Site to this facility and the presence of existing receptors within 50m of this facility, air quality impacts are considered very low risk.
6	Sullivan Nicolaides Pty Ltd	208	This scale and risk of air quality impacts from operation of this pathology facility are expected to be low based on the facility not requiring an environmental license and being below National Pollutant Industry reporting thresholds. There is a low frequency of winds from occurring from the southeast which would transport air quality pollutants towards the Site. The presence of existing residential land uses within 20 m of this facility indicates compatible land use with the Development. Based on the above air quality risks on the Development resulting from this facility are expected to be low risk.
7	Clem7 Tunnel Portal	300	As identified in **Section 2.3.1**, the Bowen Hills PDA Development Scheme requires developments within 100 m distance of the Clem Jones Tunnel north ventilation outlet to incorporate air quality mitigations relating to tunnel emissions. As the Site is further than 100 m from the ventilation tunnel such design features are not required this Development. Tunnel portals typically have lower concentrations of air pollutants than would be expected directly from a tunnel ventilation stack. The Site is 300 m to the nearest tunnel portal which is three times the 100 m separation distance appropriate for the higher risk stack source.
8	Clem7 Tunnel Ventilation Stack	280	
9	Airport M7 Tunnel Ventilation Stack	745	
10	M3 Tunnel Portal	535	

ID	Name	Distance to Site (m)	Assessment
			Based on the above, there is a low risk of air quality impacts resulting from the tunnel portals and ventilation stack as the distance of the Site (280m-745 m) to these sources provides opportunity for dispersion and dilution of pollutants. This is consistent with similar pre-existing residential developments located at comparable distances to these sources.

4.2.2 Transport Air Quality Corridor B Sub-Category

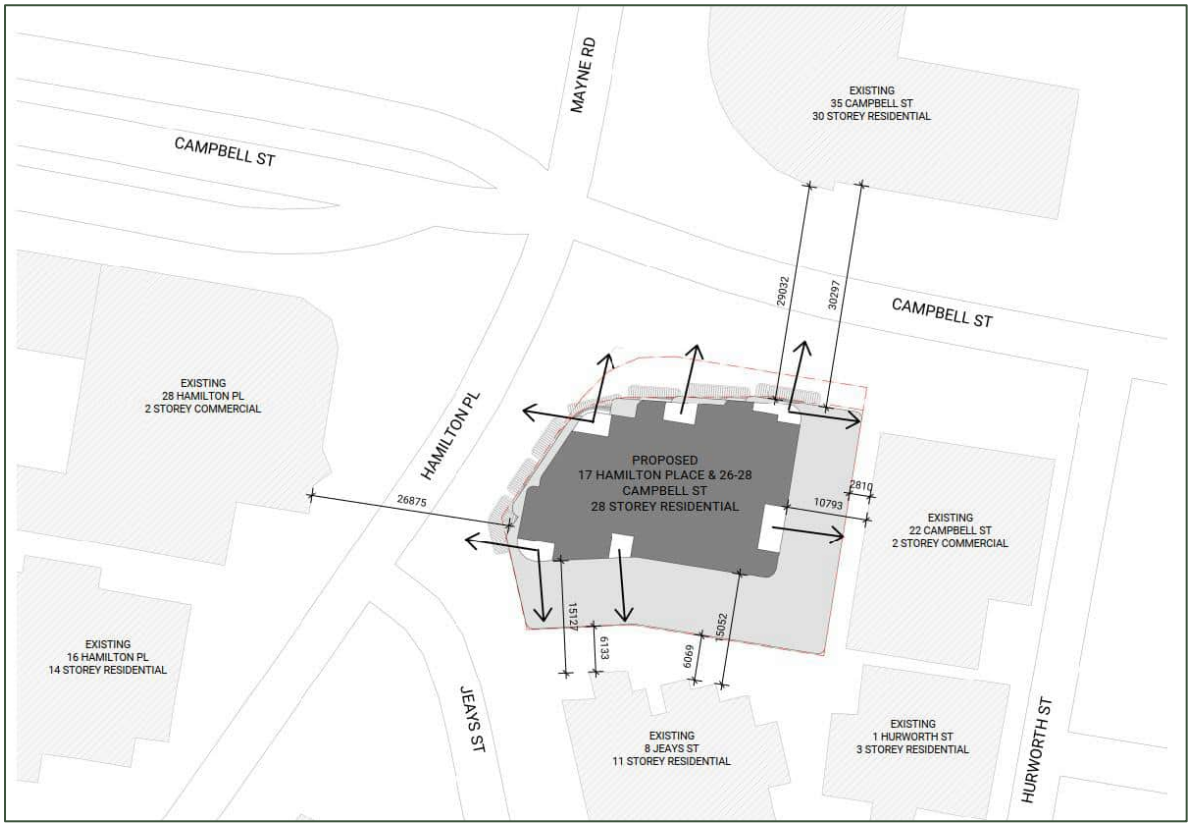
As identified in **Section 2.3.2.2**, the Site is located within sub-category B of the BCC Transport Air Quality Corridor. The following sections assess features of the proposed design against PO3 performance outcomes applicable for developments within Transport air quality corridor B sub-category.

a) Maintaining gaps between buildings at 7 m or higher

The proposed design incorporates setbacks for the significant majority of the building above 7 m height. More specifically the design maintains 10-15 m gaps from the nearest neighbouring buildings from the fifth level onwards as shown in **Figure 11**. Although these setbacks do not strictly start at 7 m height as required by PO3, the level 2 and level 3 carparks (5.1-8.7m heights) incorporate open perforated design features which promote airflow and are therefore consistent with meeting the intent of this requirement.

In addition to the above, airflow is promoted by surrounding Site specific features. The Site is located near to an intersection with wide angled connections widening the open area promoting movement of wind and dispersion of traffic pollutants. In particular, the large open ground level carpark northwest of the Site, angled side streets (Jeays St) and large distances to tall buildings to the north, west and northwest direction are all features that promote good airflow and prevent accumulation of traffic air pollutants. These feature greatly offset any minor issues associated with started building offsets at a slightly higher height than the requirement.

Figure 11 Setbacks incorporated in design



b) Variation in the building facade, in addition to balconies

Variation in the building facade is achieved by numerous design features and architectural elements including curved balconies, shade fin features, recessed/indented and staggered building layout. These features promote breaking up of wind flows and promote dispersion and dilution of traffic emissions.

An example of the variation and complexity of the building design is shown in **Figure 12** below.

Figure 12 Example of building façade variation



c) Varying the building shape and form from that of neighbouring buildings

Due to the Site's unique curved northwestern boundary, the building overall shape varies from neighbouring buildings as a matter of necessity as it cannot be constructed in a square or rectangle footprint. The design further differs from neighbouring buildings by incorporating curved brick work, indents and recesses as well as shade fin features. Combined this creates a complex and surface area with characteristics that promote dispersion of air pollutants and differs from nearby buildings.

d) Significant vegetation between the road and the building

Vegetation is proposed along Campbell Street and Hamiliton Road this provides an opportunity to **place vegetation** between the building and the roads. There is also vegetation planted on the ground level and level 3 (recreational level).

Although the level of vegetation incorporated into the design cannot be considered significant, the design ensures sensitive residential uses only occur commencing from level

five. This provides significant vertical separation and opportunity for dispersion of traffic air pollutants greatly offsetting any missed benefits from incorporating more significant vegetative barriers that were not practical to implement at the Site.

5.0 Conclusion

SLR has been commissioned by Landitude Bowen Hill SPV Pty Ltd to prepare an AQIA in support of their Development Application for a proposed mixed-use development located at 17 Hamilton Place, 26 and 28 Campbell Street, Bowen Hills, Easement A on SP145847, and part of the Common Property of Code Bowen Hills Community Titles Scheme 43095 . This report has been performed with reference to relevant sections of the Brisbane City Plan 2014 (City Plan 2014). The aim of this assessment is to assess potential air impacts from the Project on neighbouring receptors as well assess potential air quality impacts associated with surrounding existing sources on the proposed development.

The study identified that the key potential air emission sources and types from the Project were as follows:

- Food and Drink Outlet (restaurant related emissions)
- Carpark vent (vehicle exhaust related emissions)

For Food and Drink outlets, the assessment assumed that these outlets would be operated using industry standard appropriate mitigations and placement of any required ventilation outlets could achieve a minimum separation distance of 6m from surrounding sensitive uses. It is recommended that a more detailed odour impact assessment may be required should industry standard mitigations not be sufficient to mitigate odour nuisance or placement of kitchen exhaust vents cannot meet the required 6 m separation distance.

In order to assess the emissions from the proposed carpark vent, the in-stack concentrations for key combustion related pollutants were estimated using publicly available idling emission factors for light duty gasoline vehicles, designed peak hourly traffic volume and ventilation rate. Analysis of the calculated concentration data showed that the in-stack concentrations of each pollutant are likely to be significantly lower than the relevant criteria outlined in the City Plan 2014 for a worst-case scenario identified based on designed peak hourly traffic flow. Furthermore, considering that the exhaust plume will undergo dilution prior to reaching nearby receptors and accounting for the low background pollutant concentrations, the risk of any potential exceedance due to the operation of the carpark can be considered negligible

Other emission sources in the vicinity of the Site were identified including, roadside traffic, road tunnel portal and ventilation stack, pathology, coffee roasters and rail locomotive workshop. The assessment concluded a low risk for air quality impacts from these identified activities upon the Development. This was based on scale of operation, separation distance and nature of operation and compatibility with pre-existing uses.

Based on the above, air quality is not considered to be a constraint to the development .

6.0 References

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Appendix A Design Drawings

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

Air Quality Impact Assessment

Landitude Bowen Hill SPV Pty Ltd

SLR Project No.: 620.042713.00002

23 January 2026

PLUS STUDIO®

HAMILTON & CAMPBELL

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

DEVELOPMENT APPLICATION

23.01.2026

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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DESIGN DRIVERS	15
DESIGN THINKING	19
DESIGN PRINCIPLES	22
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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

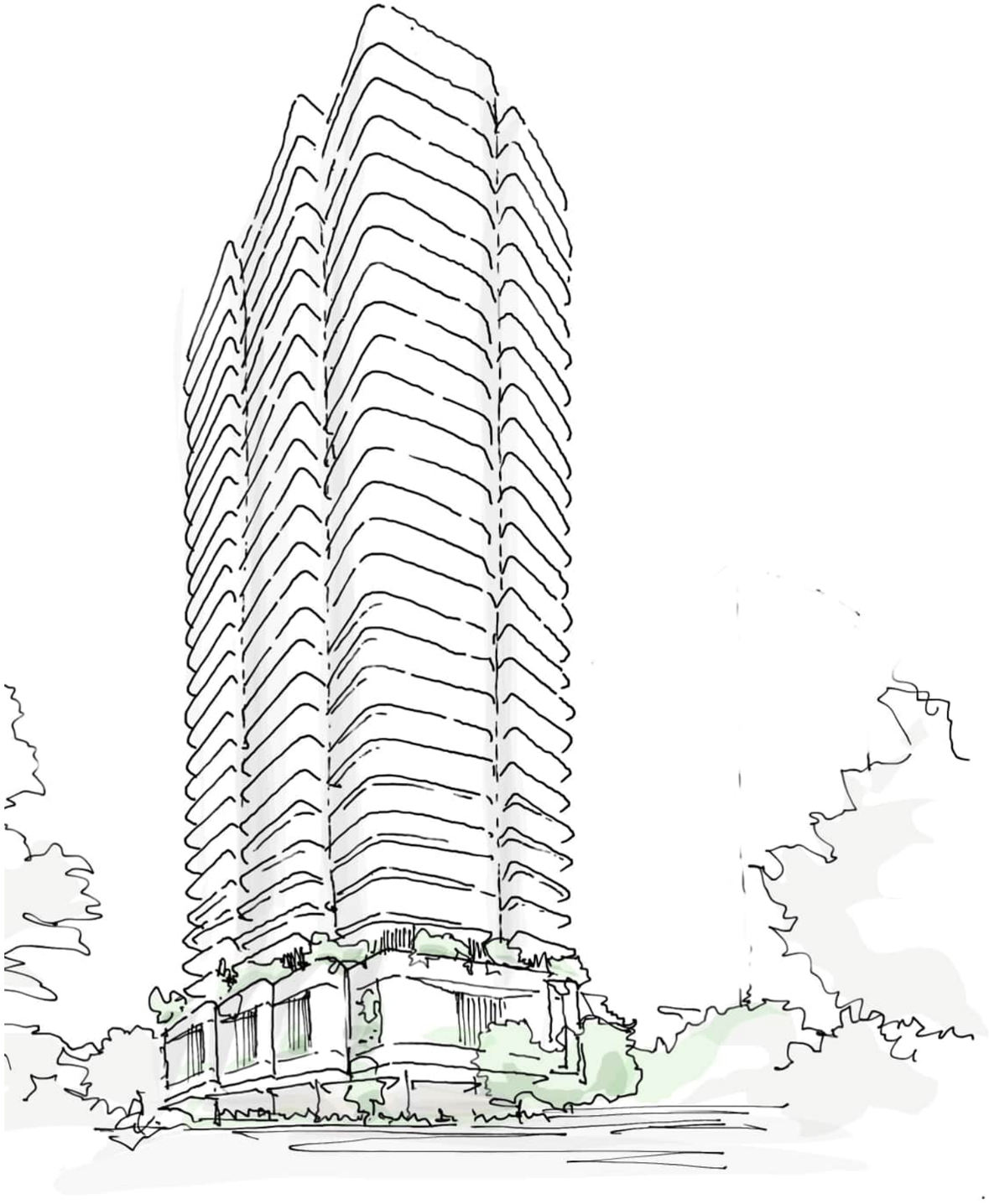
Landscape design is central to the project's identity, with elevated planters and sub-tropical greenery softening building edges, improving microclimate, and enhancing urban cooling. The design incorporates passive solar strategies, deep tower eaves, strategically placed vertical shading fins, and cross-ventilation 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:

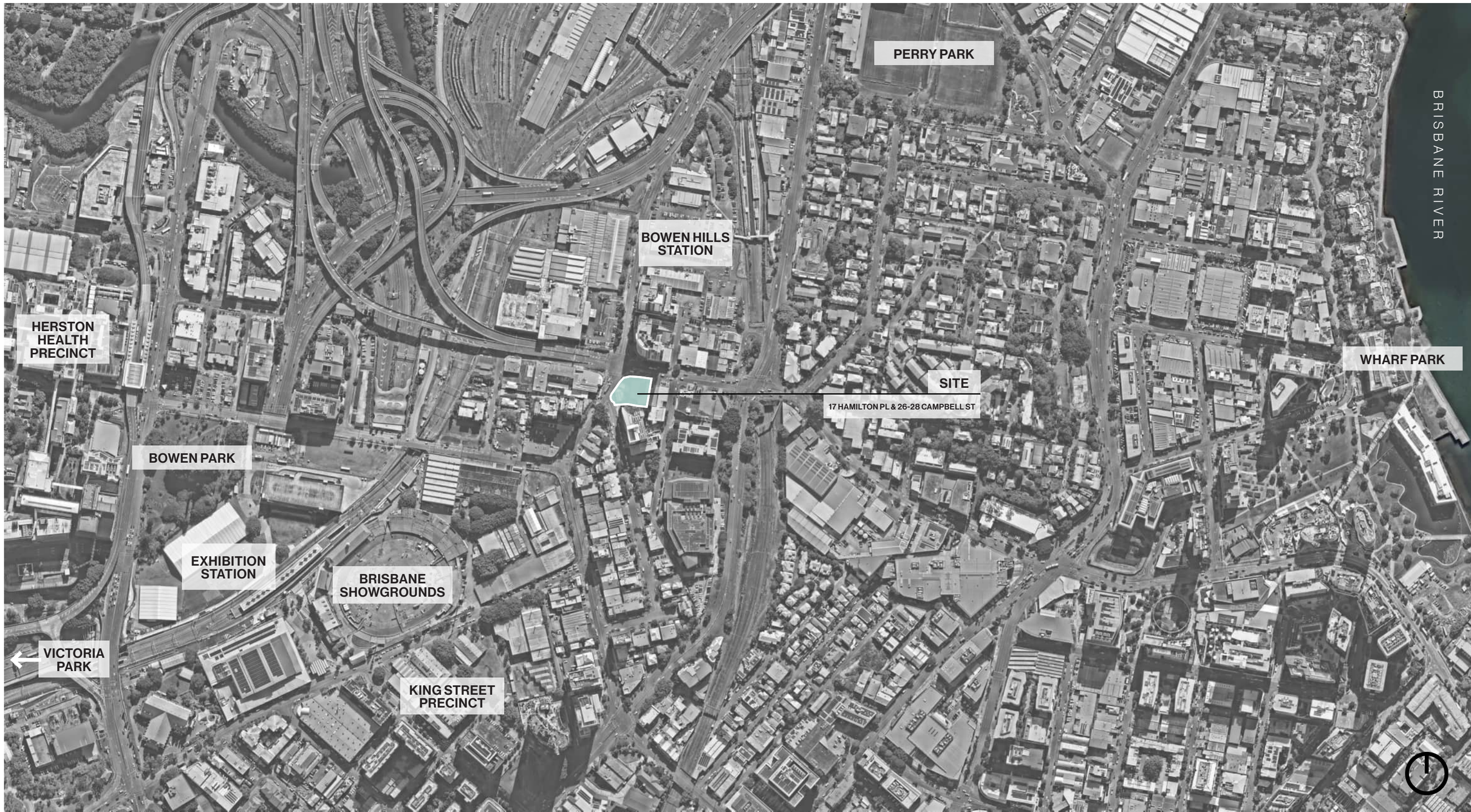
- Lush podium landscaping and a refined architectural character
- Setback retail frontages that enable active outdoor dining and F&B activity
- A stepped brick podium referencing historic building material and scale with vertical batten infills
- Publicly accessible community space
- A sculpted, landmark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

LOCATION


PERRY PARK
BOWEN HILLS STATION
BRISBANE RIVER
HERSTON HEALTH PRECINCT
WHARF PARK
SITE
17 HAMILTON PL & 26-28 CAMPBELL ST
BOWEN PARK
EXHIBITION STATION
BRISBANE SHOWGROUNDS
VICTORIA PARK
KING STREET PRECINCT

The Context
LOCATION

BUS STOP

TRAIN STATION

PRIMARY ROAD

SECONDARY ROAD

TRAIN LINE



The Context

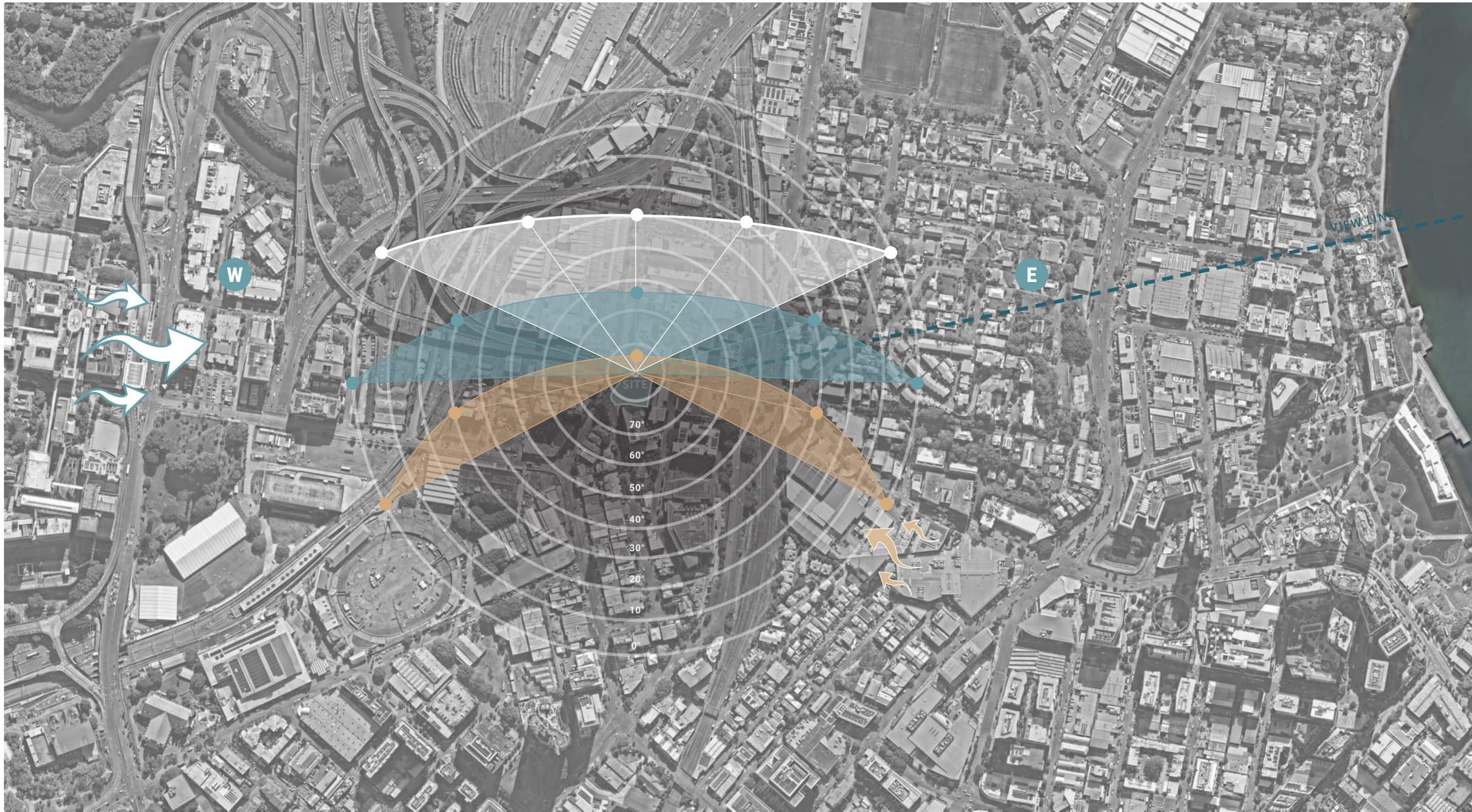
LOCATION

SUMMER SUN PATH

AUTUMN/SPRING SUN PATH

SUMMER PREVAILING WINDS

WINTER PREVAILING WINDS



LOCATION

ARCHITECTURALLY RECOGNISED BUILDINGS IN THE PRECINCT

BUS STOP

TRAIN STATION

PRIMARY ROAD

SECONDARY ROAD

TRAIN LINE

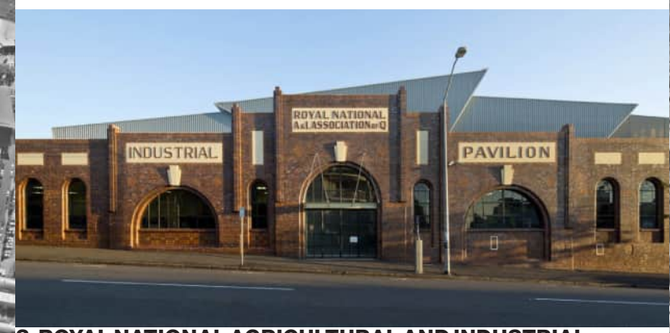




1. QUEENSLAND NEWSPAPERS



2. QUEENSLAND NEWSPAPERS

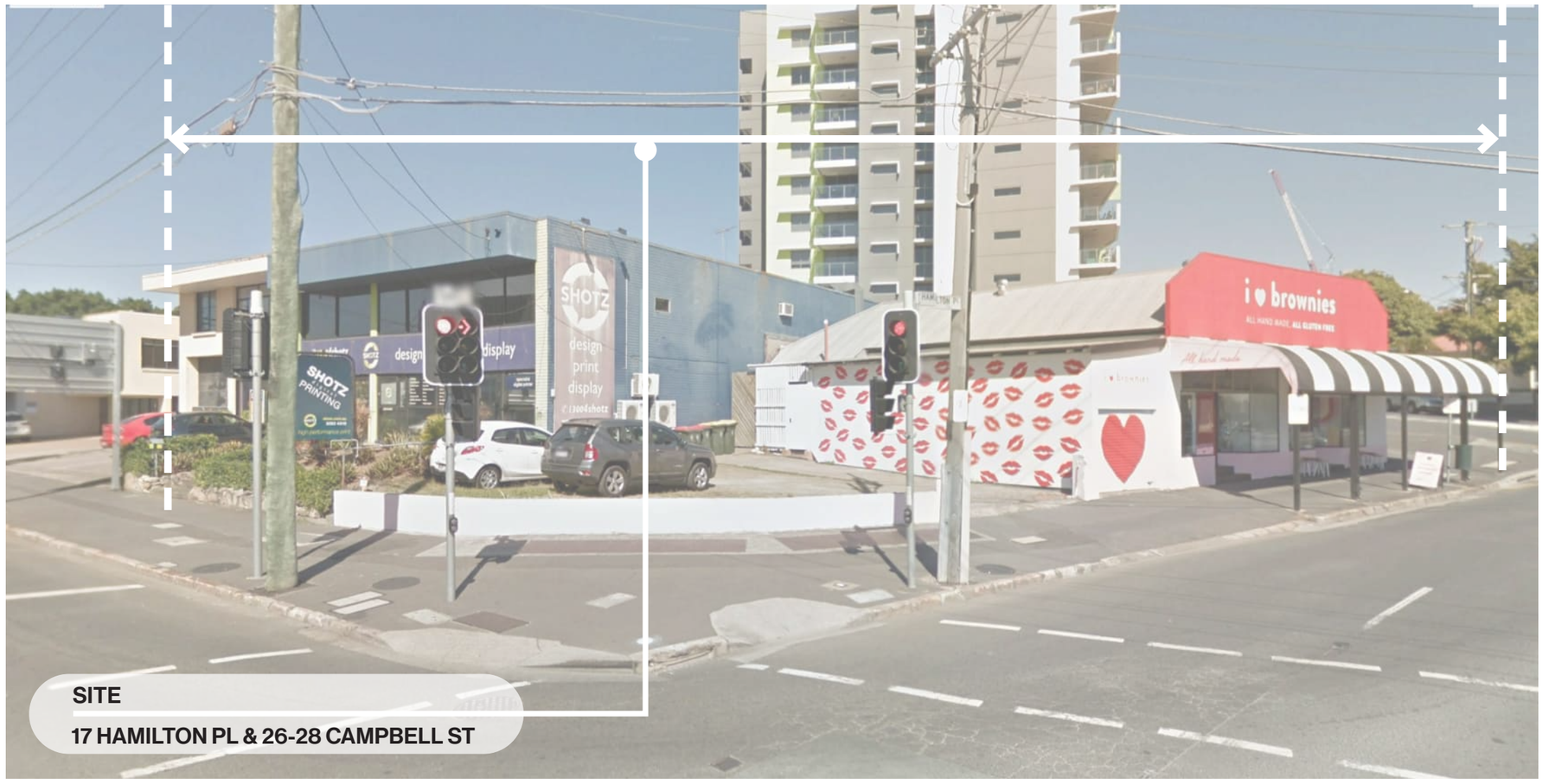


3. ROYAL NATIONAL AGRICULTURAL AND INDUSTRIAL ASSOCIATION OF QUEENSLAND

LOCATION


BOWEN HILL
STATION
MAYNE RD
CAMPBELL ST
CAMPBELL ST
17 HAMILTON PL
PROPOSAL SITE
HAMILTON PLACE
JEAYS ST
HURWORTH ST
TO
BRISBANE
SHOWGROUND
TO FORTITUDE
VALLEY

EXISTING CONDITIONS





6



5



1



2



3

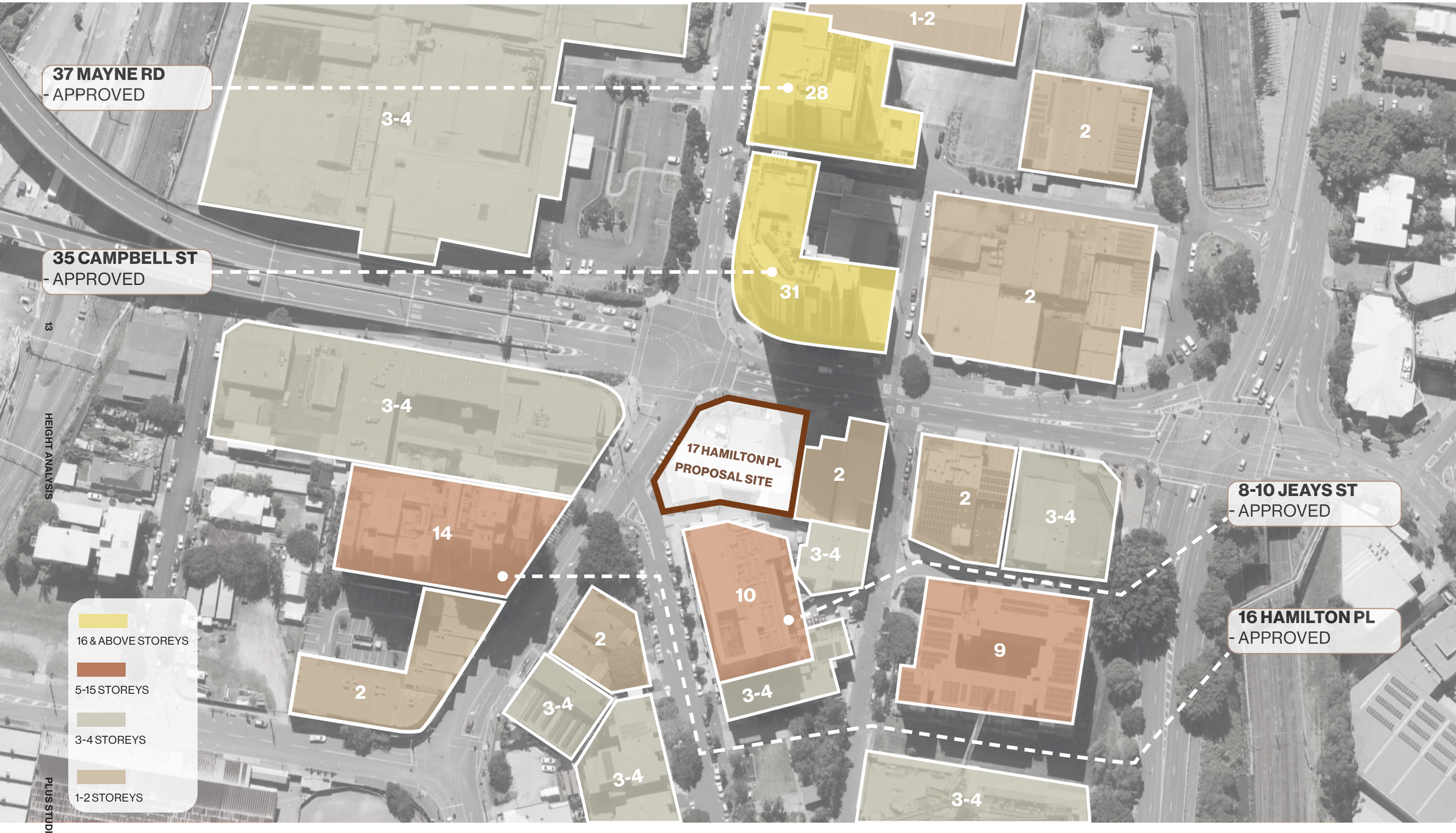


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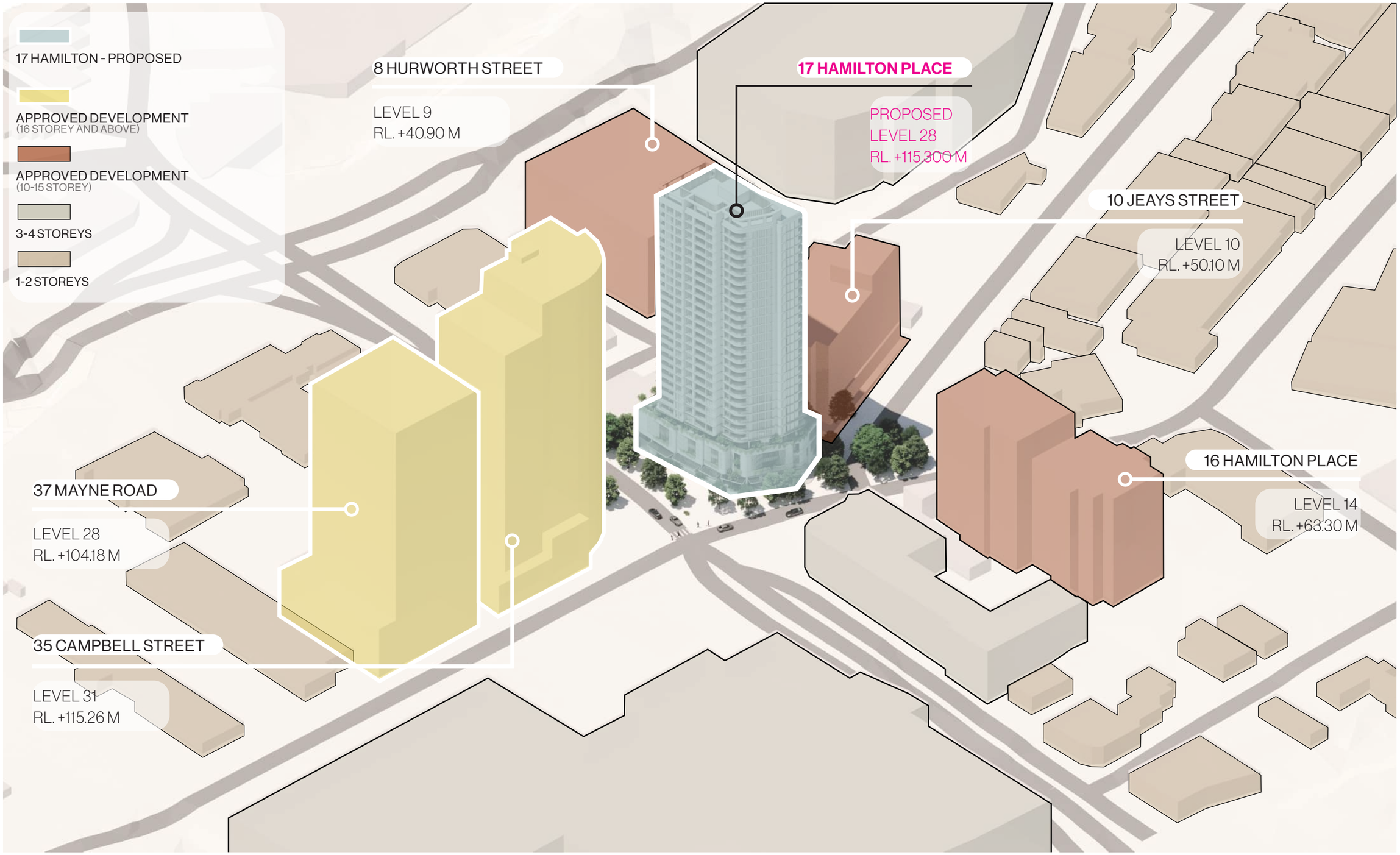
HEIGHT ANALYSIS

Building Height Analysis

EXISTING CONDITIONS



LOCAL CONTEXT - PROPOSAL



DESIGN DRIVERS

Design Driver

TIMELESS SUB-TROPICAL LANDMARK.

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

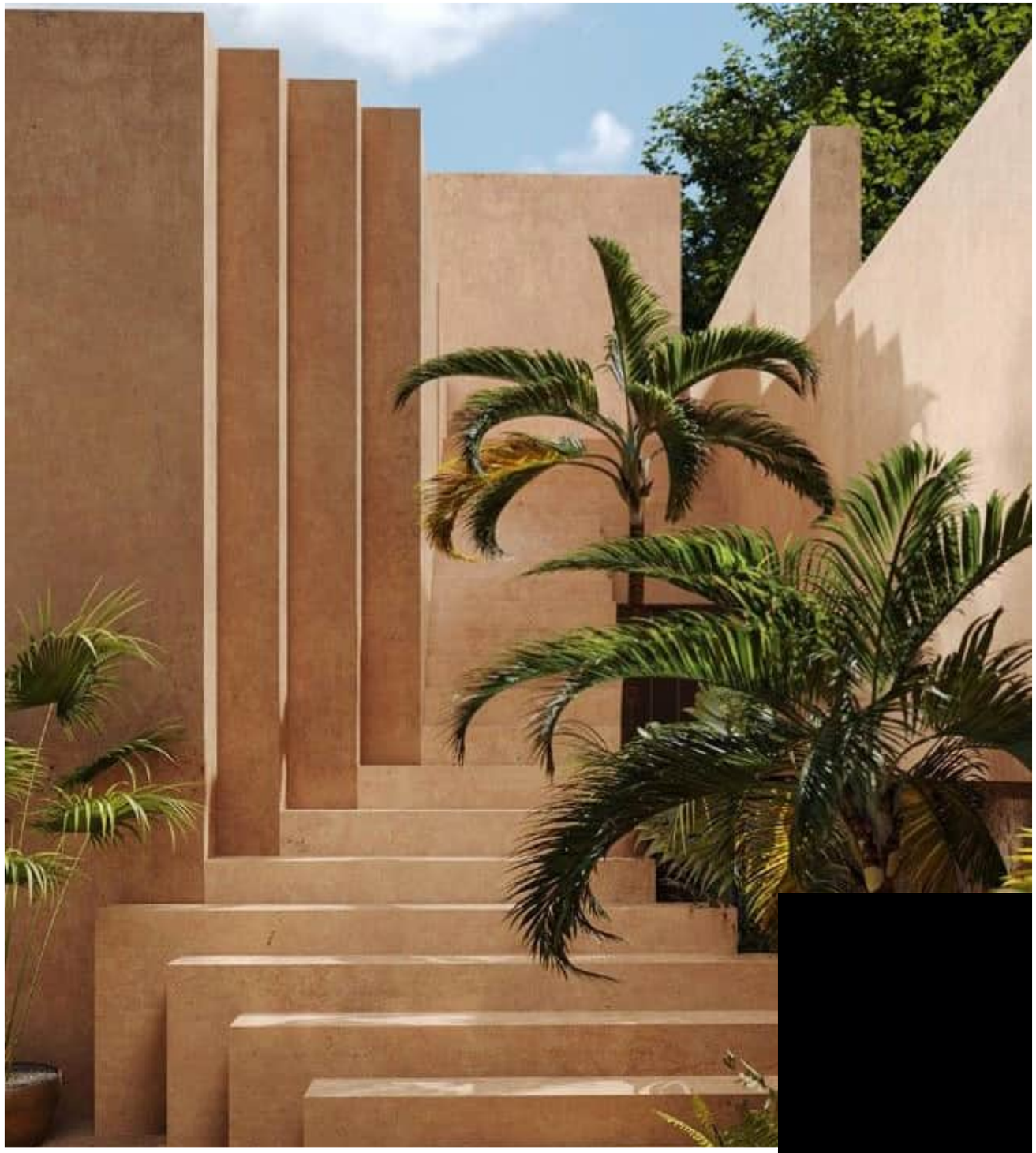




Design Driver

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

DESIGN THINKING

PLUS STUDIO

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

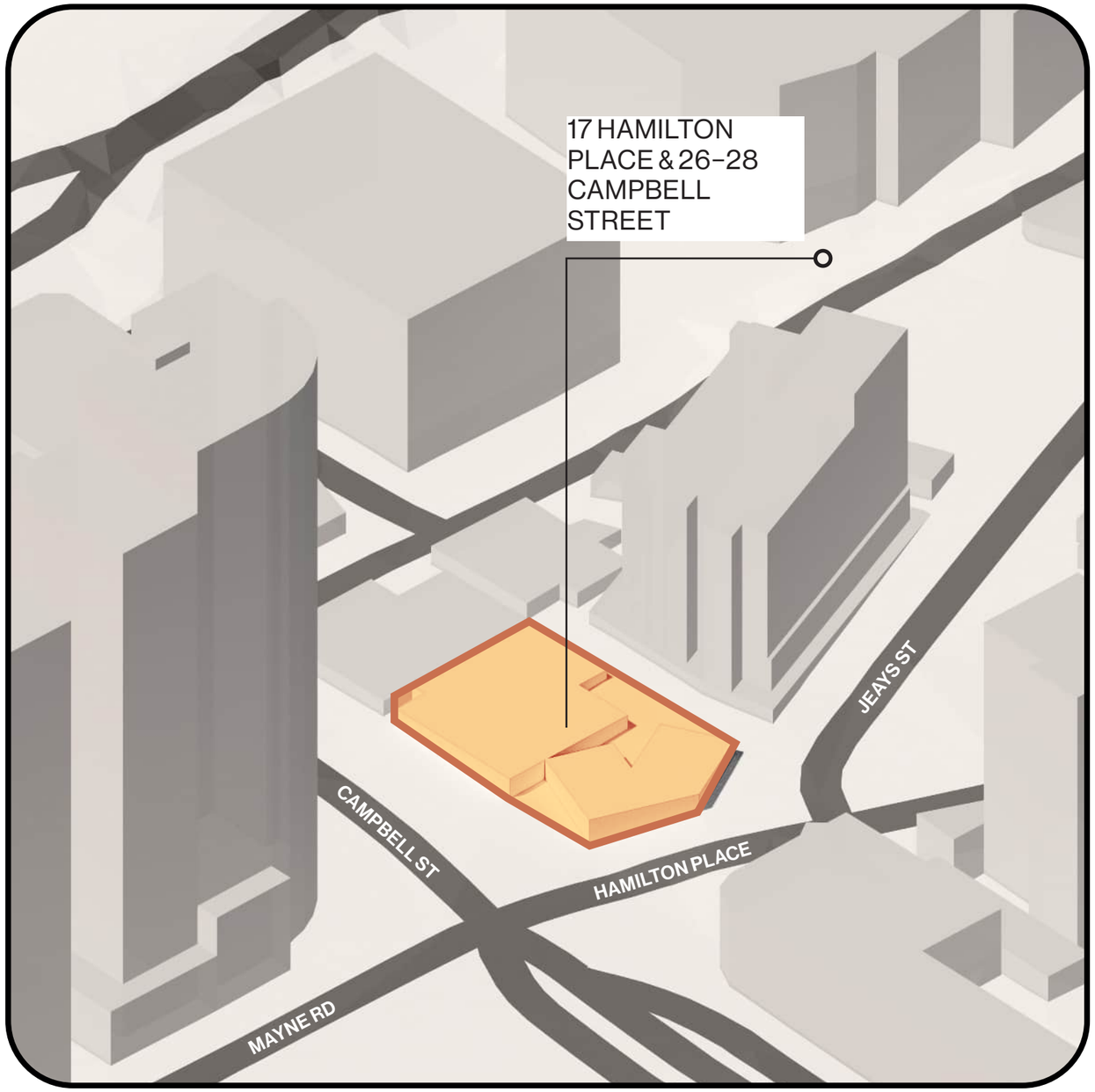
06 Face Brick - Hit and Miss

07 Face Brick - Staggered Horizontal

08 Face Brick - Stack Bond

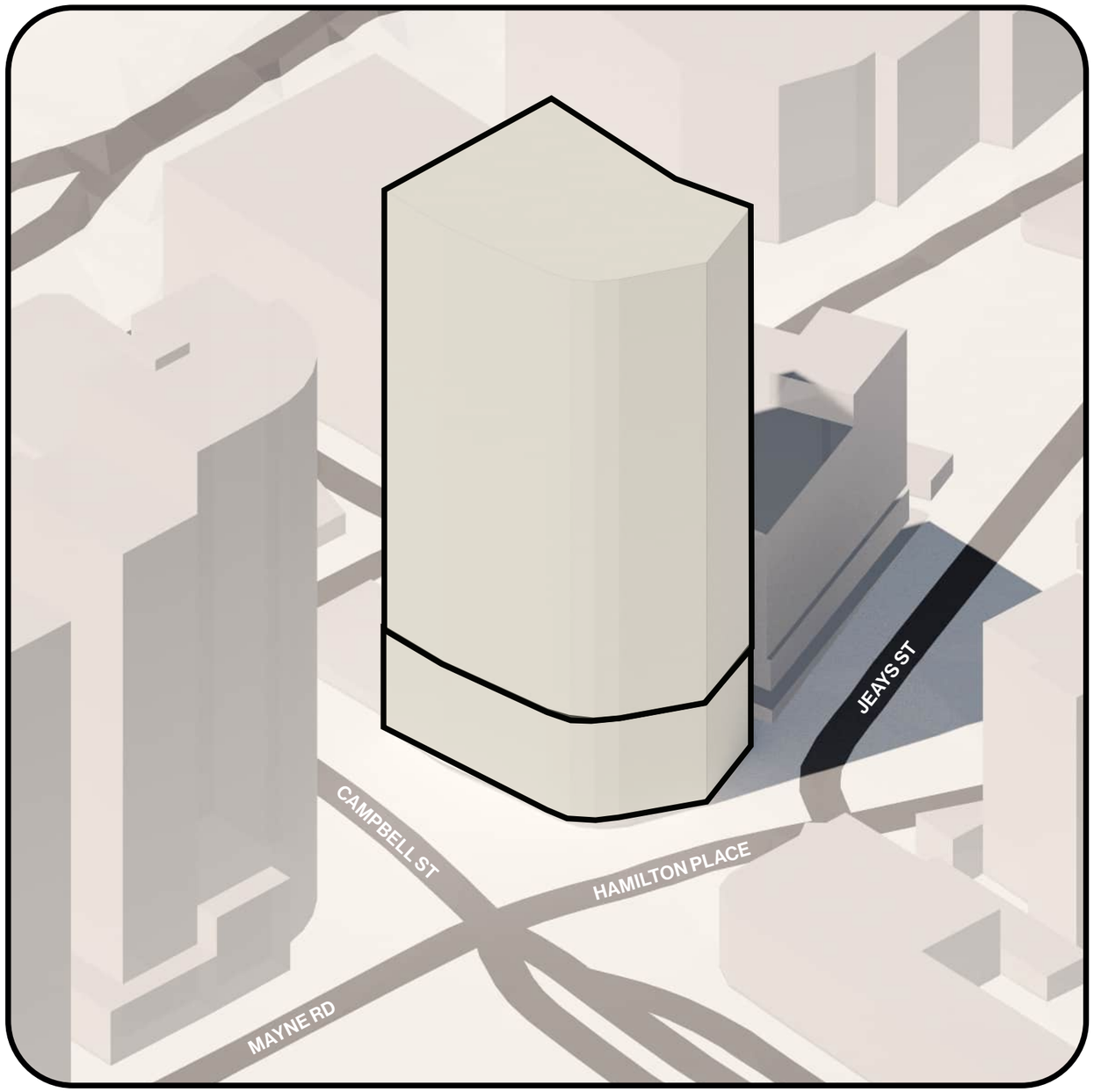
DESIGN PRINCIPLES

SUBJECT SITE



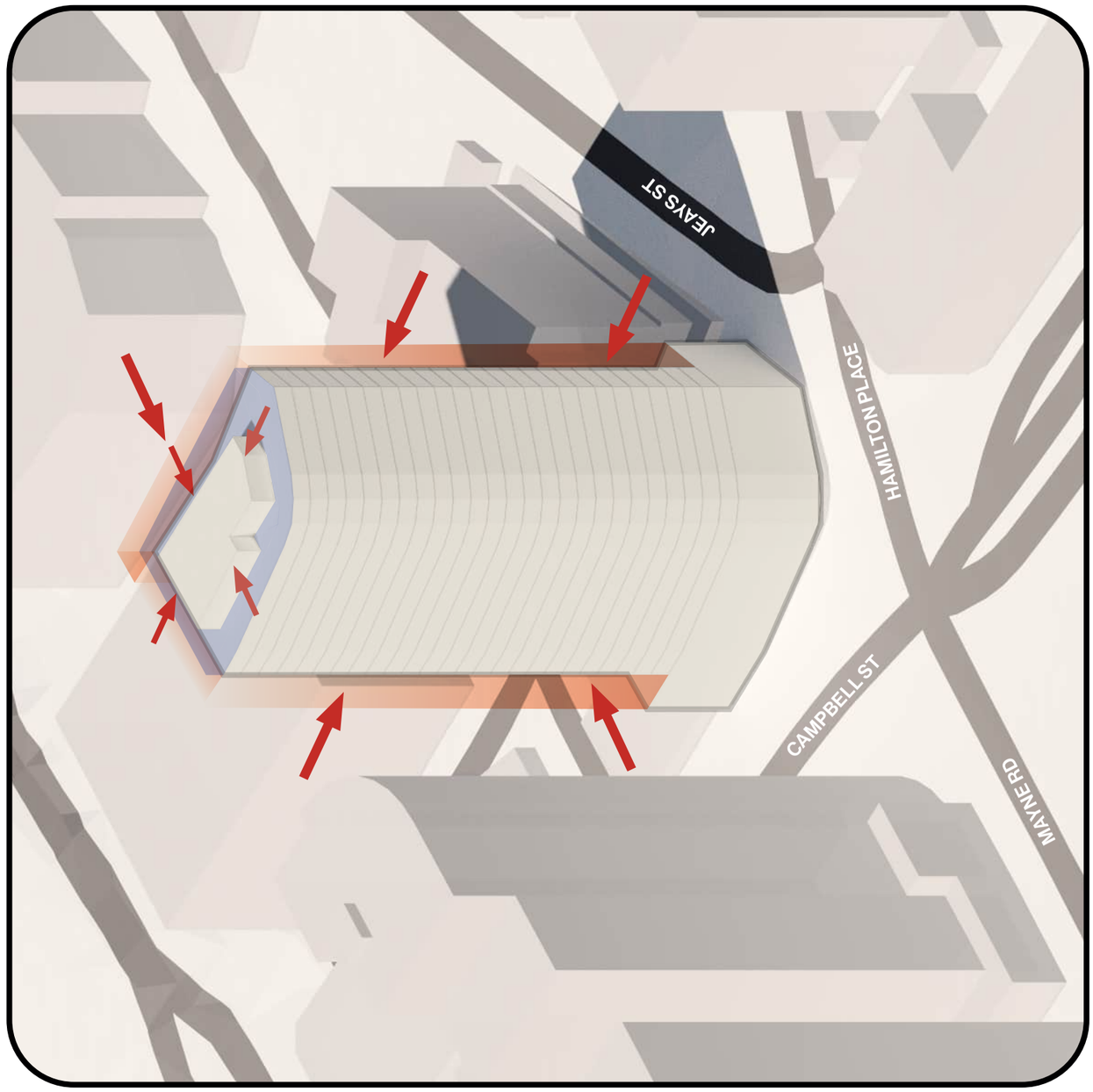
DESIGN PRINCIPLES

MASSING



DESIGN PRINCIPLES

SETBACKS



BUILT FORM ARTICULATION

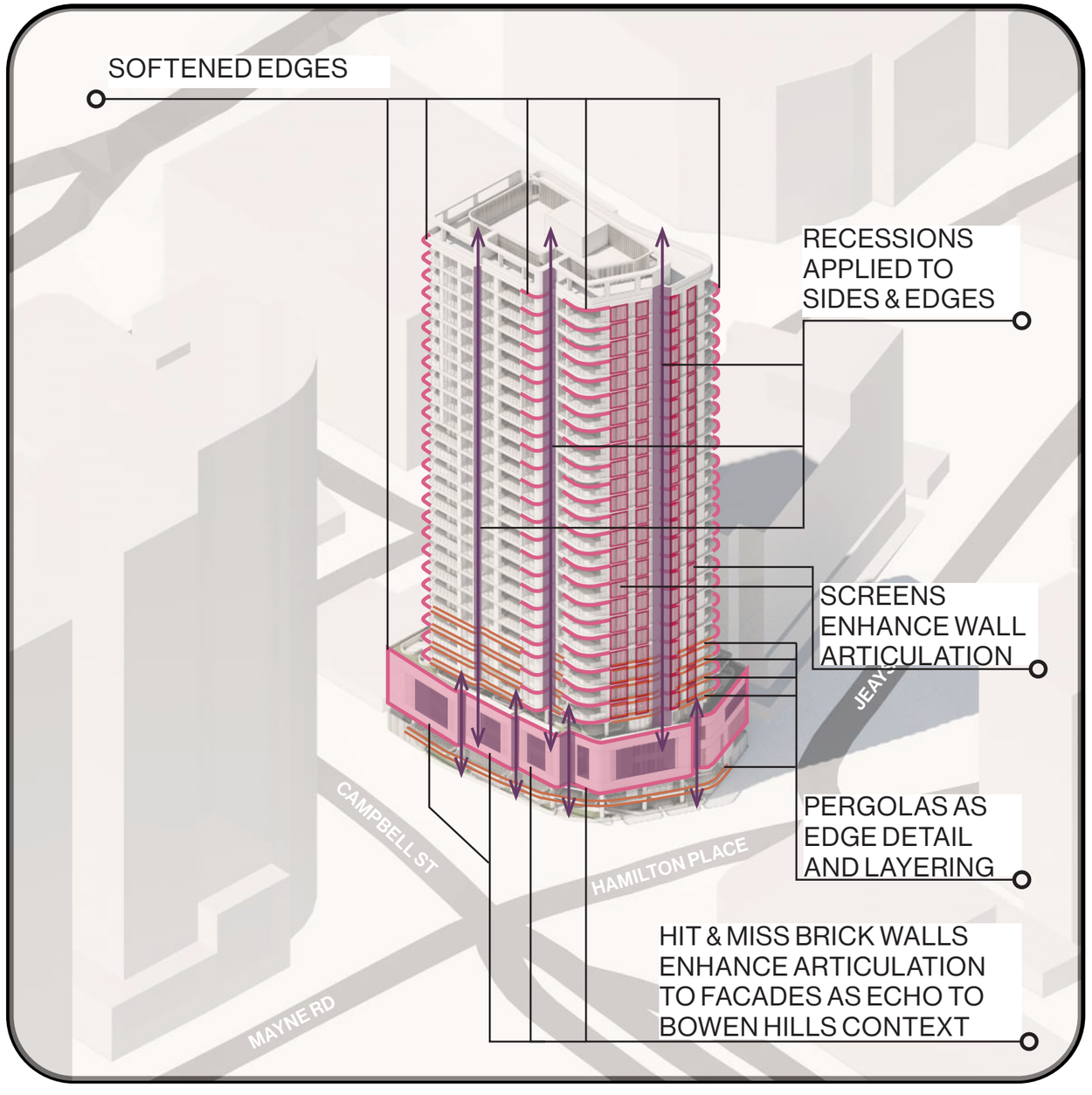
PRINCIPLE 01

RECESSIONS

ARTICULATED WALLS

SOFTENED EDGE

EDGE LAYERING (PERGOLA)

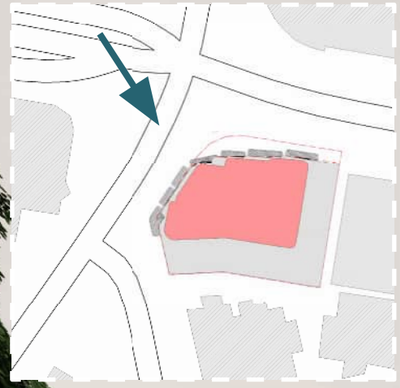


LANDSCAPING IN FACADE

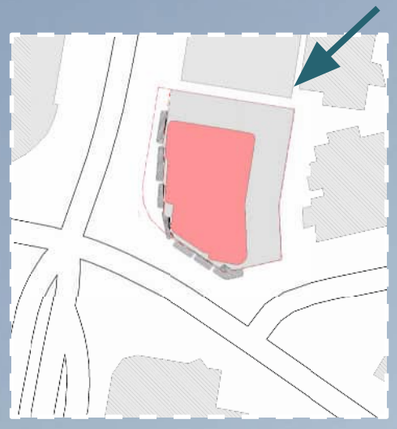
PRINCIPLE 02

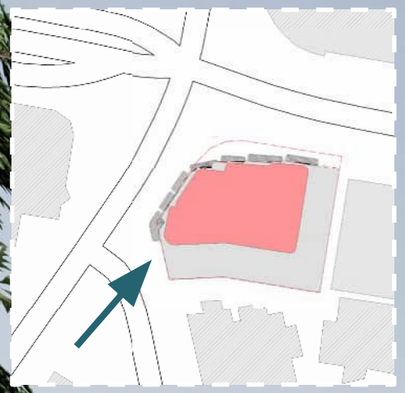


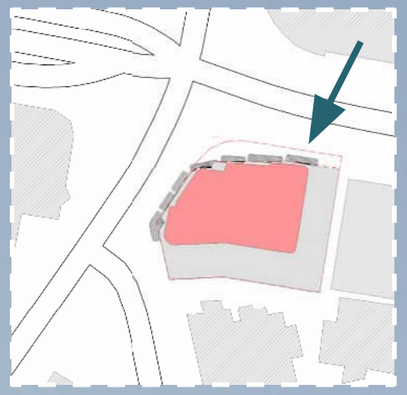
THE VISUAL

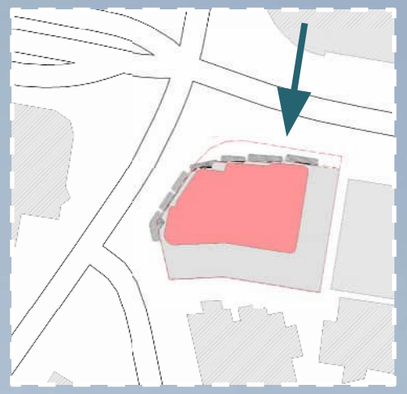


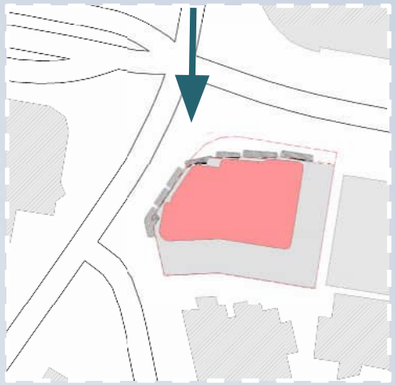


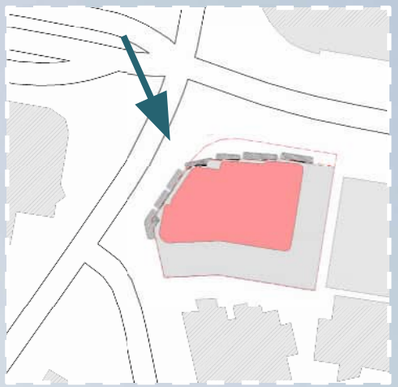


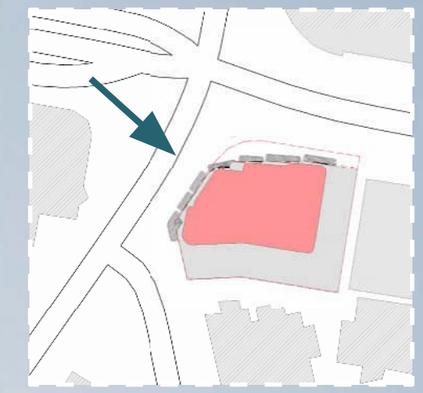


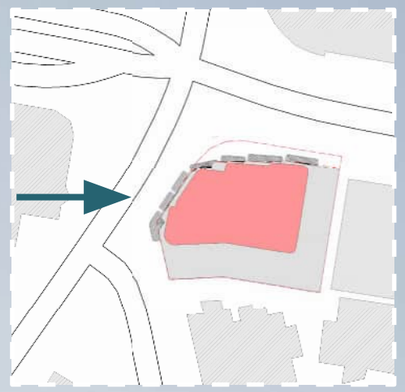


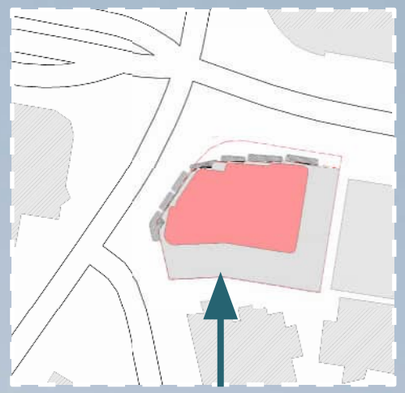


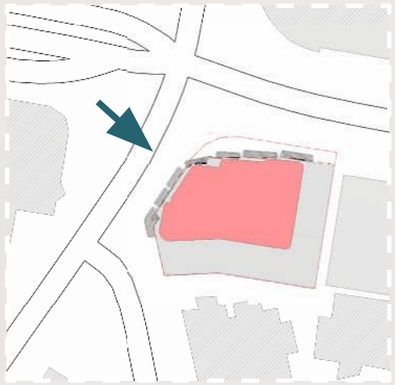




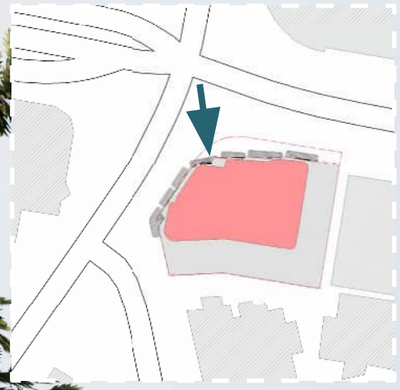


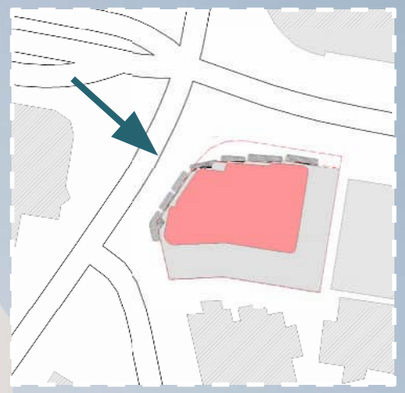






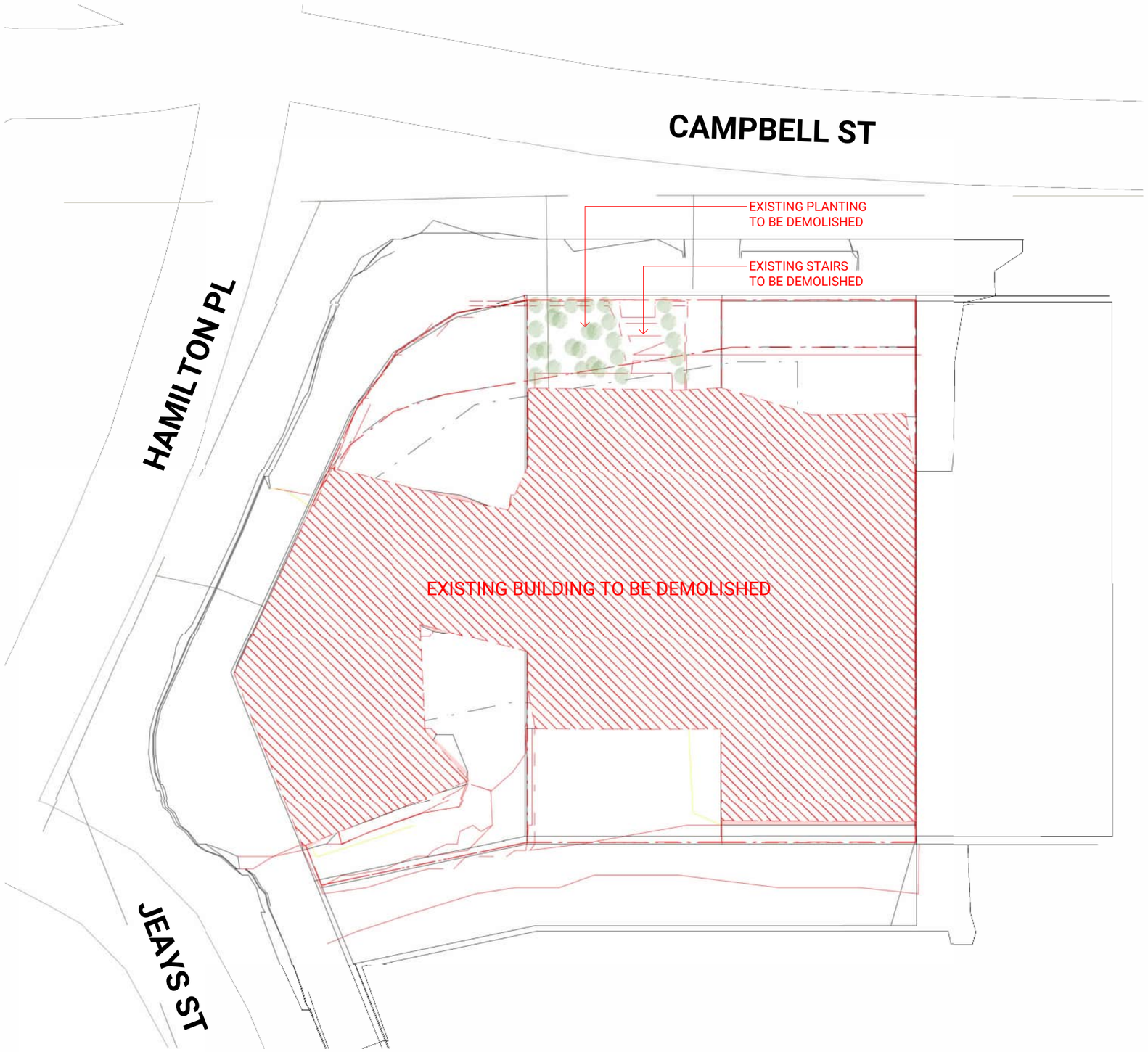
THE





OUR SOLUTION

EXISTING AND DEMOLITION PLAN



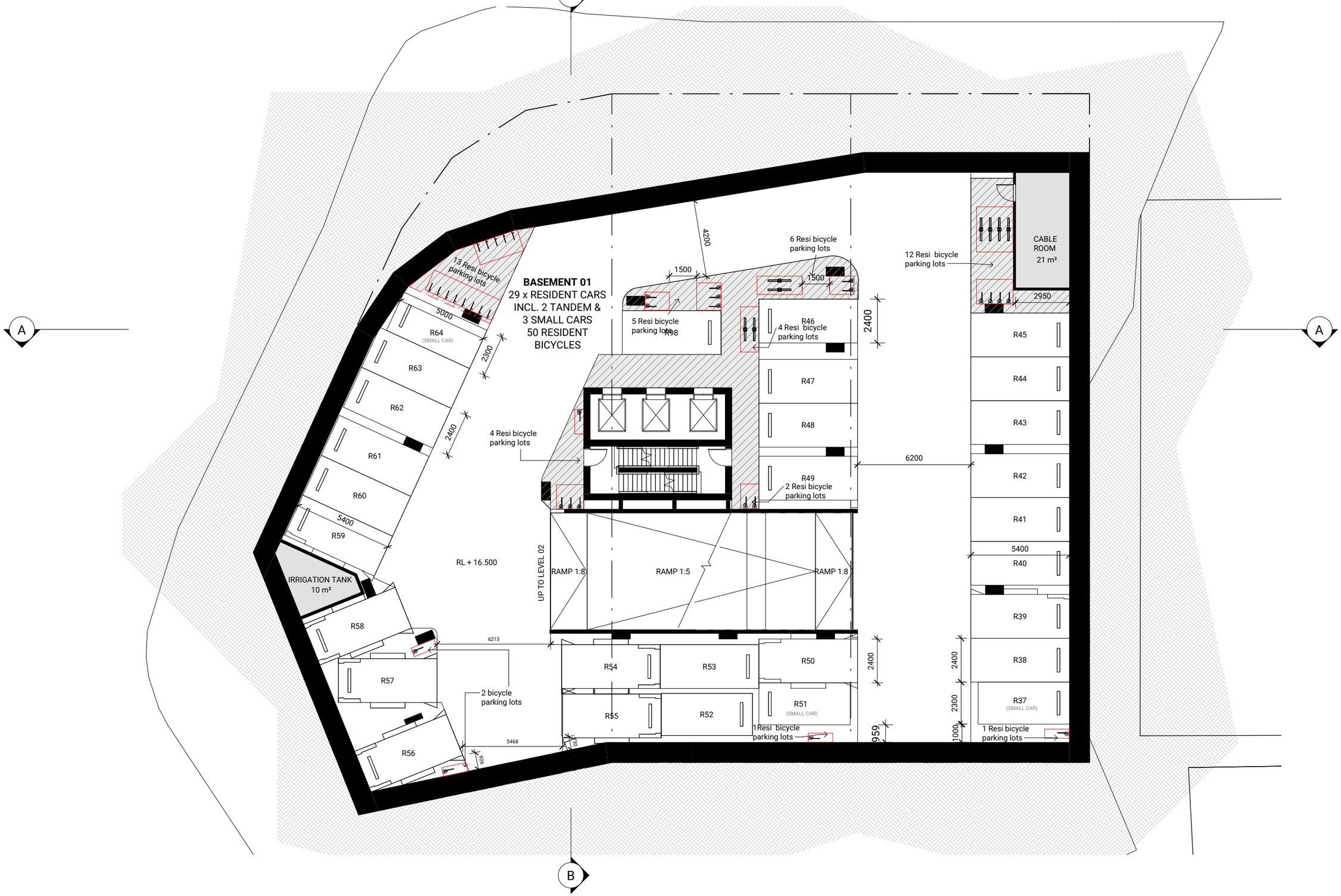
SCALE 1:300 @ A3 SIZE

FLOOR PLAN - BASEMENT 02



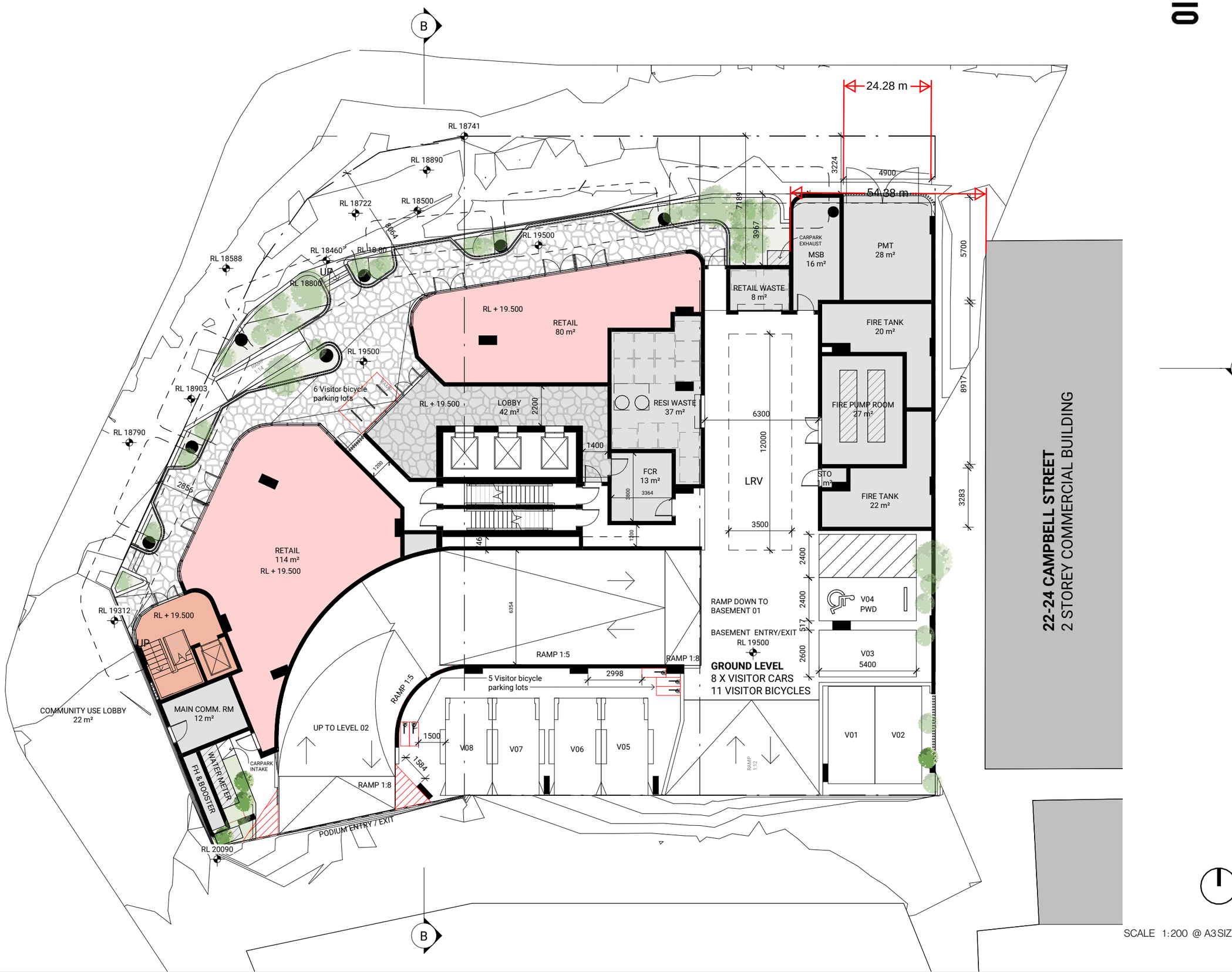
SCALE 1:200 @ A3 SIZE

FLOOR PLAN - BASEMENT 01



SCALE 1:200 @ A3 SIZE

FLOOR PLAN - GROUND LEVEL



SCALE 1:200 @ A3 SIZE

FLOOR PLAN - LEVEL 02



SCALE 1:200 @ A3 SIZE

Our Solution

FLOOR PLAN - LEVEL 03



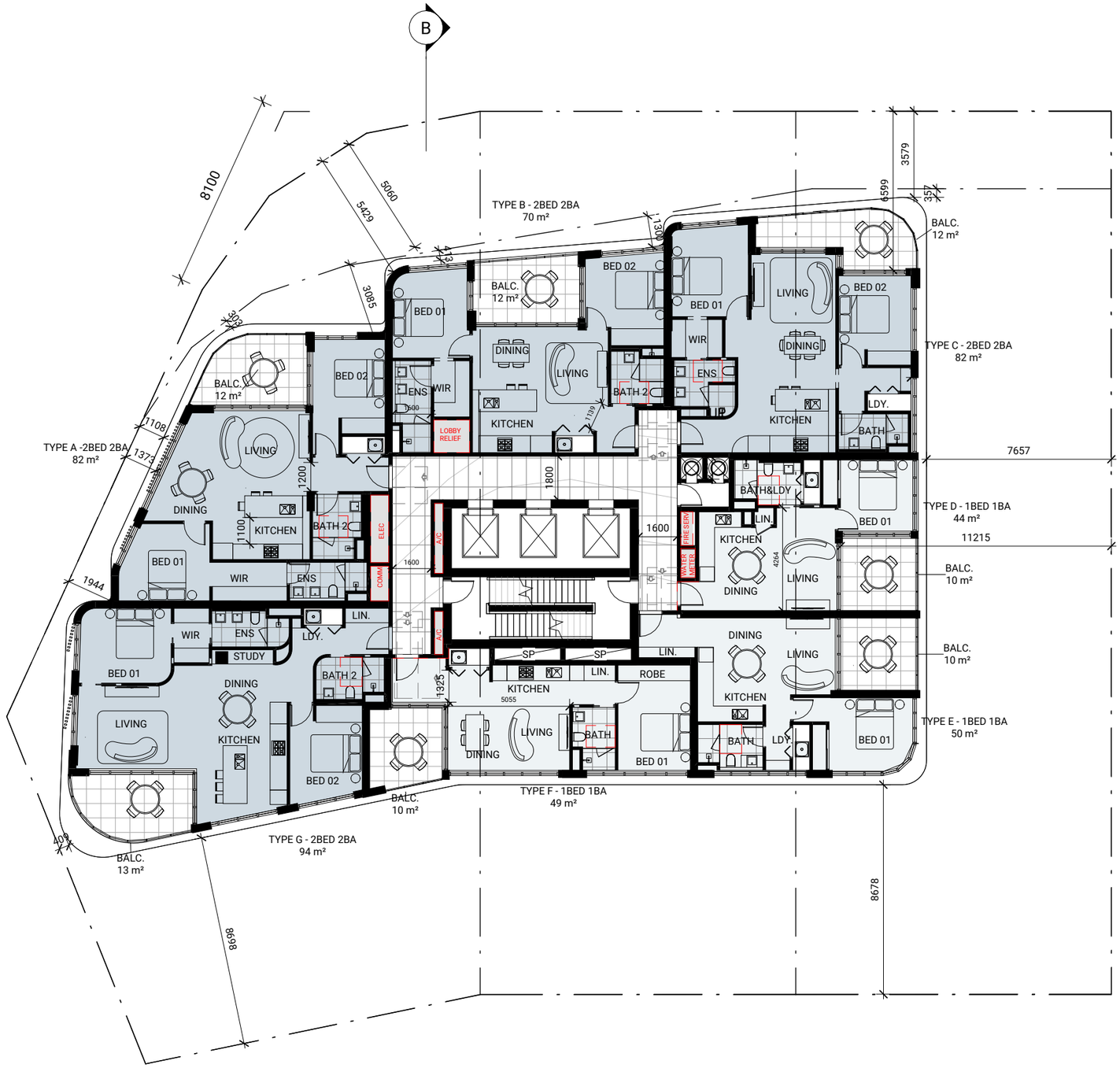
SCALE 1:200 @ A3 SIZE

FLOOR PLAN - LEVEL 04 - RECREATION



SCALE 1:200 @ A3 SIZE

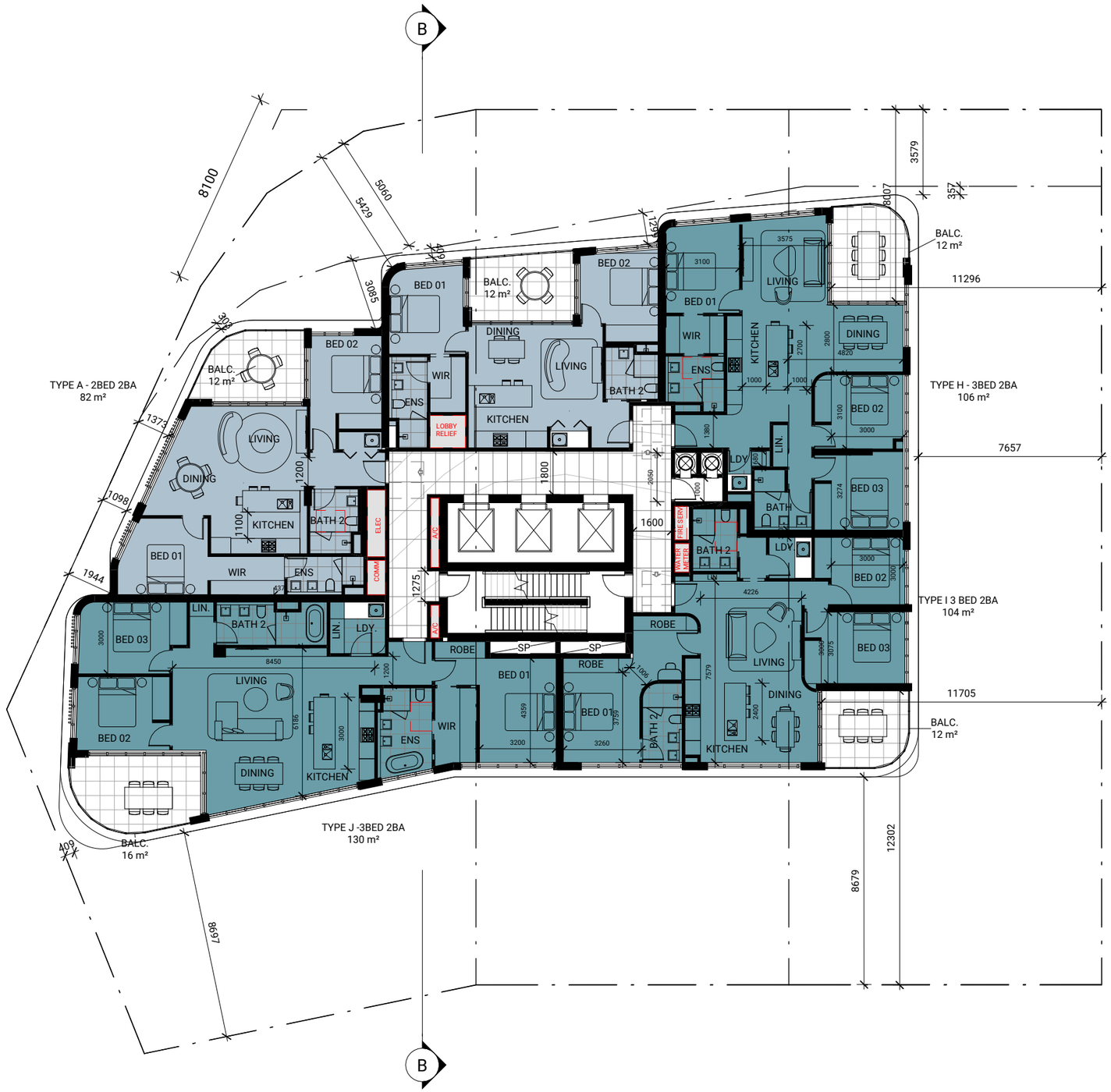
FLOOR PLAN - LEVELS 05-18



22-24 CAMPBELL STREET
2 STOREY COMMERCIAL BUILDING

SCALE 1:200 @ A3 SIZE

FLOOR PLAN - LEVELS 19-28

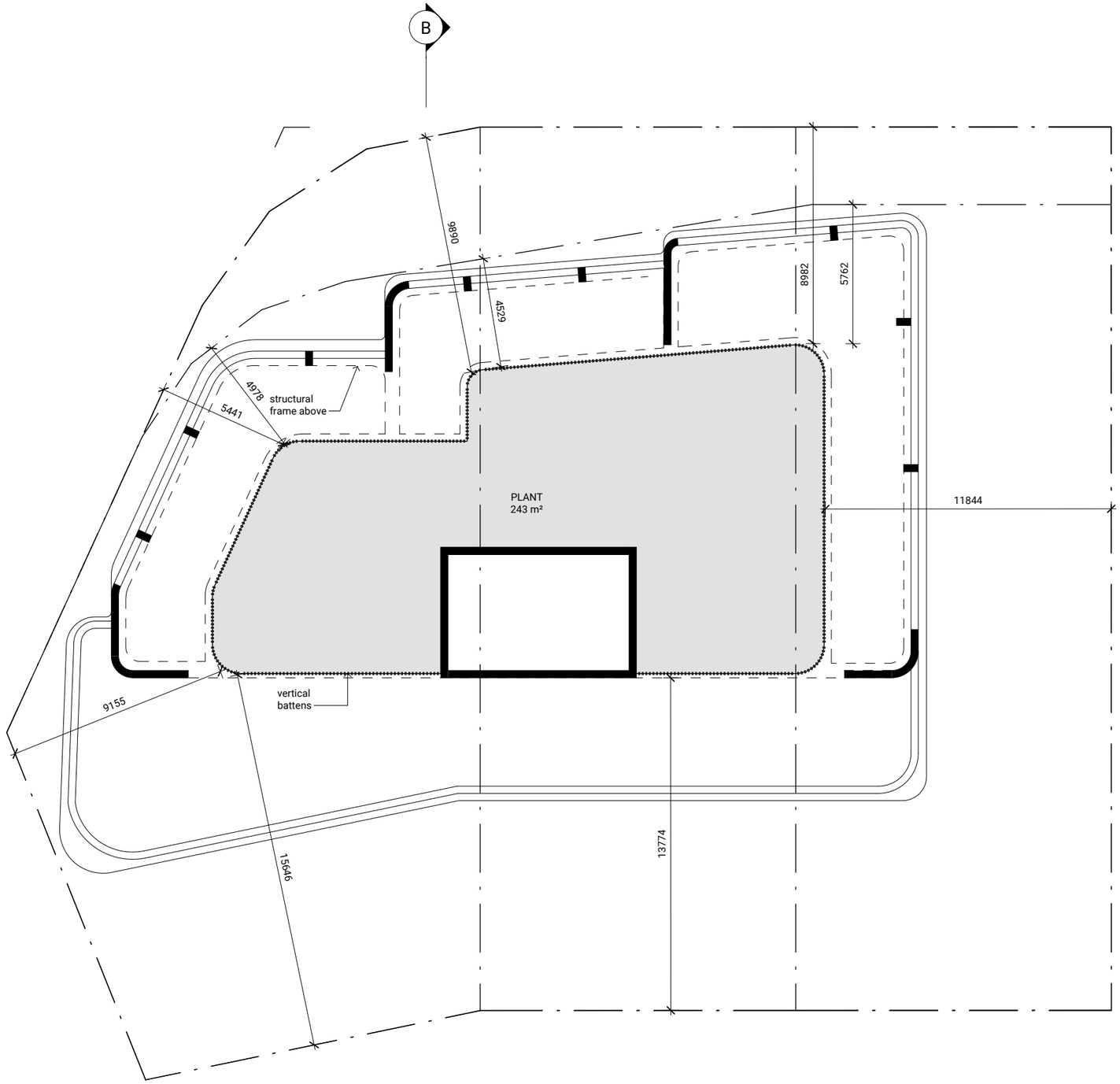


22-24 CAMPBELL STREET
2 STOREY COMMERCIAL BUILDING

SCALE 1:200 @ A3 SIZE

Our Solution

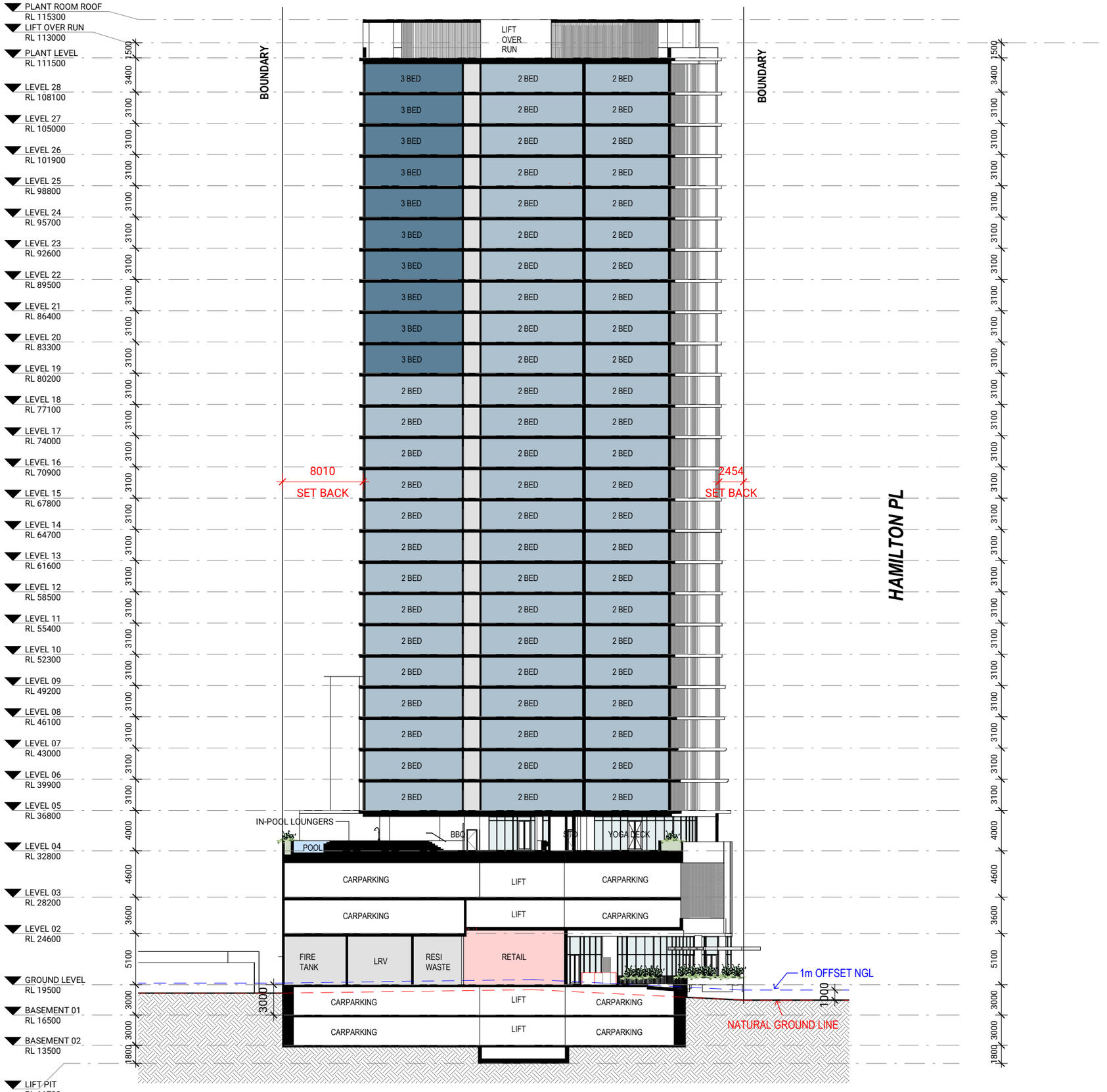
ROOF PLAN

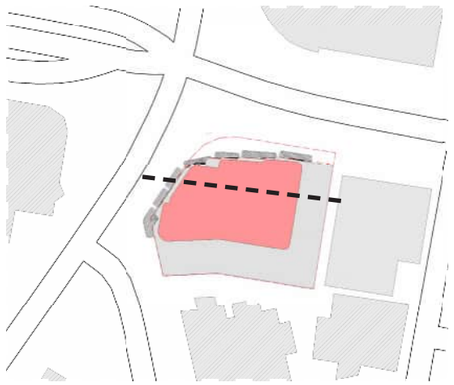


SCALE 1:200 @ A3 SIZE

Our Solution

SECTION A

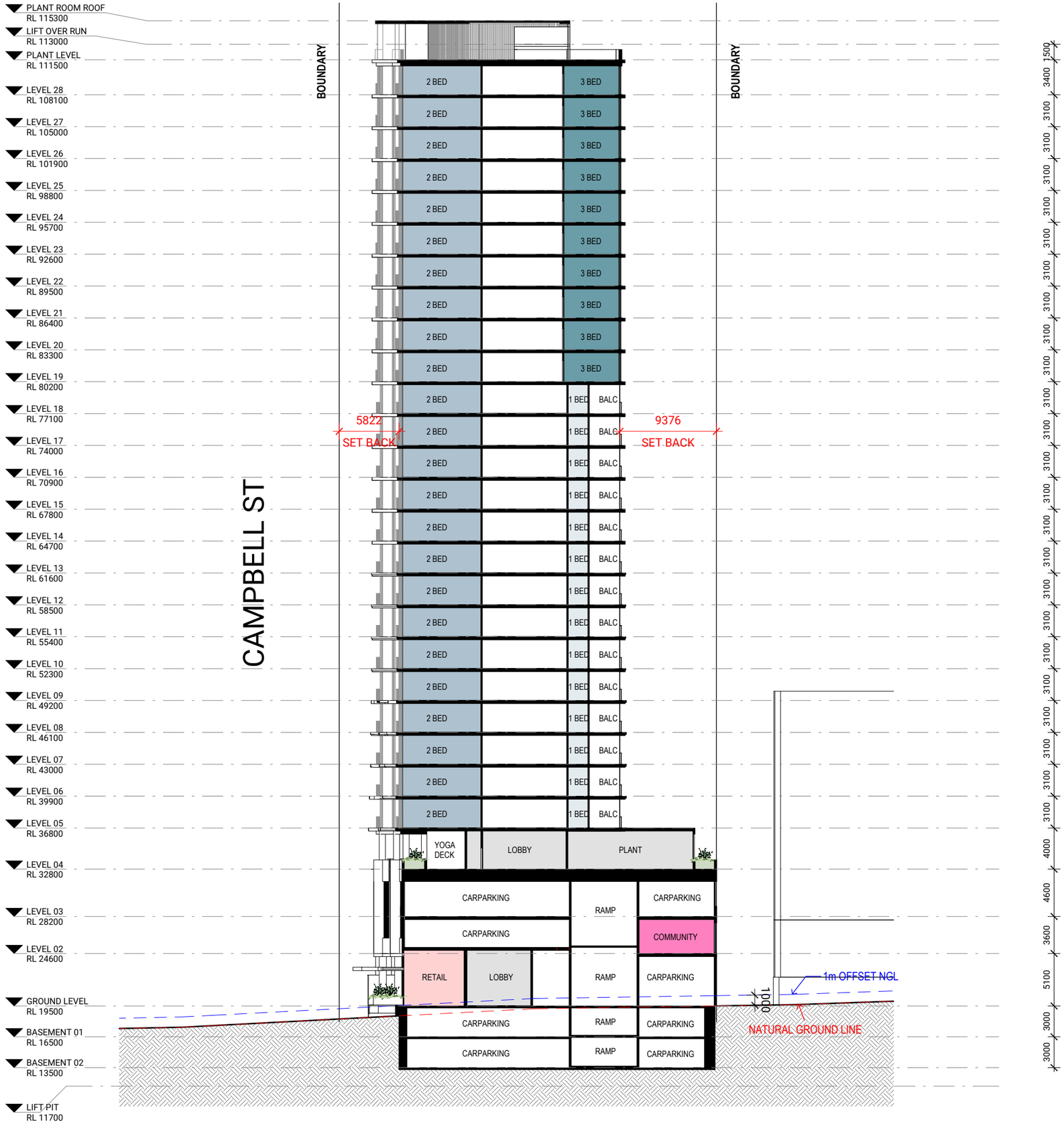


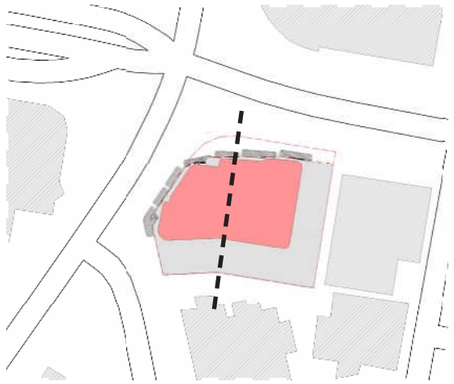


SCALE 1:400 @ A3 SIZE

Our Solution

SECTION B



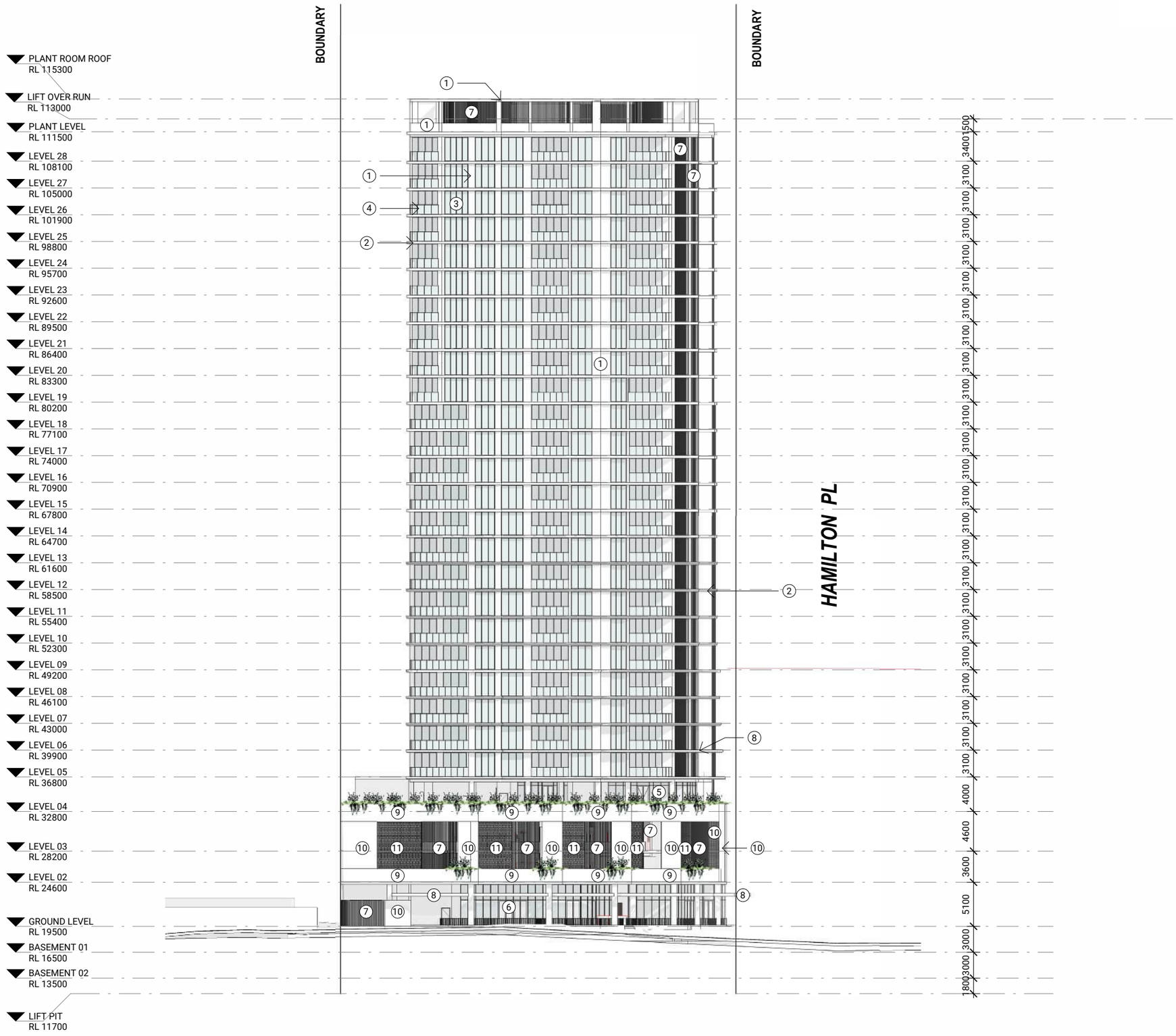


SCALE 1:400 @ A3 SIZE

Our Solution

ELEVATION - NORTH

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

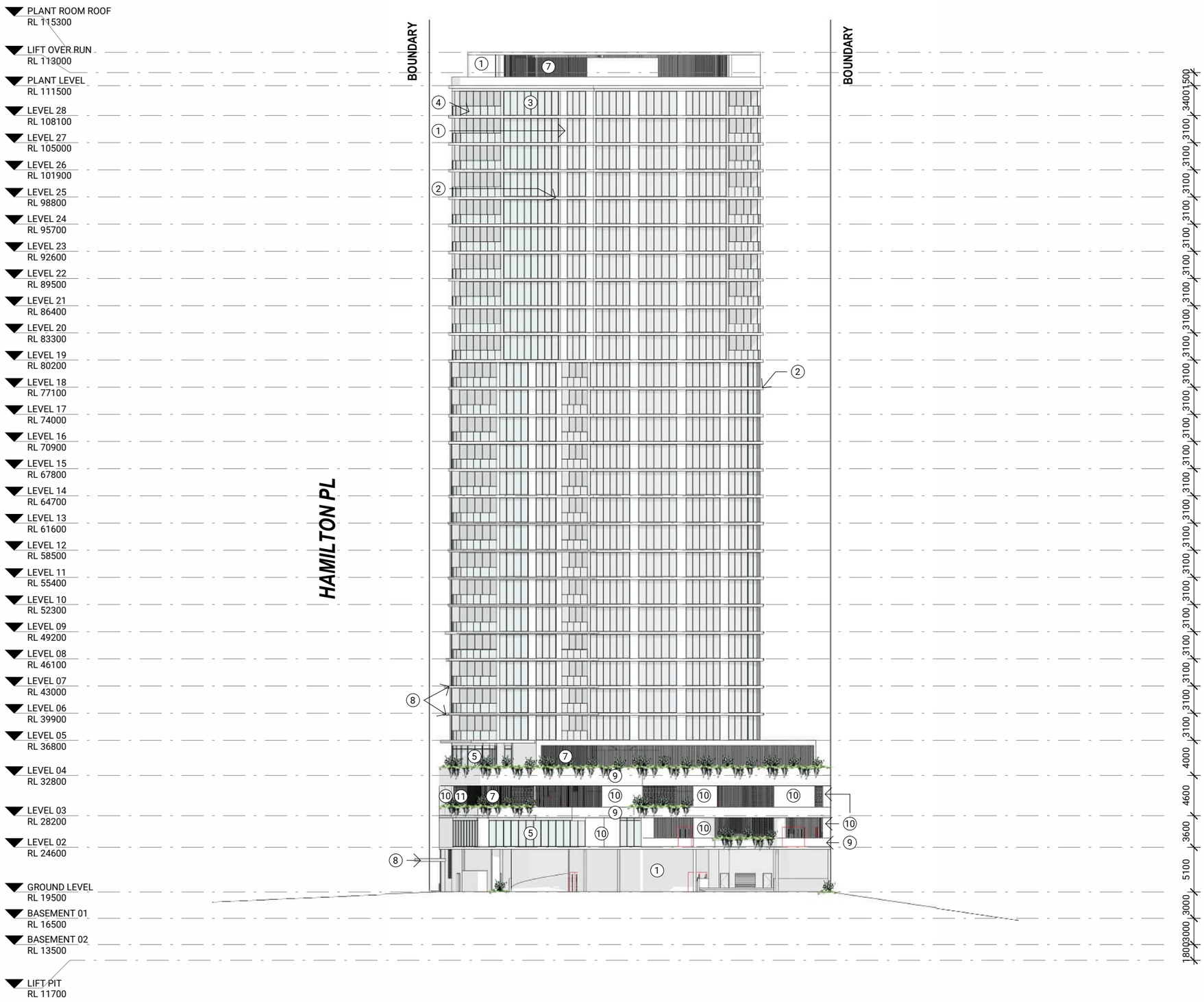
① COLOURED TEXTURED PAINT ON CONCRETE
② OFF WHITE TEXTURED PAINT ON CONCRETE
③ TINTED PERFORMANCE GLAZING - TOWER
④ TINTED PERFORMANCE GLAZING - TOWER BALUSTRADES
⑤ TINTED PERFORMANCE GLAZING - COMMUNAL AREA
⑥ TINTED PERFORMANCE GLAZING - RETAIL
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⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
⑪ COLOURED HIT AND MISS BRICK



Our Solution

ELEVATION - SOUTH

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

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
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⑨ COLOURED VERTICAL STACK BOND FACE BRICK
⑩ COLOURED STAGGERED HORIZONTAL FACE BRICK
⑪ COLOURED HIT AND MISS BRICK


PLANT ROOM ROOF
RL 115300
LIFT OVER RUN
RL 113000
PLANT LEVEL
RL 111500
LEVEL 28
RL 108100
LEVEL 27
RL 105000
LEVEL 26
RL 101900
LEVEL 25
RL 98800
LEVEL 24
RL 95700
LEVEL 23
RL 92600
LEVEL 22
RL 89500
LEVEL 21
RL 86400
LEVEL 20
RL 83300
LEVEL 19
RL 80200
LEVEL 18
RL 77100
LEVEL 17
RL 74000
LEVEL 16
RL 70900
LEVEL 15
RL 67800
LEVEL 14
RL 64700
LEVEL 13
RL 61600
LEVEL 12
RL 58500
LEVEL 11
RL 55400
LEVEL 10
RL 52300
LEVEL 09
RL 49200
LEVEL 08
RL 46100
LEVEL 07
RL 43000
LEVEL 06
RL 39900
LEVEL 05
RL 36800
LEVEL 04
RL 32800
LEVEL 03
RL 28200
LEVEL 02
RL 24600
GROUND LEVEL
RL 19500
BASEMENT 01
RL 16500
BASEMENT 02
RL 13500
LIFT PIT
RL 11700
BOUNDARY
BOUNDARY
CAMPBELL ST
1800 3000 3000 5100 3600 4600 4000 3100 3100 3100

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
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⑪ COLOURED HIT AND MISS BRICK



Our Solution
SECTIONS
ELEVATION DETAILS

① COLOURED TEXTURED PAINT ON CONCRETE
② OFF WHITE TEXTURED PAINT ON CONCRETE
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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
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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

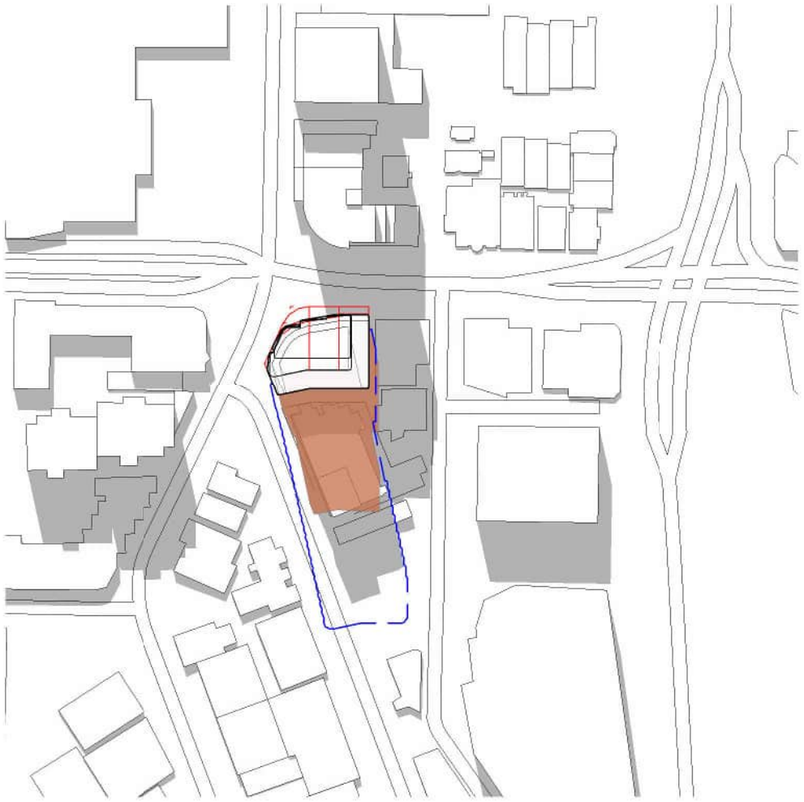
COMPLIANT BUILDING SHADOW

PROPOSED SHADOW

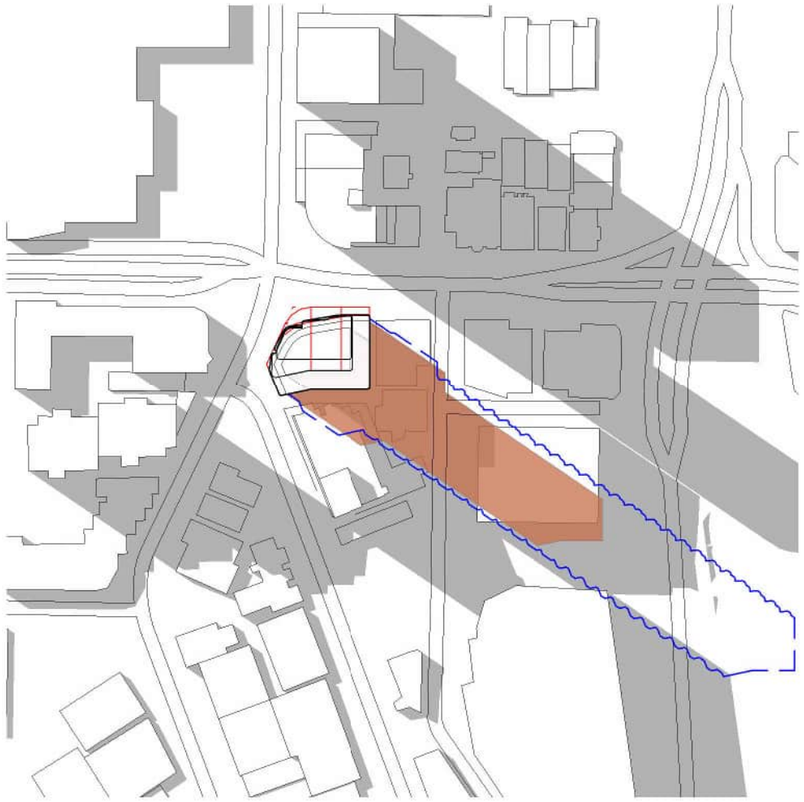
NEIGHBOURING SHADOW



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

NEIGHBOUR BUILDING SHADOW

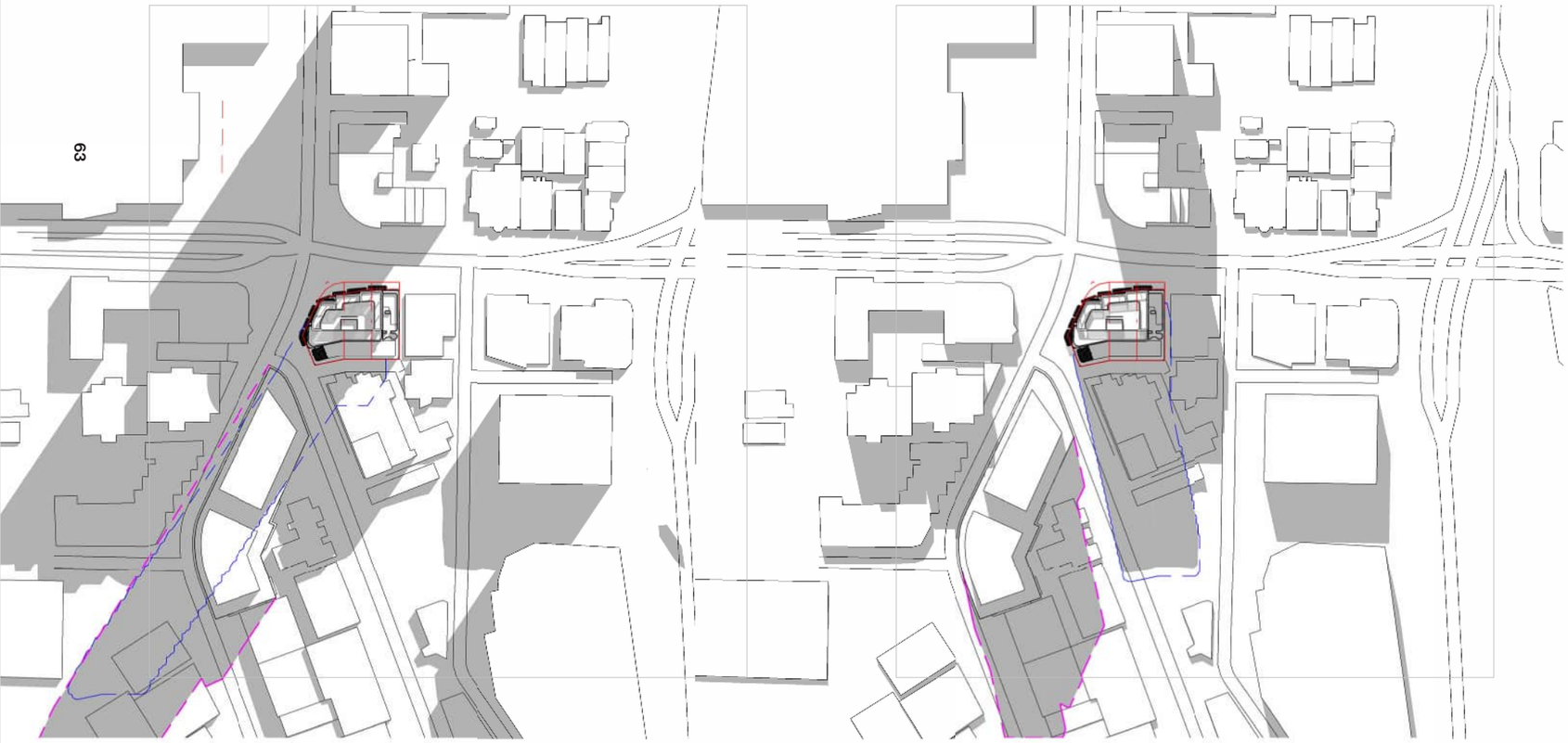
PROPOSED SHADOW

NEIGHBOURING SHADOW

POTENTIAL DEVELOPMENT BOUNDARY

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.



WINTER SOLSTICE | 9 am
21 JUNE 2026

WINTER SOLSTICE | 12 pm
21 JUNE 2026



WINTER SOLSTICE | 3 pm
21 JUNE 2026

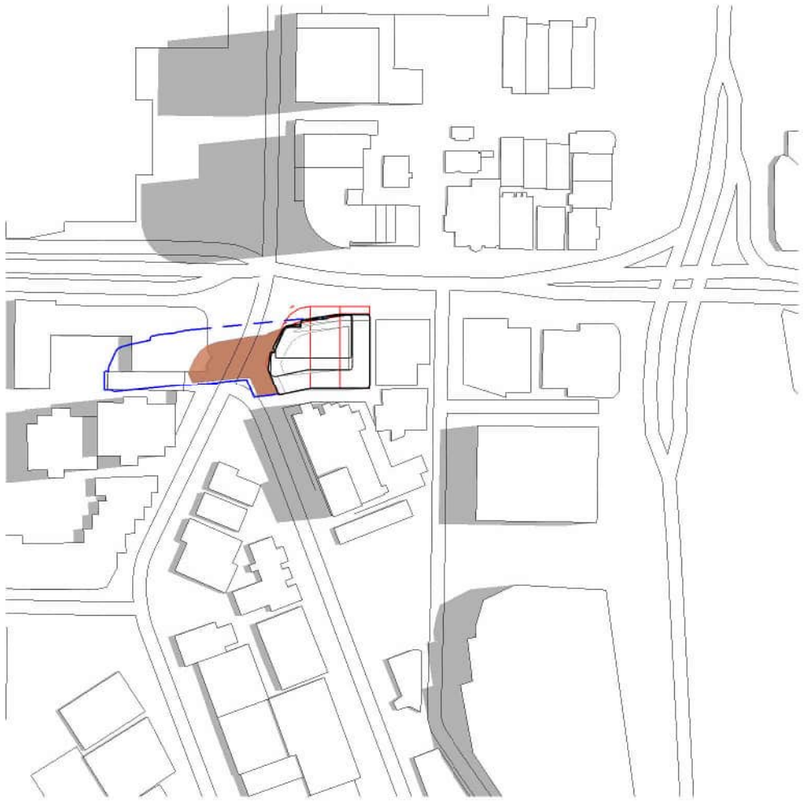
Our Solution

SHADOW STUDY - SUMMER

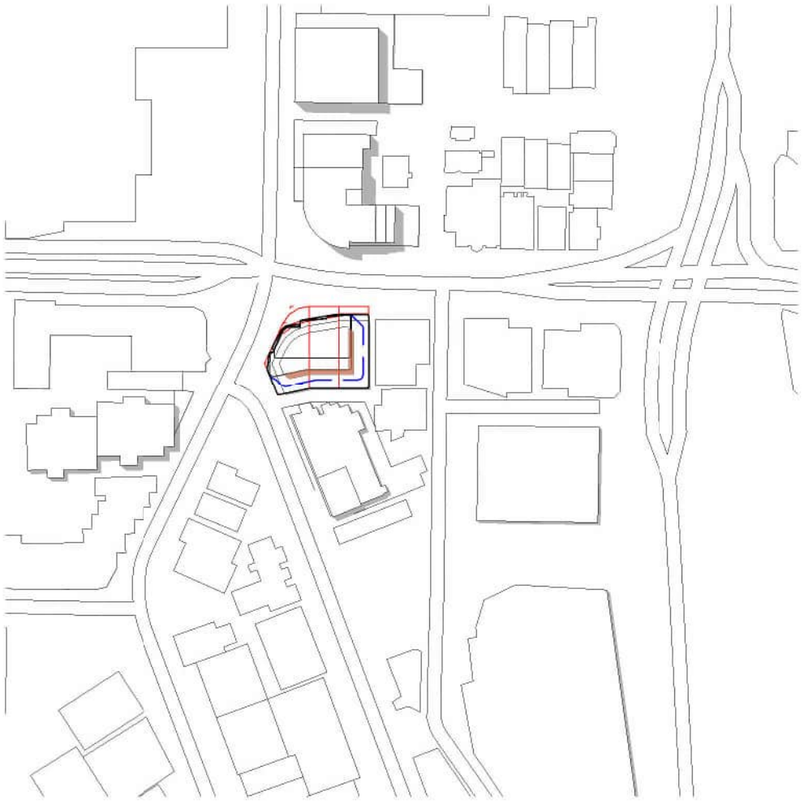
COMPLIANT BUILDING SHADOW

PROPOSED SHADOW

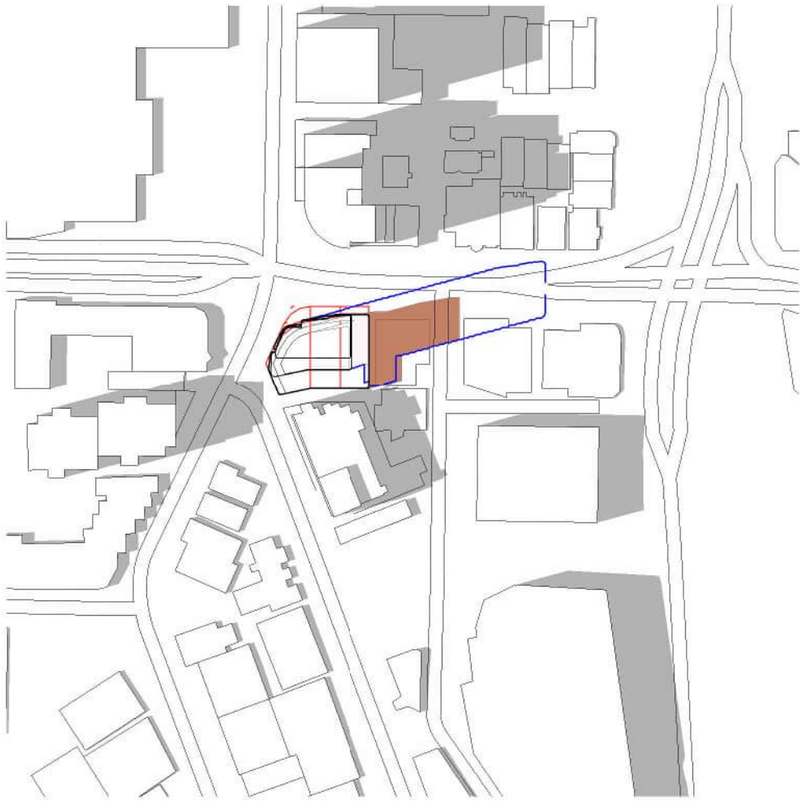
NEIGHBOURING SHADOW



SUMMER SOLSTICE | 9 am
22 DECEMBER 2026

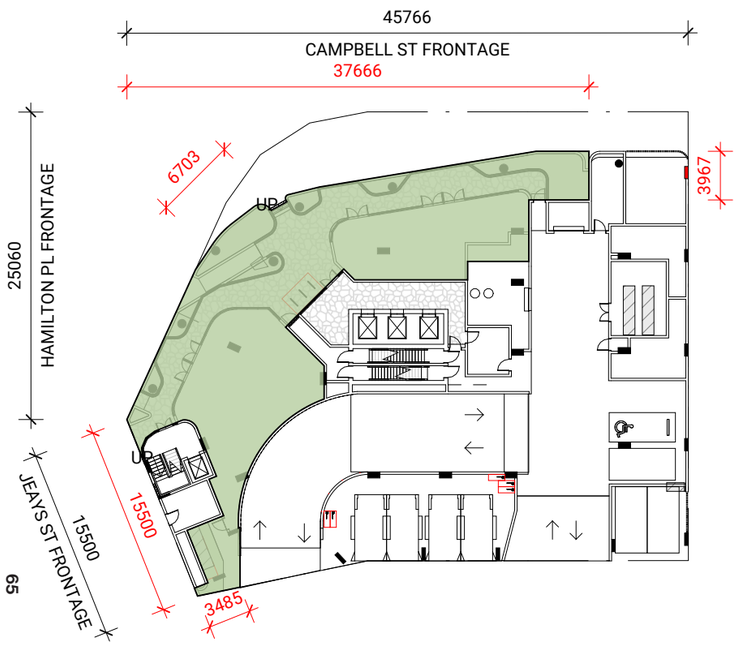


SUMMER SOLSTICE | 12 pm
22 DECEMBER 2026

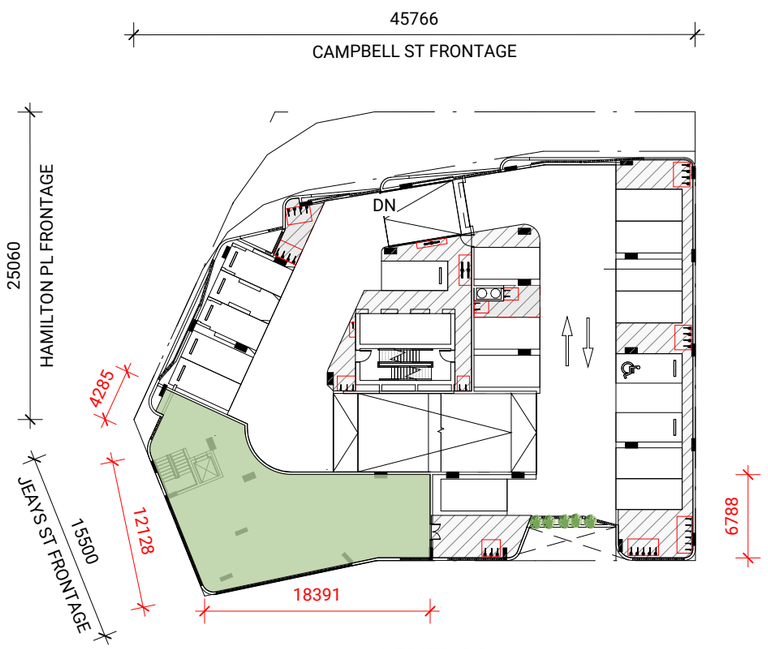


SUMMER SOLSTICE | 3 pm
22 DECEMBER 2026

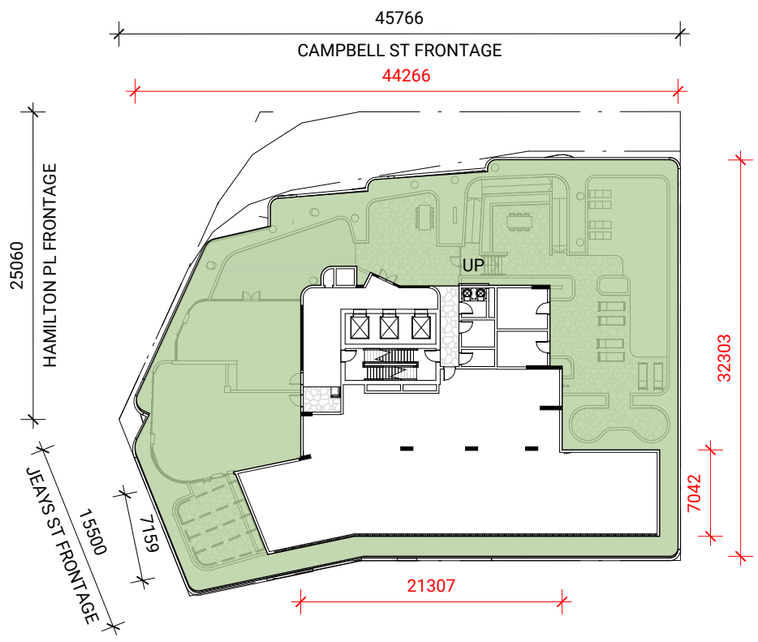
PODIUM ACTIVATION



GROUND LEVEL



LEVEL 02



LEVEL 04

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

ACTIVE RETAIL FRONTAGE WITH OUTDOOR SEATING AND LANDSCAPED PERGOLA



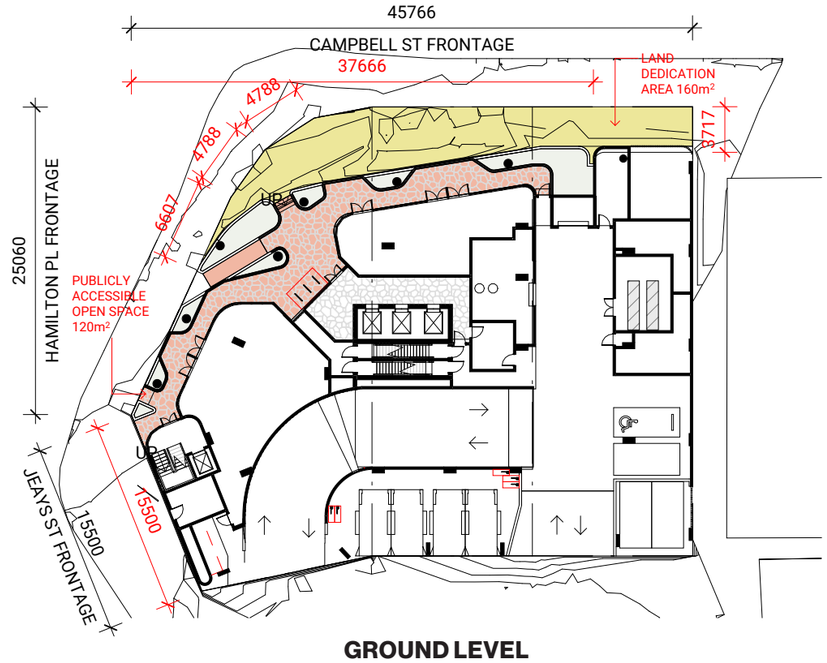


LEVEL 1 COMMUNITY FACILITIES CONTRIBUTING TO ACTIVATION OF THE HAMILTON PLACE CORNER

0 5 10 15 20 25m

SCALE 1:500 @ A3 SIZE

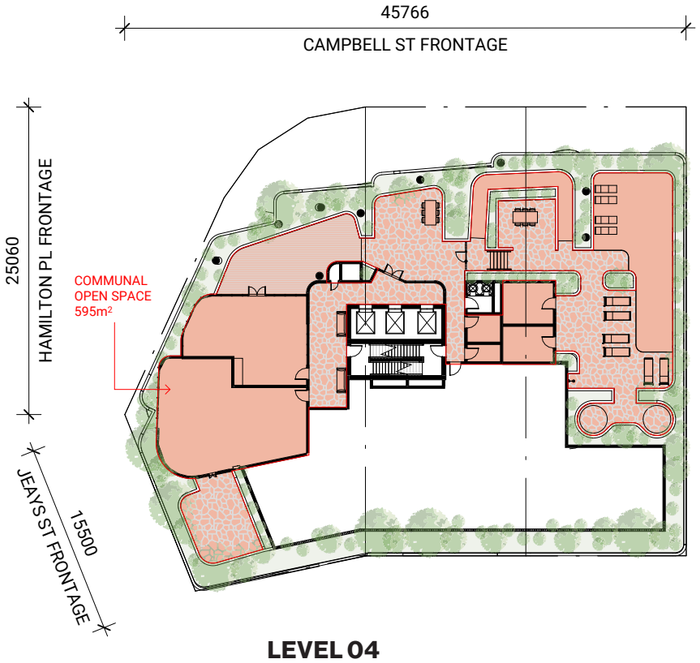
AREA CALCULATION



GROUND LEVEL

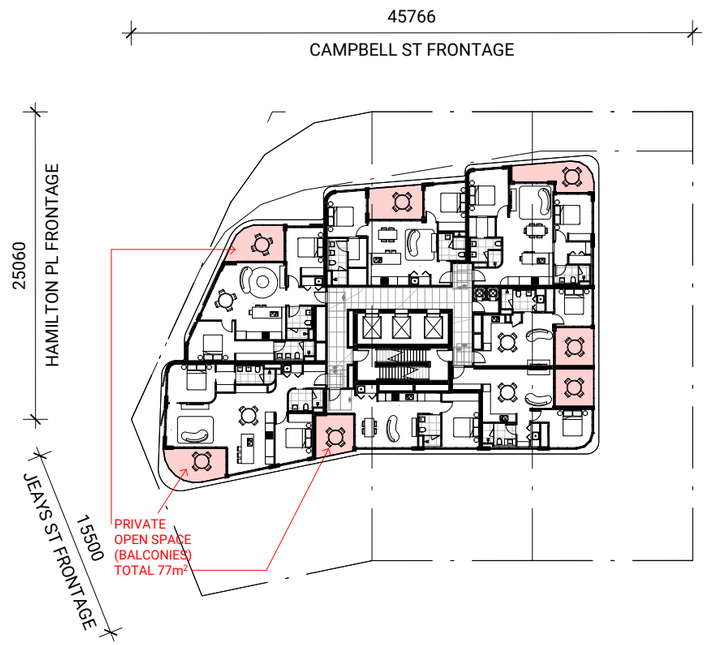
PUBLICLY ACCESSIBLE OPEN SPACE: 120M²

LAND DEDICATION AREA: 160M²



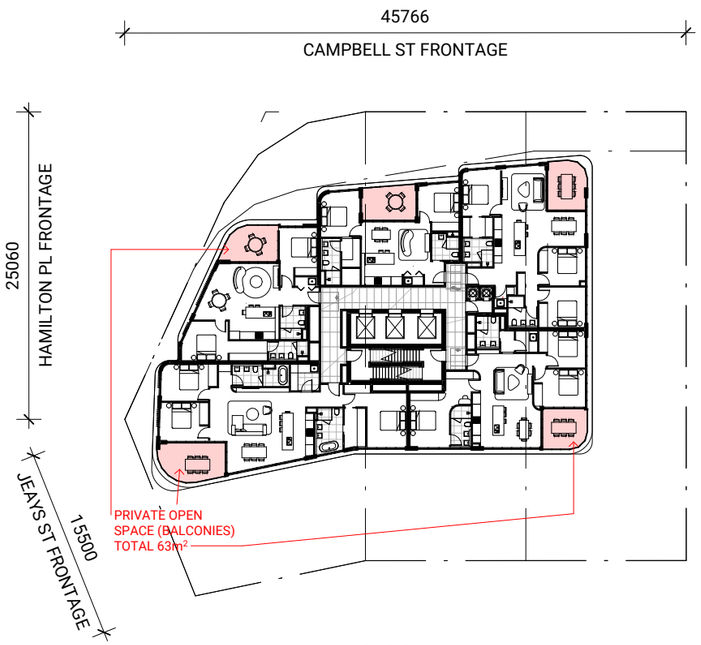
LEVEL 04

COMMUNAL OPEN SPACE: 595M²



LEVEL 05-18

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



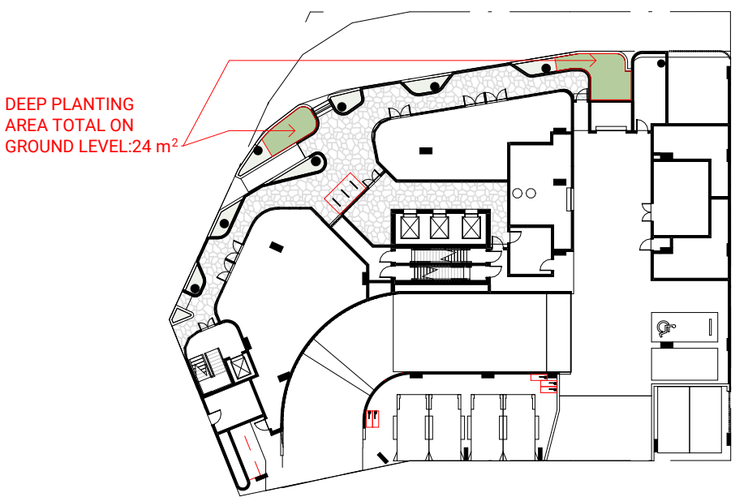
LEVEL 19-28

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

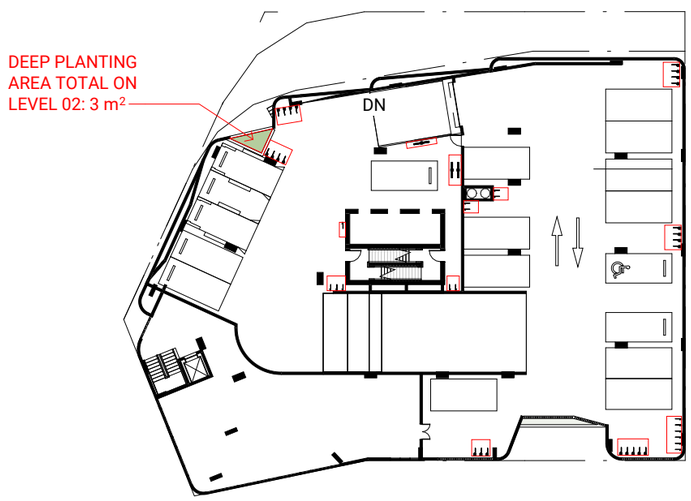
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SCALE 1:500 @ A3 SIZE

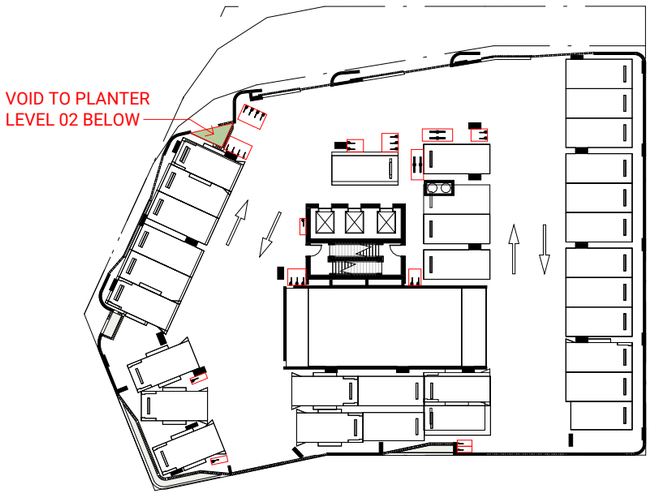
DEEP PLANTING AREA



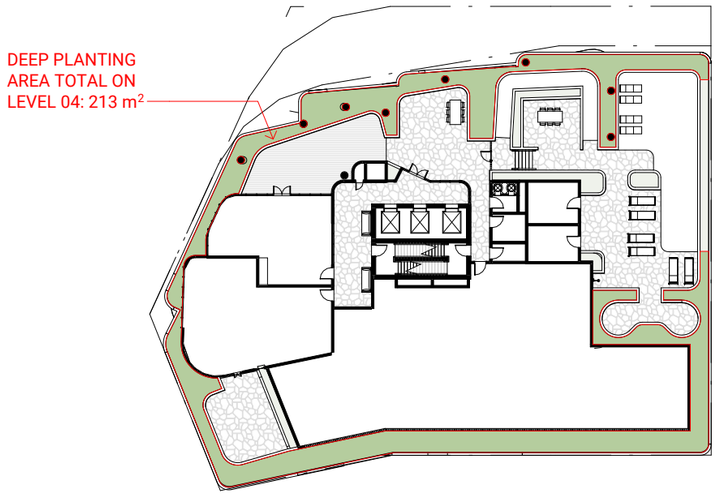
GROUND LEVEL



LEVEL 02



LEVEL 03



LEVEL 04

0 5 10 15 20 25m

SCALE 1:500 @ A3 SIZE

DENSITY AND AREAS

UNIT MIX DIAGRAM

UNIT MIX DIAGRAM

PROJECT ADDRESS: **17 HAMILTON PLACE & 26-28 CAMPBELL ST**

PROJECT NUMBER **725003**

	HEIGHT
TOTAL HEIGHT	**96000**

		PLANT							
PLANT	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	PODIUM CARPARK							
B2	3000	PODIUM 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

Visitor	Resident	Total	
	31	31	LEVEL 3
12	6	18	LEVEL 2
8		8	GFL
	29	29	B1
	33	33	B2
20	99	119	Cars

Achieved bicycle parking spaces

Visitor	Resident	Total	
	31	31	LEVEL 3
26	20	46	LEVEL 2
11		11	GFL
	50	50	B1
	47	47	B2
37	148	185	Bicycle parking spaces

DEVELOPMENT SUMMARY

	Residential						Retail / Commercial			Carparking		Area Per Level				
	Area Intenal	Area External	1B + 1BA	2B + 2BA	2B + MPR	3B + 2BA	Area Internal	Area External	Landscaping	Area	No. of Spaces	Gross Sale Area (GSA)	Gross Floor Area (GFA)	Net Lettable Area	Gross Building Area (GBA)	Floor to Floor Height
	sqm	sqm	65sqm gross	95sqm gross	105sqm gross	125sqm gross	sqm	sqm	sqm	sqm	qty	sqm	sqm	sqm	sqm	mm
Basement 02											33	0	0	0	1359	3000	
Basement 01											29	0	0	0	1359	3000	
Ground Level							212				8	0	212	212	556	5100	*MRV 4500 clear
Level 02											18	0	222	0	1299	3600	
Level 03											31	0	0	0	1327	4600	
Level 04												0	258	0	671	4000	
Level 05			3	4								601	566	0	755	3100	
Level 06			3	4								601	566	0	755	3100	
Level 07			3	4								601	566	0	755	3100	
Level 08			3	4								601	566	0	755	3100	
Level 09			3	4								601	566	0	755	3100	
Level 10			3	4								601	566	0	755	3100	
Level 11			3	4								601	566	0	755	3100	
Level 12			3	4								601	566	0	755	3100	
Level 13			3	4								601	566	0	755	3100	
Level 14			3	4								601	566	0	755	3100	
Level 15			3	4								601	566	0	755	3100	
Level 16			3	4								601	566	0	755	3100	
Level 17			3	4								601	566	0	755	3100	
Level 18			3	4								601	566	0	755	3100	
Level 19				2		3						601	581	0	755	3100	
Level 20				2		3						601	581	0	755	3100	
Level 21				2		3						601	581	0	755	3100	
Level 22				2		3						601	581	0	755	3100	
Level 23				2		3						601	581	0	755	3100	
Level 24				2		3						601	581	0	755	3100	
Level 25				2		3						601	581	0	755	3100	
Level 26				2		3						601	581	0	755	3100	
Level 27				2		3						601	581	0	755	3100	
Level 28				2		3						601	581	0	755	3600	
Plant Level												0	0	0	291	3800	*To lift overrun
Totals	0	0	42	76	0	30	212	0	0	0	119	14424	14426	212	24982	96,000	
						Total Dwellings	**148**										

Carparking Analysis	**Visitor**	**Non-Residential**	**1B + 1BA**	**2B + 2BA**	**2B + MPR**	**3B + 2BA**	**Total**
Max. Rate (Bowen Hills PDA)	0.15	1/20 sqm (max.)	0.75	0.75	0.75	0.75	
Max. Car Parking Spaces	22.2	10.6	31.5	57	0	22.5	143.8

Mix Breakdown				
1B + 1BA	**2B + 2BA**	**2B + MPR**	**3B + 2BA**	**TOTAL**
42	76	0	30	148
28%	**51%**	**0%**	**20%**	**100%**

AREA CALCULATION BREAKDOWN	AREA (sqm)	TOTAL AREA (sqm)
Publicly Accessible Open Space	120	120
Land Dedication Area	160	160
Communal Open Space	595	595
Private Open Space (Balconies) TOTAL (for LEVEL 05-18)	1078	1708
Private Open Space (Balconies) TOTAL (for LEVEL 19-28)	630	
Deep Planting Area - Ground Level	24	240
Deep Planting Area - Level 02	3	
Deep Planting Area - Level 03	0	
Deep Planting Area - Level 04	213	

***Gross Sale Area (GSA)** is calculated to include the total internal and external apartment areas to the centre of party walls and from the outside face of external walls. Area excludes common and recreational areas.

*** Gross Floor Area (GFA)** is calculated as per Brisbane City Council (BCC) definition and includes internally enclosed spaces such as circulation spaces, apartment areas and common areas including recreation spaces. Calculation excludes landscaped planters, balconies, vertical services and circulation including lift cores and stair wells. Also excluded are basement areas located below natural ground line and areas on grade for the purposes of manoeuvring and parking vehicles, plant and mechanical areas

***Gross Building Area (GBA)** is calculated to include all areas including vertical circulation and services as well as planter spaces and balconies.

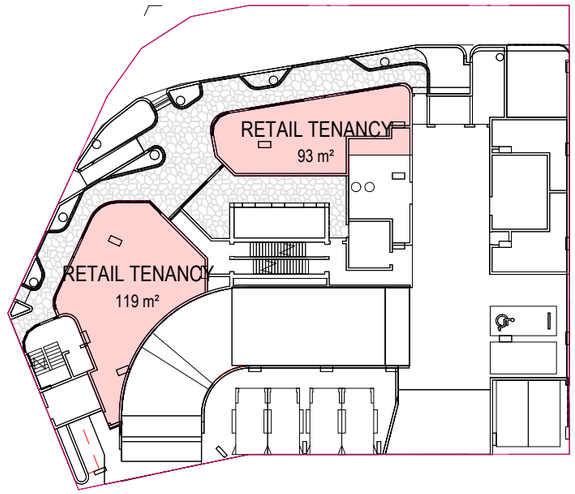
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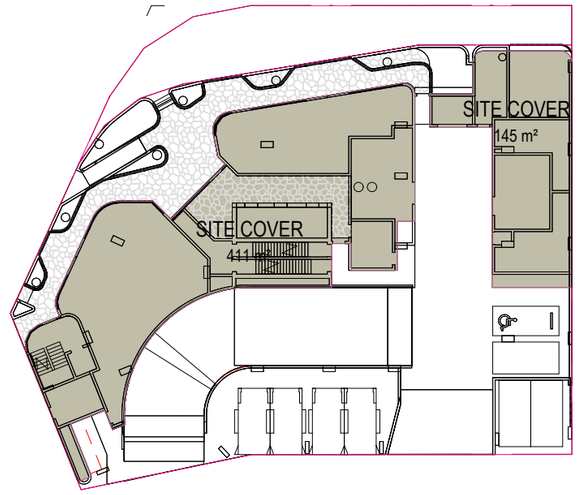
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*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

GFA + SITE COVER

GROUND LEVEL





GROSS FLOOR AREA

GROUND LEVEL

AREA TYPE DESCRIPTION	AREA
RETAIL TENANCY	212 m²
TOTAL GROSS AREA	212 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.
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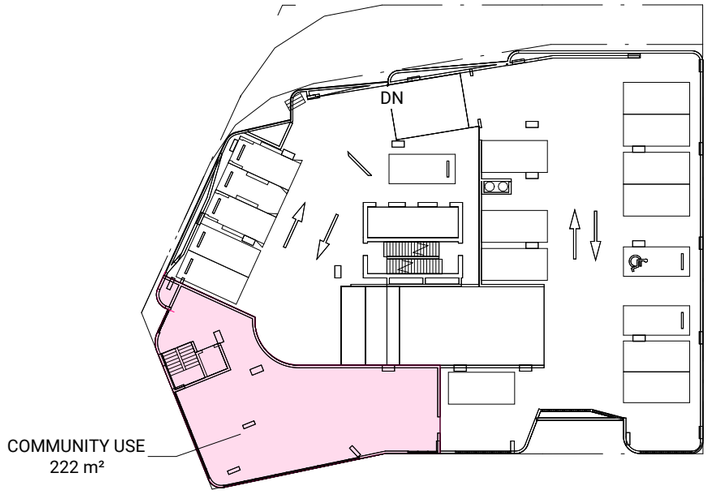
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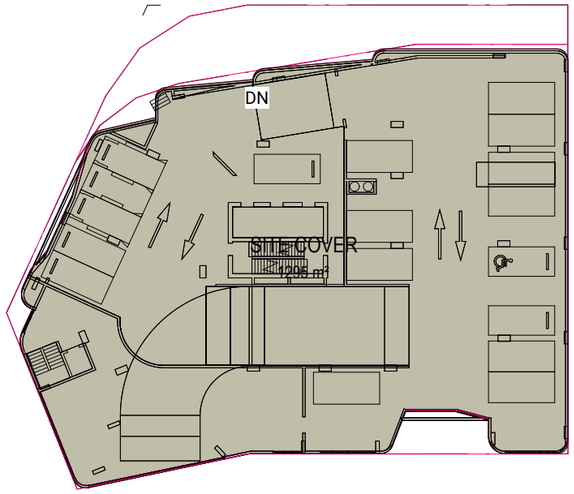
0 5 10 15 20 25m

SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 02





GROSS FLOOR AREA

LEVEL 01

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

SITE COVER AREA

LEVEL 01

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	

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MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS, AND CENTRE LINE OF COMMON INTERNAL WALLS.
*THE UNIT OF MEASUREMENT FOR THE RESPECTIVE AREAS IS THE SQUARE METRE

*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.
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- EAVES UP TO A MAXIMUM OF 600 MILLIMETRES IN WIDTH;
- UNENCLOSED PEDESTRIAN PECK AD JOINING THE STREET FRONTAGE AND

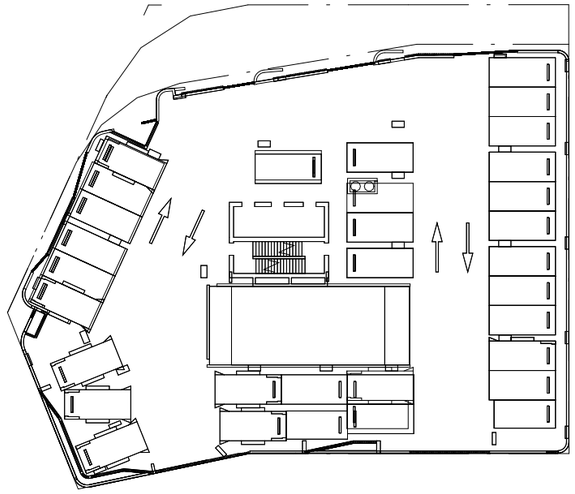
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

0 5 10 15 20 25m

SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 03

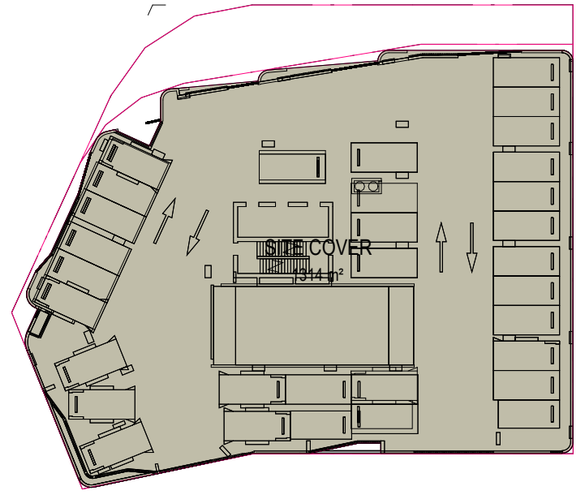


GROSS FLOOR AREA

LEVEL 02

AREA TYPE DESCRIPTION	AREA

*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.
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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

LEVEL 02

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	1314m²	97%
SITE COVER - PRE DEDICATION	1314m²	87%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

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- 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.

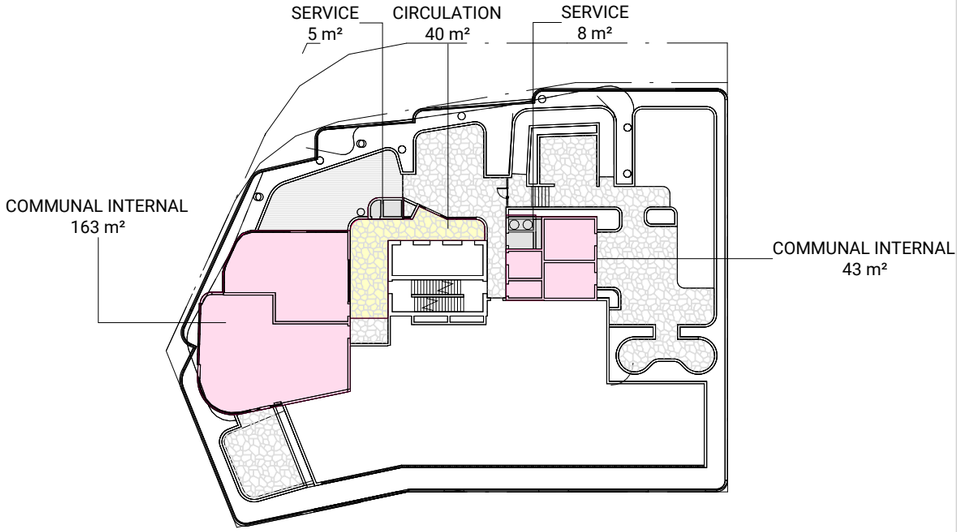
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

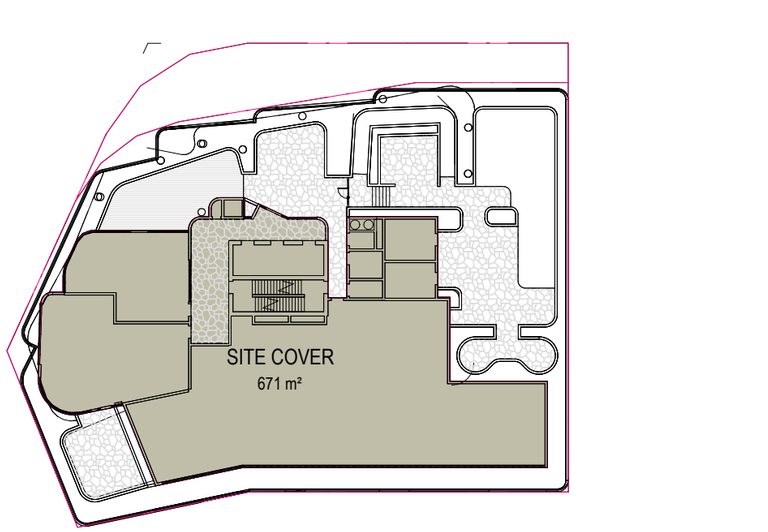
0 5 10 15 20 25m

SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 04





GROSS FLOOR AREA

LEVEL 03

AREA TYPE DESCRIPTION	AREA
CIRCULATION	40 m²
COMMUNAL INTERNAL	206 m²
SERVICE	13 m²
TOTAL GROSS AREA	258 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.
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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

LEVEL 03

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	671m²	49%
SITE COVER - PRE DEDICATION	671m²	44%
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.

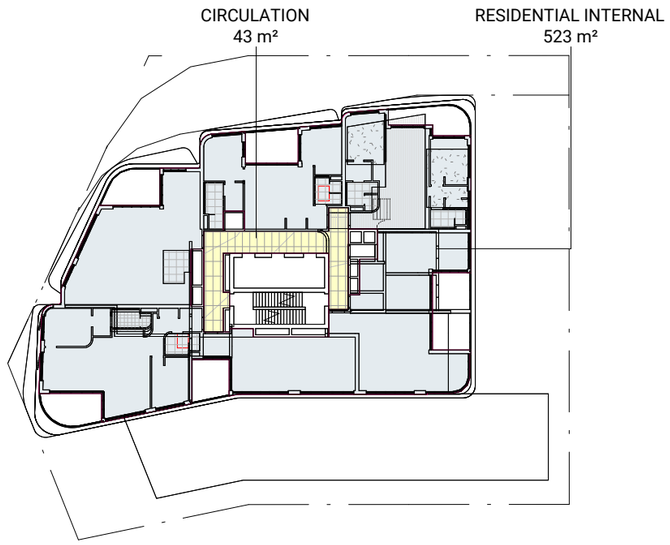
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

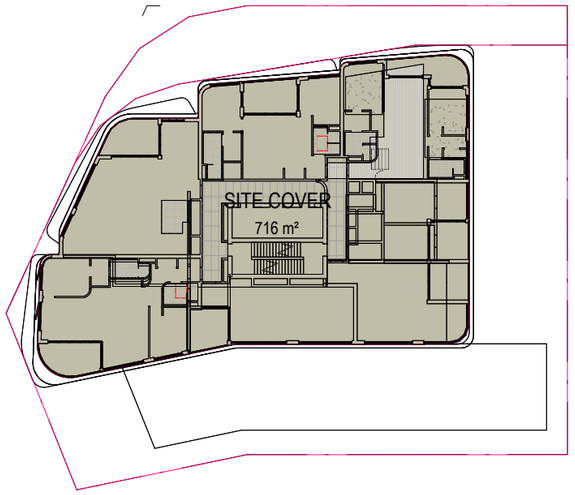
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SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 05-18





GROSS FLOOR AREA

LEVEL 04-17

AREA TYPE DESCRIPTION	AREA
CIRCULATION	43 m²
RESIDENTIAL INTERNAL	523 m²
TOTAL GROSS AREA	566 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.
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SITE COVER AREA

LEVEL 04-17

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	716m²	53%
SITE COVER - PRE DEDICATION	716m²	47%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

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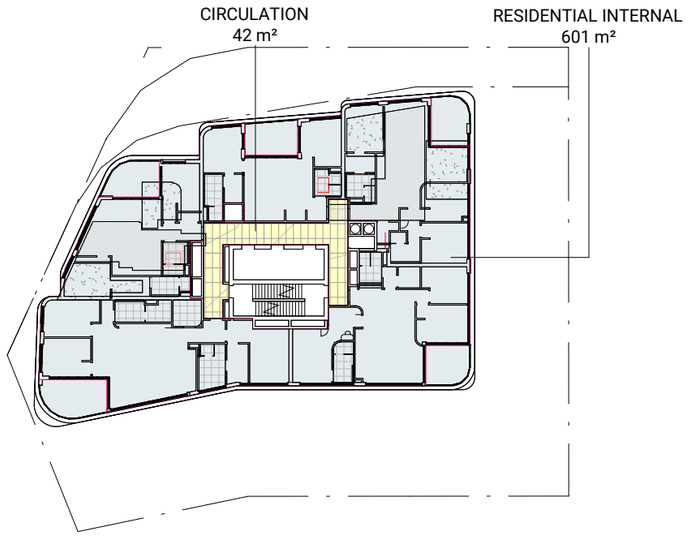
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

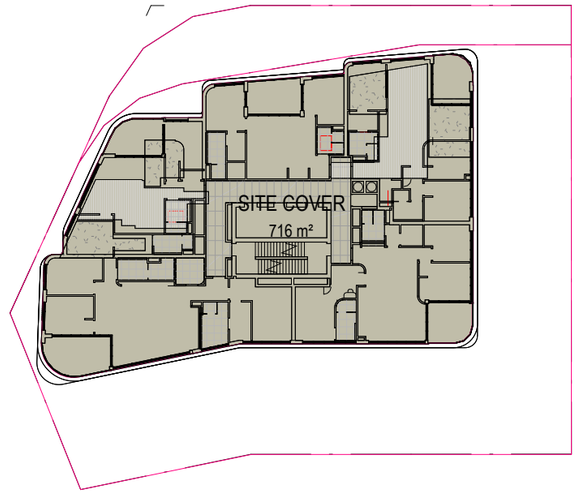
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SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

LEVEL 19-28





GROSS FLOOR AREA

LEVEL 18-27

AREA TYPE DESCRIPTION	AREA
CIRCULATION	42 m²
RESIDENTIAL INTERNAL	538 m²
TOTAL GROSS AREA	581 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.
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SITE COVER AREA

LEVEL 18-27

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	716m²	53%
SITE COVER - PRE DEDICATION	716m²	47%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

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- UNENCLOSED PEDESTRIAN DECKS ADJOINING THE STREET FRONTAGE; AND
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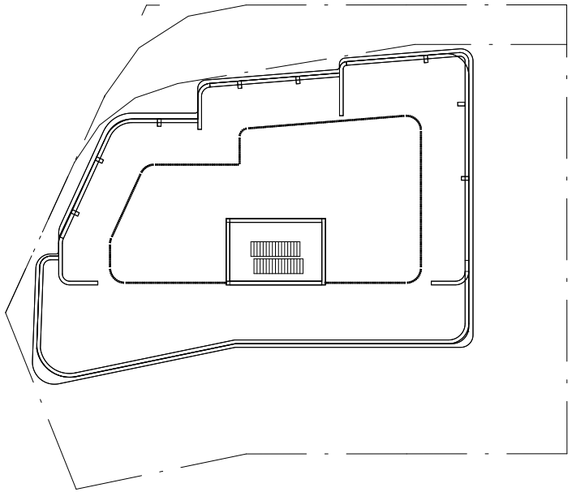
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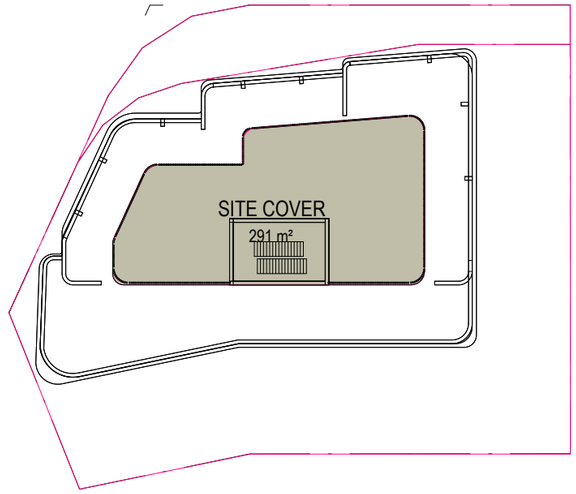
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SCALE 1:500 @ A3 SIZE

GFA + SITE COVER

ROOF





GROSS FLOOR AREA

ROOF

AREA TYPE DESCRIPTION	AREA

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SITE COVER AREA

ROOF

AREA TYPE DESCRIPTION	AREA	PERCENTAGE
SITE COVER - POST DEDICATION	291m²	21%
SITE COVER - PRE DEDICATION	291m²	19%
TOTAL SITE COVER - POST DEDICATION	1359m²	
TOTAL SITE COVER - PRE DEDICATION	1512m²	

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- UNENCLOSED PEDESTRIAN DECKS ADJOINING THE STREET FRONTAGE; AND
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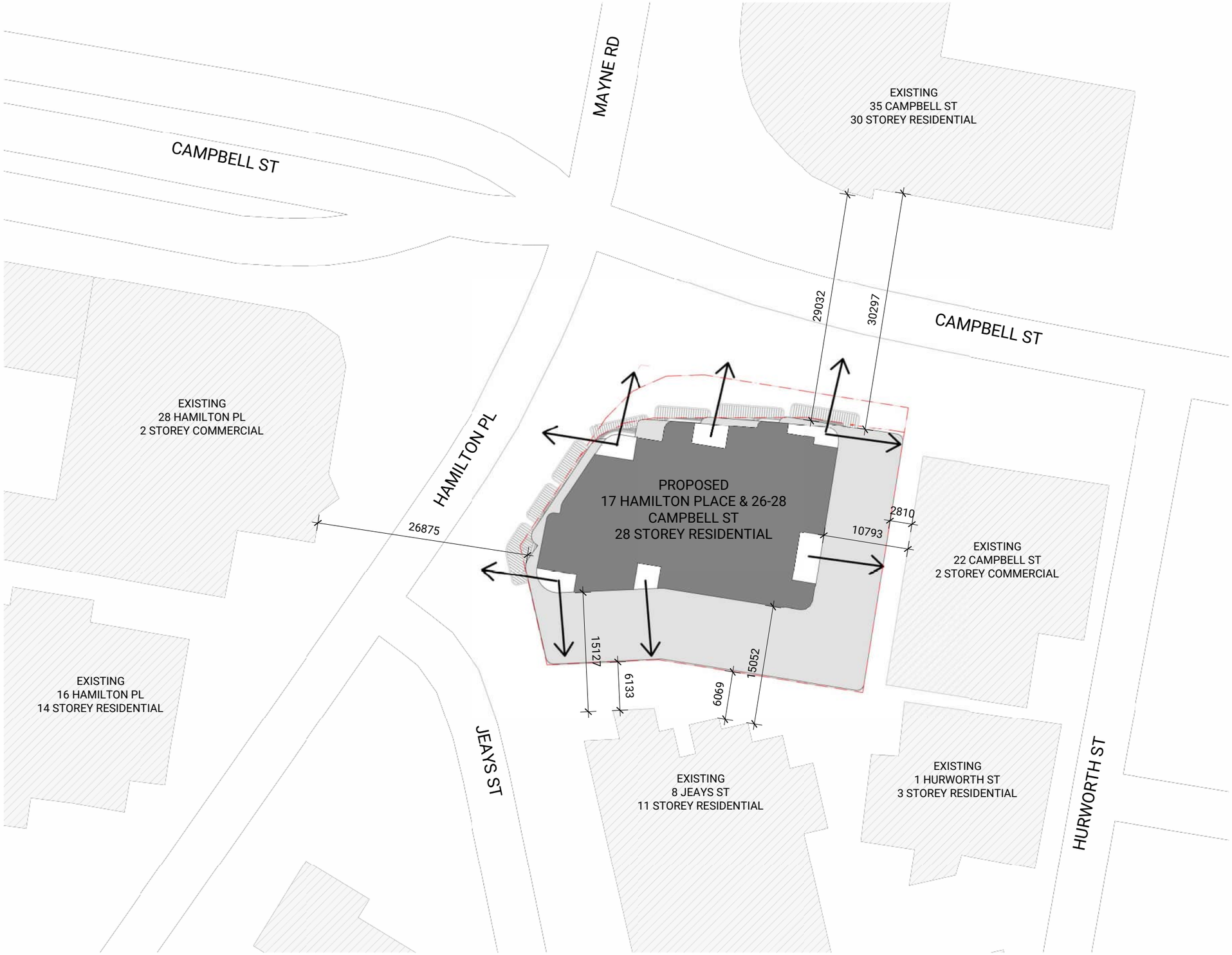
*GROSS FLOOR ARE AND SITE AREA IS CALCULATED AS PER BRISBANE CITY COUNCIL (BCC) DEFINITION

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SCALE 1:500 @ A3 SIZE

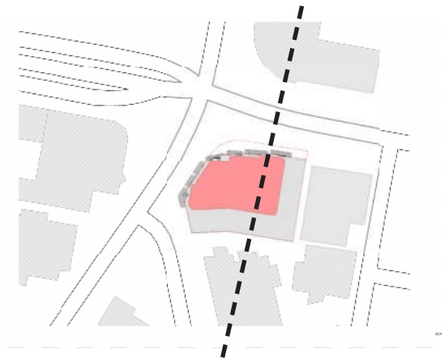
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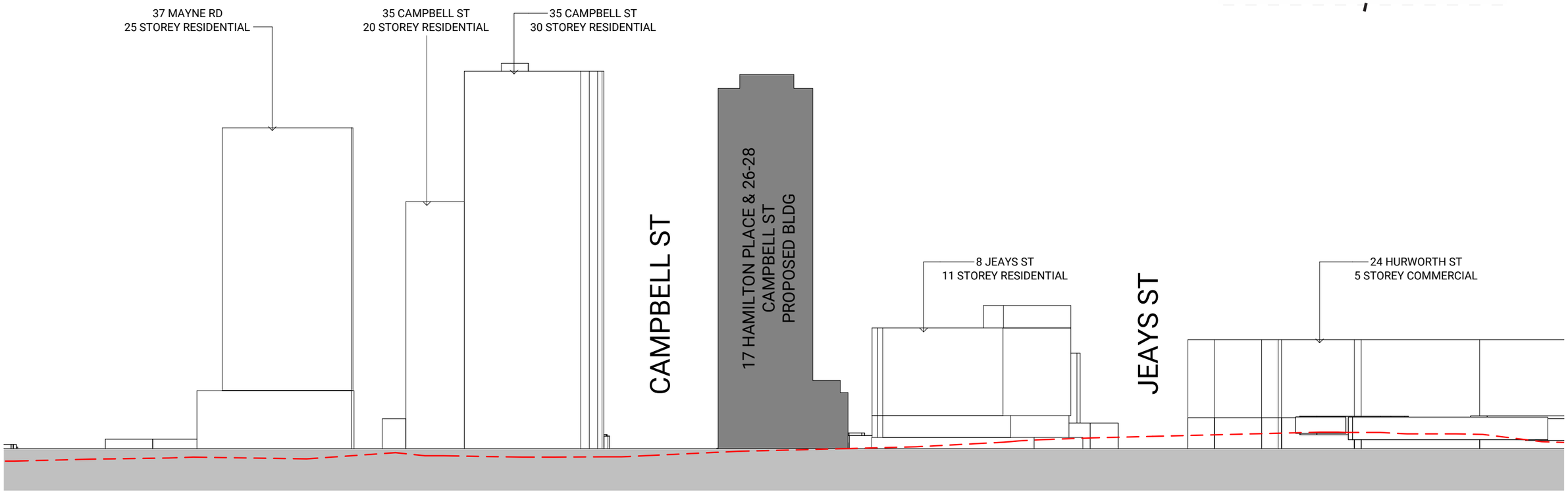
NEIGHBOURHOOD RELATIONSHIP



SCALE 1:500 @ A3 SIZE

LOCAL CONTEXT SECTION - PROPOSAL





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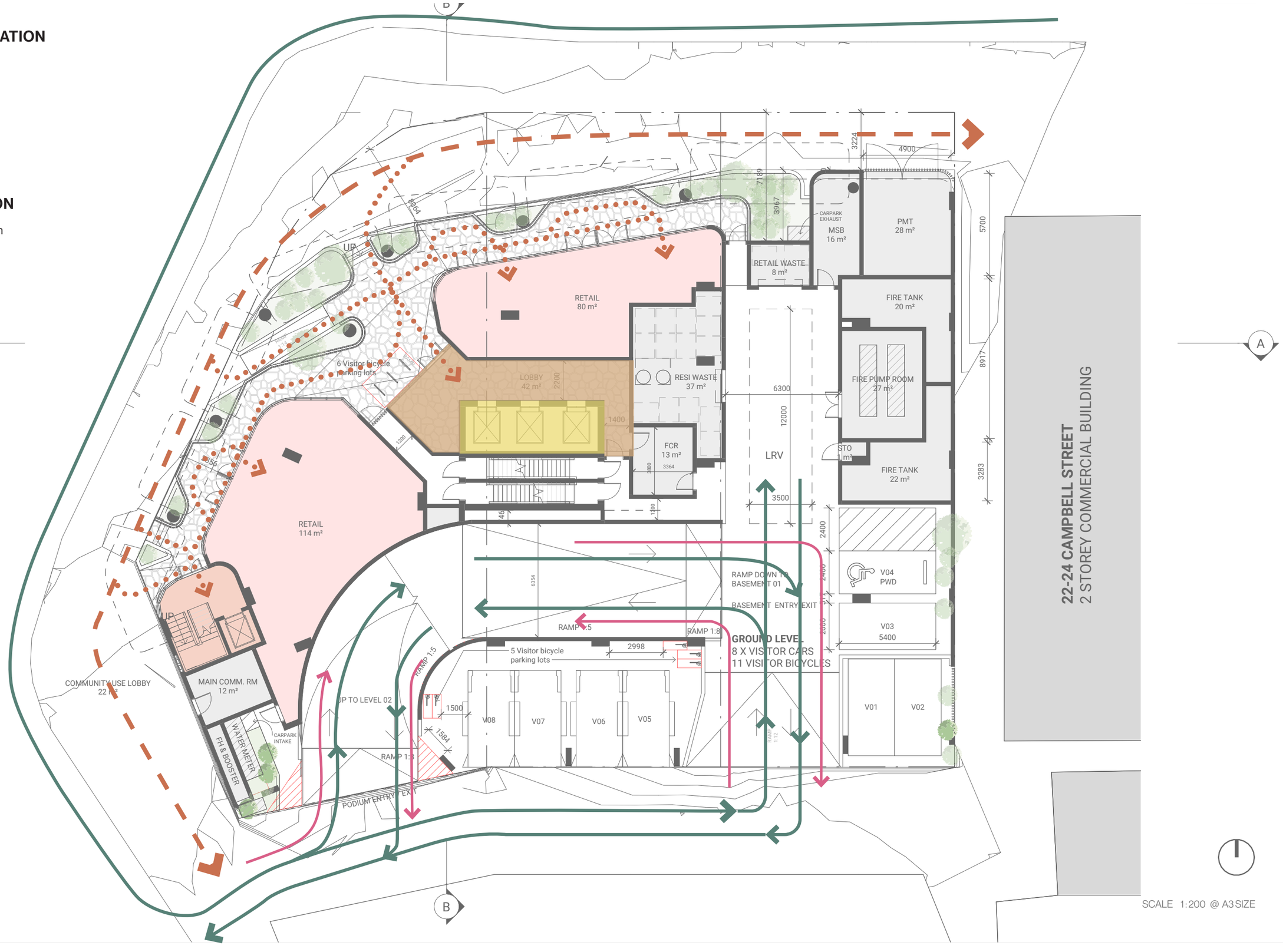
CIRCULATION DIAGRAM

PEDESTRIAN CIRCULATION

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

TRAFFIC CIRCULATION

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



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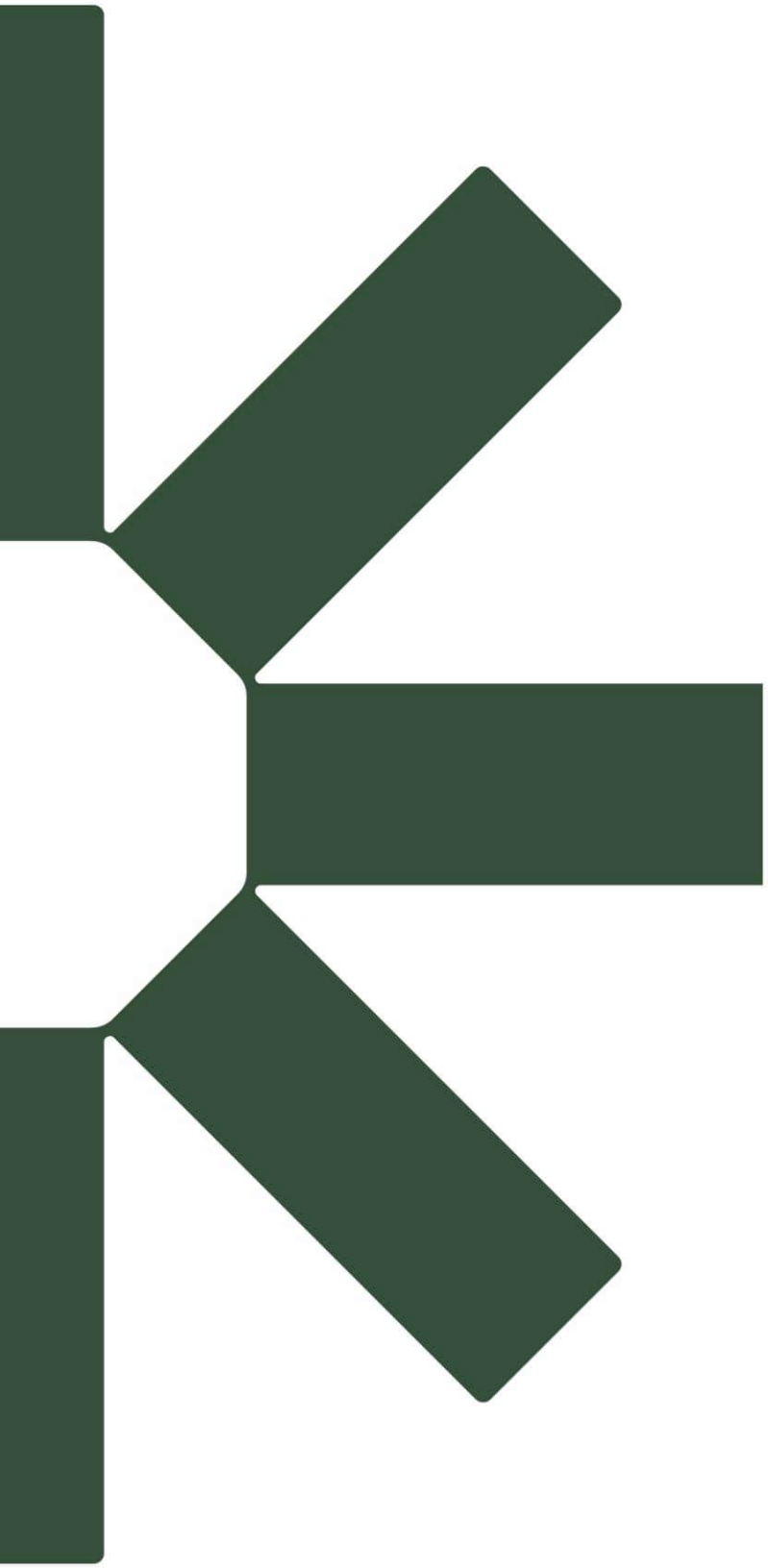
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Nominated Architects NSW:
Gabriel Duque 11622, Amit Julka 10002, Danilo Juric 10397,
Candice Ng 13091, Rido Pin 11286

PLUS STUDIO



Making Sustainability Happen