

24 March 2015

Our Ref: 13BRT0403

Your Ref: DEV2014/635

Attention: Robert Kwok

Department of State Development, Infrastructure & Planning (DSDIP),

EDQ Development Assessment,

PO Box 15009, Brisbane, QLD, 4002

Dear Robert,

RE: Short-Term Accommodation at Campbell Street and a Multi-Storey Car Park (MSCP) at Wren Street

Introduction

As per the Department of State Development, Infrastructure & Planning (DSDIP's) request this updated letter has been prepared to constitute part of the Development Approval for the proposed mixed-use development at the corner of Campbell Street and Wren Street, Bowen Hills.

The scope of this updated letter is as follows:

- A review of the access, car parking and servicing arrangements;
- An assessment of the travel characteristics of the development, i.e. forecasting trip generation and trip distribution patterns for the proposal; &
- Determining the impact of the development proposal on the adjacent road network.

Access, Car Parking & Servicing Arrangements

Both development sites are located in the Bowen Hills Urban Development Area (UDA) and as such are assessed by EDQ/DSDIP as opposed to Brisbane City Council (BCC).

TTM has reviewed the latest plans prepared by architects, Thomson Adsett (Short-term Accommodation) and Cottee Parker (MSCP). The access, parking and servicing arrangements have been assessed against the requirements set out in Australian Standards AS2890.1, AS2890.2 and AS2890.6. As part of this review, TTM have also provided additional recommendations for further consideration.

Short-term Accommodation Development

Site Access Provision:

The development plans are included as **Attachment 1**.

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Vehicular access to the short-term accommodation is provided from Campbell Street which facilitates a one-way entry to a basement level car parking area with egress provided via the MSCP onto Wren Street. Vehicular access to the loading and pick-up and drop-off areas for the short-term accommodation is also achieved via Campbell Street.

For information purposes, TTM has assumed that the nominated design vehicle for the short-term accommodation use is an Australian Standard Medium Rigid sized vehicle (MRV), with refuse being collected by a private contractor.

It is proposed that the Campbell Street driveway will be 6.5m wide, which as shown in Drawing No. 13BRT0403-SK01 included as **Attachment 2** can accommodate a MRV sized vehicle entering and exiting. This plan also shows typical two-way vehicle access, with the access layout configuration in accordance with both AS2890.1 and AS2890.2.

The sight distance is adequate in both the east and west directions, with access grades in accordance with both AS2890.1 and AS2890.2.

Parking and Internal Servicing Provision:

As noted, it is proposed that the adjacent MSCP will be utilised to cater for the parking demands associated with the proposed development, with a one-way ramp leading into the MSCP facility immediately to the south of the development.

A single pick-up/drop-off bay and MRV service bay are provided which can be accessed from Campbell Street, with the vehicles having adequate internal turning provision as shown in drawing no. 14BRT0403-SK01 and in accordance with both AS 2890.1 and AS2890.2.

It should be noted that the set-down area adjacent to the hotel lobby has been designed taking cognisance of the requirements set out in AS2890.6.

Bicycle Cycle Facilities:

In line with previous discussions with DSDIP, the bikeway alignment is conceptual at this stage. No final alignment can/will be known until such time as a detailed design is prepared for the area. Notwithstanding this, it should be noted that the grades of the bikeway are dictated by the existing topography. Consequently there is little or no scope to provide a bikeway fully compliant with the provisions set out in Austroads particularly with respect to grades.

The applicant has committed to create an improved outcome for the area as a whole and the bikeway constitutes part of this strategy, however, the end result will be an improvement on the existing scenario, and a best case result, but cannot, and will not fully comply with any recognised standards with respect to grades, etc.

It should be noted that only areas within the curtilage of the subject site will be subject to any works in order to re-align, re-grade or alter the existing bikeway.

It is anticipated that the position of the kerb ramps and pedestrian refuge on Campbell Street will need to be adjusted in order to better align with the position of the bikeway running through the site. This will be explored further at the detailed design stage.

Bicycle parking will be provided in line with EDQ's requirements whereby:

- Staff bicycle parking will be provided at a rate of 1 space per 200m² net lettable area (NLA); &
- Visitor bicycle parking will be provided at a rate of 1 space per 1,000m² NLA.

Multi-Storey Car Park (MSCP)

Site Access Provision:

The development plans are included as **Attachment 3**.

It is proposed that the Wren Street driveway will be a minimum of 7m wide. Whilst this width does not strictly satisfy the requirements set out in AS2890.1, it is considered 'fit-for-purpose' and is similar to driveway widths provided at other types of MSCP around the Brisbane CBD fringe area, notably at the driveway facilitating vehicular access to the McWhirters MSCP on Ballow Street.

TTM consider that the level of vehicle pedestrian activity along the site frontage on Wren Street is relatively low, with no bus, taxi or loading provision at the proposed site access location.

Parking

The typical ramp is based on a main ramp grade of 1:6 with 1:8 transitions provided at either end. The ramps are 5.5m wide between kerbs with 0.3m clearance provided on either side. TTM note that the car park ramp design is in accordance with AS2890.1.

From the architects drawings TTM understand that the typical parking provisions will be 2.6m wide and 5.4m deep, with the parking aisle width being typically 6.2m wide. These dimensions satisfy the requirements set out in AS2890.1 for a Class 2 car parking facility. Review of the architectural plans; confirms that structural columns are located in accordance with the AS2890.1 vehicle design envelope requirements, with a typical 0.3m clearance provided to structure. However, there are parking bays adjacent to the lift area which are hindered by the provision of stairs. It is recommended that these 2 spaces are provided for small cars only.

TTM note that is recommended that wheel stop provisions are provided throughout the car park as to protect the various walls on each parking level.

PWD parking is provided on the various car parking levels adjacent to the lifts, with the design of the spaces satisfying the requirements set out in AS2890.6.

In line with the requirements set out in AS2890.1 and AS2890.6 a minimum vertical height clearance of 2.3m will be provided over the circulation roads and parking aisles, a minimum 2.2m will be provided over the standard and small car parking spaces and a minimum 2.5m provided over the PWD car parking spaces.

Services will be typically designed to intrude into the standard/small parking spaces at various locations throughout the car park. The intrusion zones generally permitted over standard/small parking spaces are shown in Figure 1.

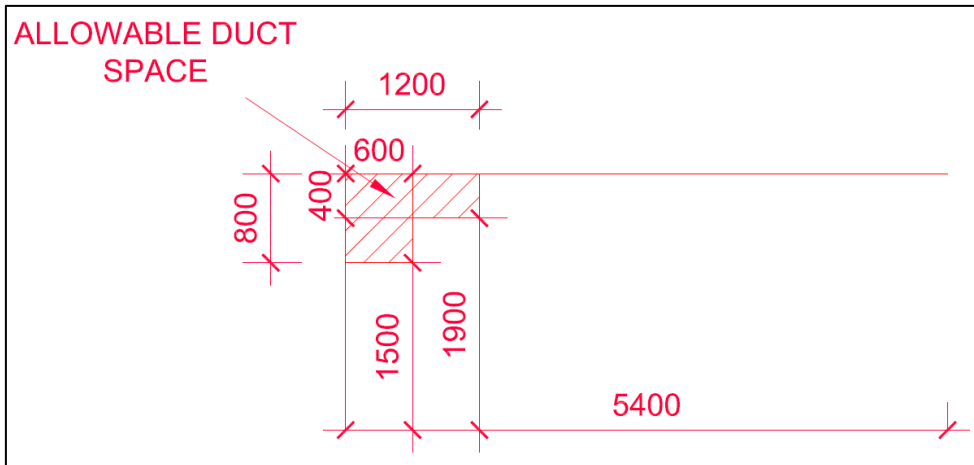


Figure 1 - Acceptable Intrusion Zones

It should be noted that the intrusion zones for services over standard/small parking spaces as shown in Figure 1 above have been developed over many years by local authorities and have been adopted at numerous other multi-level car parking facilities within the SEQ region including the car parking areas serving the residential developments at Madison Heights and the Chelsea within Bowen Hills. It should be noted that there is no reference within AS2890.1 in respect to the acceptable intrusion zones over standard/small parking spaces.

Internal Servicing Provision:

It is proposed that a single 'van' bay is provided on the ground floor adjacent to the site access and elevators in order to assist the servicing function of the ground floor commercial tenancies.

It is intended that refuse collection for the ground floor commercial tenancies will be undertaken on-street along Wren Street. In terms of on-street collection it is anticipated that the refuse collection arrangements will be managed in such a way to not impact the amenity of the adjacent footpath and will be stored kerbside for as short a time as possible. It should be noted that this arrangement is not too dissimilar to how refuse is collected from existing restaurant premises along roads such as Latrobe Terrace (Paddington) and Hardgrave Road (West End).

Traffic Impact

It is anticipated that the proposed MSCP will cater for the parking demands of staff and patients (and visitors) at the nearby Royal Brisbane & Women's Hospital (RBWH). It should be noted that off-site parking for staff is currently catered for at a number of existing car parking facilities (as shown in Figure 2 below) around Bowen Hills in the vicinity of the subject site. It is intended that the proposed MSCP will consolidate these parking demands at one location and will permit the redevelopment of these existing surface car parks. Consequently it is not unreasonable to assume that the traffic associated with the proposed MSCP is already utilising the adjacent road network and will simply redistribute following the opening of the MSCP.



Figure 2 - Location of Existing Surface Car Parking Areas

As a result of the above it was considered only necessary to determine the impact of the proposed development on the performance of the Campbell Street/Wren Street priority controlled intersection.

For information purposes, the configuration of the O'Connell Terrace/Wren Street intersection is such that traffic turning either left or right from Wren Street currently does so unopposed. As such it is considered superfluous to determine the impact of the proposed development on the operational performance of this intersection. Furthermore on-site observations have confirmed that the co-ordination of the traffic signals along O'Connell Terrace creates gaps through platooning, which assists traffic turning right out of Wren Street destined for Bowen Bridge Road (south).

Proposed Development

The development summary is provided in Table 1.

Table 1 - Development Summary

Land-Use	Number of Rooms/Car Parking Spaces
Short-Term Accommodation	140 rooms
MSCP	373 spaces

As noted above vehicular access to the short-term accommodation is achieved from Campbell Street and provides a one-way entry to the basement level of the proposed MSCP.

Vehicular access/egress to the MSCP is provided from Wren Street.

Existing Traffic Volumes

Peak-Hour Traffic Surveys

Traffic turning movements were recorded at the Campbell Street/Wren Street priority controlled intersection in order to understand the movement of traffic through the area and to provide a robust set of traffic flows to allow analysis of the existing situation.

A manual classified count was undertaken on Thursday 5 December 2013 from 7:00am to 9:00am and 4:00pm to 6:00pm to establish baseline conditions during the weekday peak-hour periods.

The existing traffic volumes observed during the weekday AM and PM peak-hour periods are illustrated in the Figures 3 and 4.

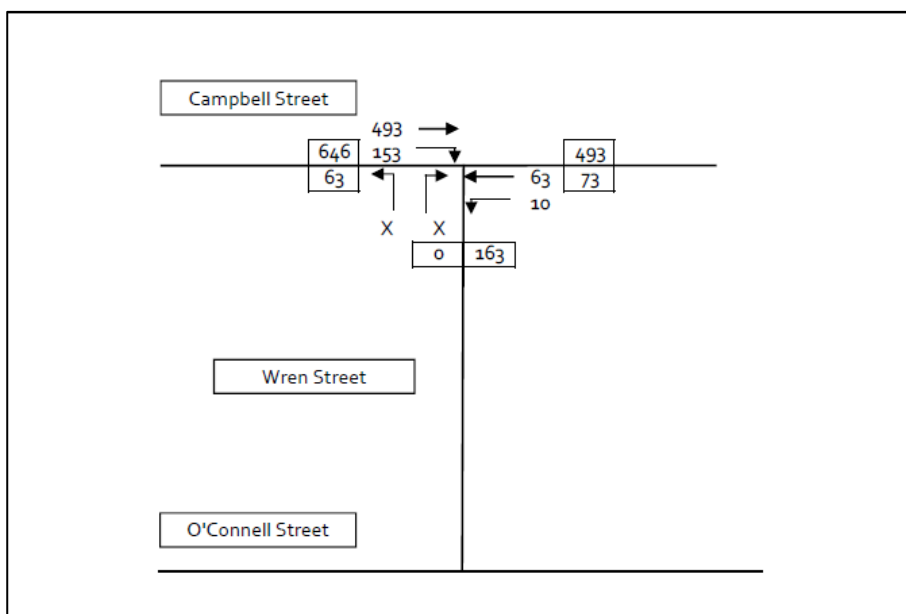


Figure 3 - Existing Traffic Volumes - Weekday AM Peak-Hour

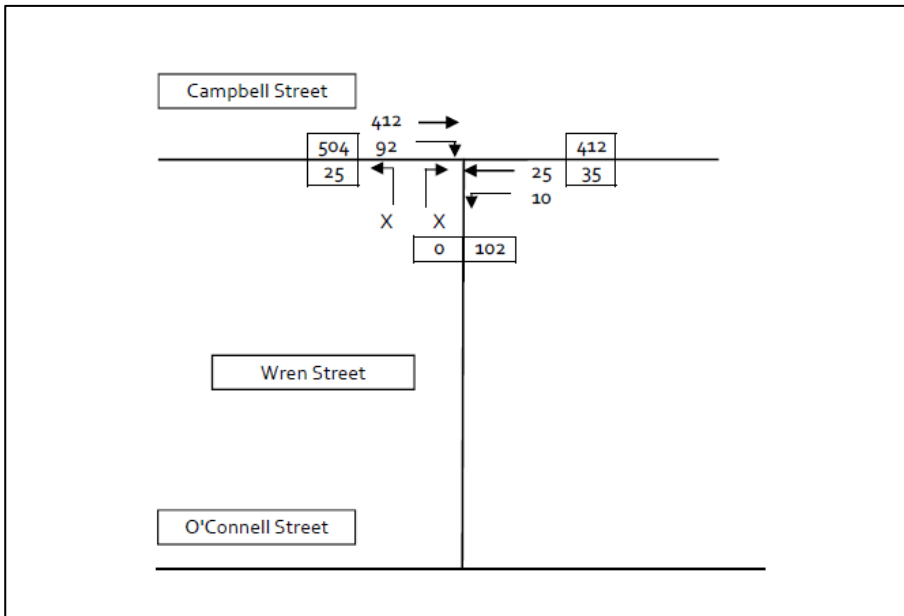


Figure 4 - Existing Traffic Volumes - Weekday PM Peak-Hour

Estimated Development Traffic Generation

To assess the impact of the proposed development on the adjacent road network it is necessary to predict the likely volume of vehicles that will be generated by the proposal.

AM & PM Peak-Hour

The RTA's 'Guide to Traffic Generating Developments' recommends, for planning purposes, adopting a peak-hour traffic generation rate of 0.4 trips/room for motels (i.e. casual accommodation) in both the weekday AM and PM peak-hour periods. Applying this generation rate to the proposed development, equates to a traffic generation of 56vph in both the weekday AM and PM peak-hour periods.

For the purposes of this assessment it is assumed that 80% of generated traffic in the weekday AM peak-hour will be outbound with the remaining 20% inbound. With respect to the weekday PM peak-hour, it is assumed that 20% of generated traffic will be outbound with the remaining 80% inbound.

With the respect to the proposed MSCP, information sourced from the 'BCC CBD Traffic & Parking Study (1988)' has been used to estimate the traffic generation levels in both the weekday AM and PM peak-hour periods.

Table 2 below details the traffic generation rates sourced from the surveys undertaken at a number of commuter car parking facilities around Brisbane CBD as part of this study.

Table 2 - Traffic Generation Rates sourced from Traffic Surveys undertaken at Existing Commuter Car Parks

Site	Traffic Generation Rate - AM		Traffic Generation Rate - PM	
	Arrivals	Departures	Arrivals	Departures
QLD Place	0.36	0.00	0.03	0.29
Ezypark (Charlotte Street)	0.38	0.01	0.04	0.32
Admiralty Wharves	0.48	0.13	0.20	0.53
Average	0.41	0.08	0.09	0.38

Applying the average generation rates noted in Table 2 to the proposed development, equates to a traffic generation of 181vph (inclusive of 152 arrivals and 29 departures) in the weekday AM peak-hour and 176vph (inclusive of 34 arrivals and 142 departures) in the weekday PM peak-hour.

As noted previously it is considered that a significant proportion of the traffic associated with the proposed MSCP is already utilising the adjacent road network and will simply redistribute following the opening of the MSCP. Notwithstanding this, in order to ensure a robust assessment it has been assumed that all generated by the proposed MSCP will be 'new trips'.

Based on the above, it is estimated that the proposed development will generate a total 236vph (inclusive of 163 arrivals and 73 departures) in the weekday AM peak-hour and 231vph (inclusive of 78 arrivals and 153 departures) in the weekday PM peak-hour

Estimated Development Traffic Distribution

The additional traffic generated by the short-term accommodation component of the proposed development has been distributed and assigned to the road network in accordance with the methodology set out in Figure 5.

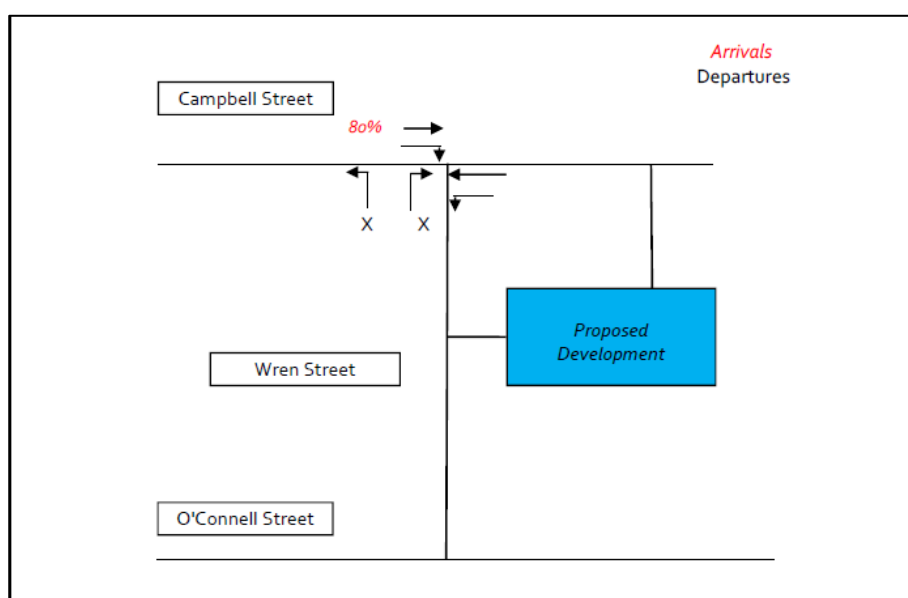


Figure 5 - Trip Distribution - Proposed Short-Term Accommodation

The additional traffic generated by the proposed MSCP has been distributed and assigned to the road network in accordance with the methodology set out in Figure 6.

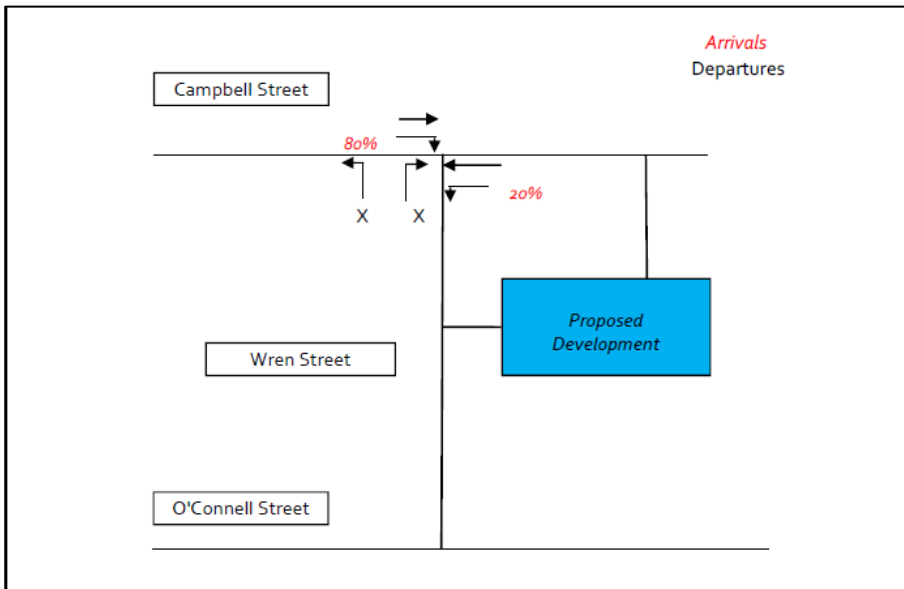


Figure 6 - Trip Distribution - Proposed MSCP

Estimated Development Traffic Demands

Based on the information provided above, the traffic demands associated with the proposed development, upon completion, for the weekday AM and PM peak-hour periods are shown in Figures 7 and 8, respectively.

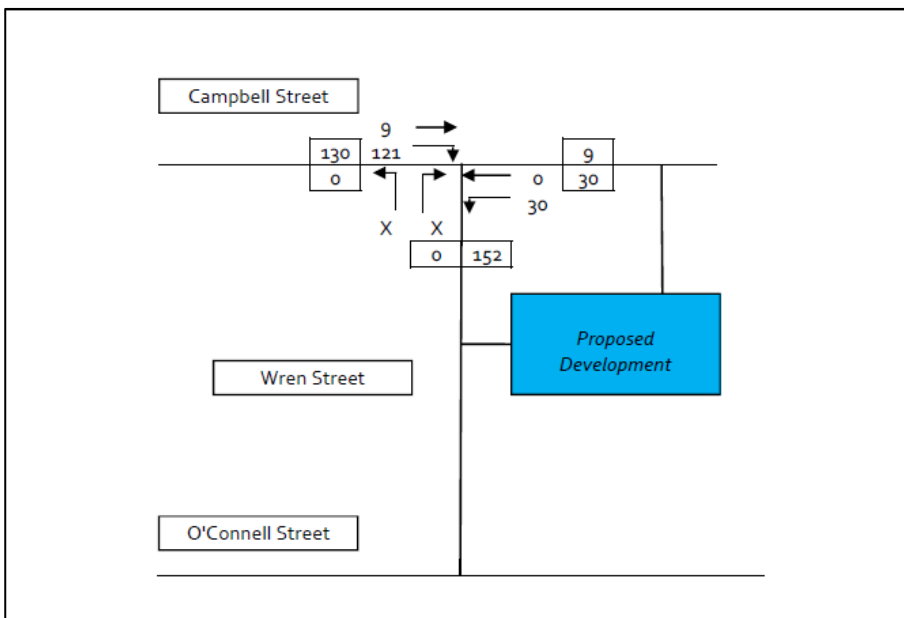


Figure 7 - Proposed Traffic Demands - Weekday AM Peak-Hour

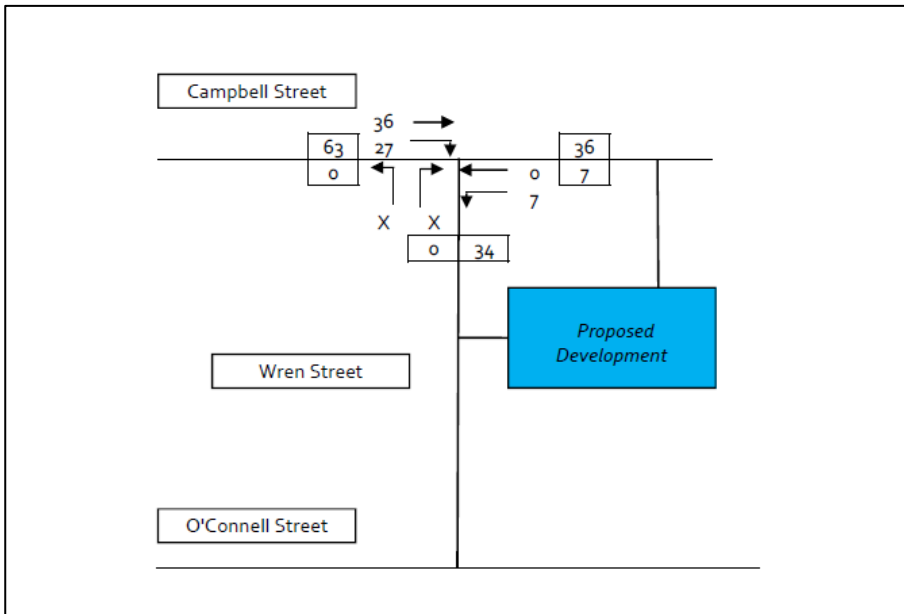


Figure 8 - Proposed Traffic Demands - Weekday PM Peak-Hour

Assessment Years

In terms of this appraisal, it is intended that the following forecast years will be considered to assess the effects of proposed development traffic:

- 2027 Future Year, (i.e. development completion plus 10 years).

In order to obtain suitability robust future year scenarios, it was considered necessary to expand the current year traffic volumes to 2027 (i.e. future year) expected volumes

In order to ensure a robust assessment, the high population growth forecasts for Brisbane as specified in the 'Queensland's Future Population - 2008 Edition' document published by the Department of Infrastructure and Planning have been used. These upper limit forecasts suggest that the population of Brisbane will grow at a maximum rate of 2.1% per annum between 2007 and 2031. The resulting growth factors are shown in Table 3.

Table 3 - Traffic Growth Factors

Assessment Year	Growth Rate
2013 Background Traffic to 2027 Background Traffic	1.338

Background Traffic Volumes 2027

Figures 9 and 10 show the 2027 background traffic volumes in the weekday AM and PM peak-hour periods, respectively.

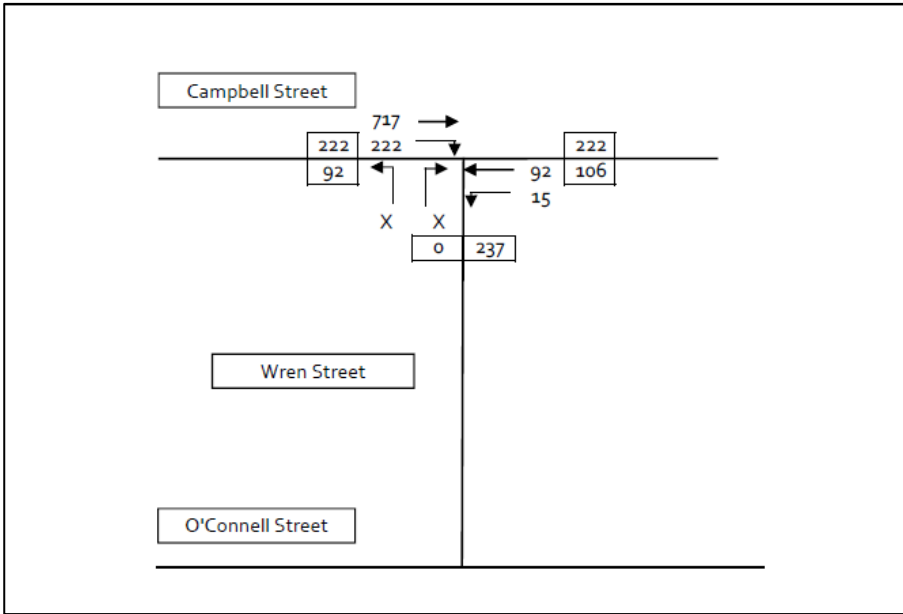


Figure 9 - Background Traffic Demands 2027 - Weekday AM Peak-Hour

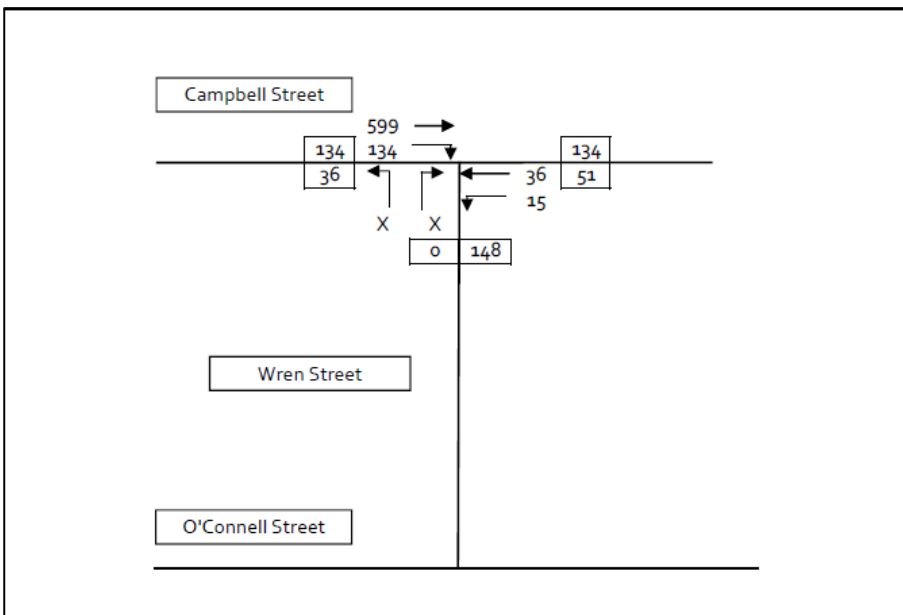


Figure 10 - Background Traffic Demands 2027 - Weekday PM Peak-Hour

Future Year 2027 Traffic Demands

The future year scenarios are determined by combining the proposed traffic demands (as shown in Figures 7 and 8) with the baseline 2027 volumes (as shown in Figures 9 and 10).

Figures 11 and 12 show the future year 2027 traffic volumes in the weekday AM and PM peak-hour periods, respectively.

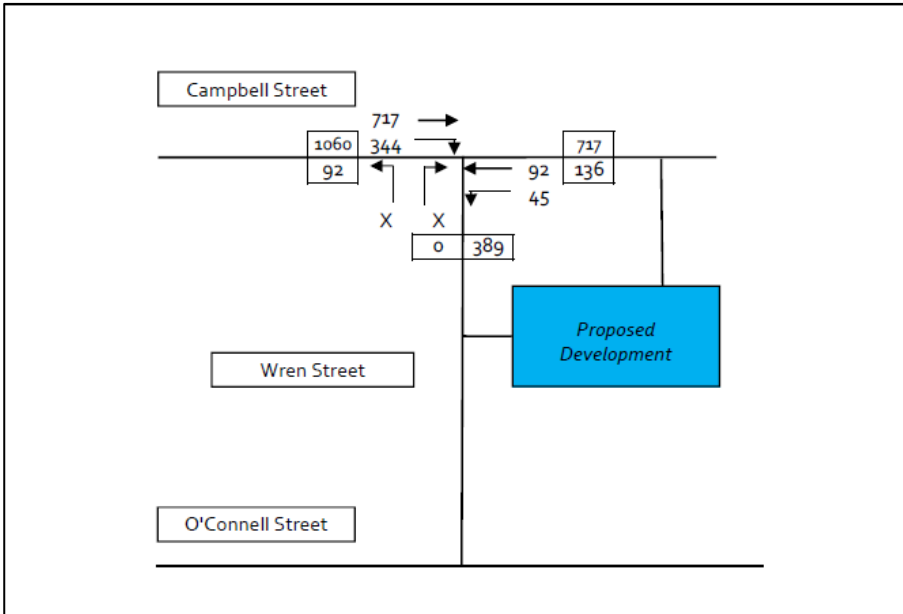


Figure 11 - Future Year Traffic Demands 2027 - Weekday AM Peak-Hour

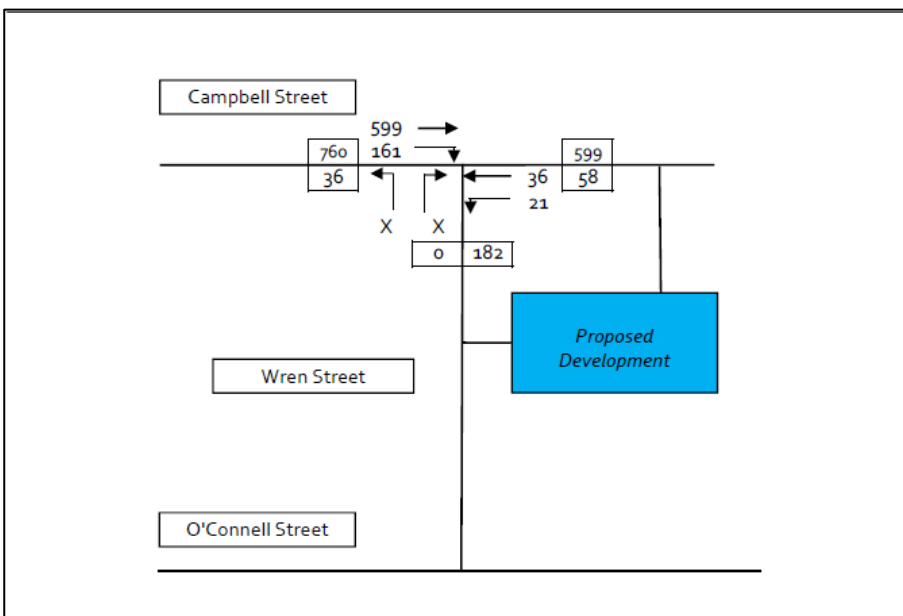


Figure 12 - Future Year Traffic Demands 2027 - Weekday PM Peak-Hour

Impact Analysis

Campbell Street/Wren Street Priority Controlled Intersection

Austrroads 'Guide to Road Design - Part 4a: Unsignalised & Signalised Intersection' provides guidance to assist the determination of turn treatment provisions at an intersection. Figure 13 below shows the warrants for turn treatment at a priority controlled intersection.

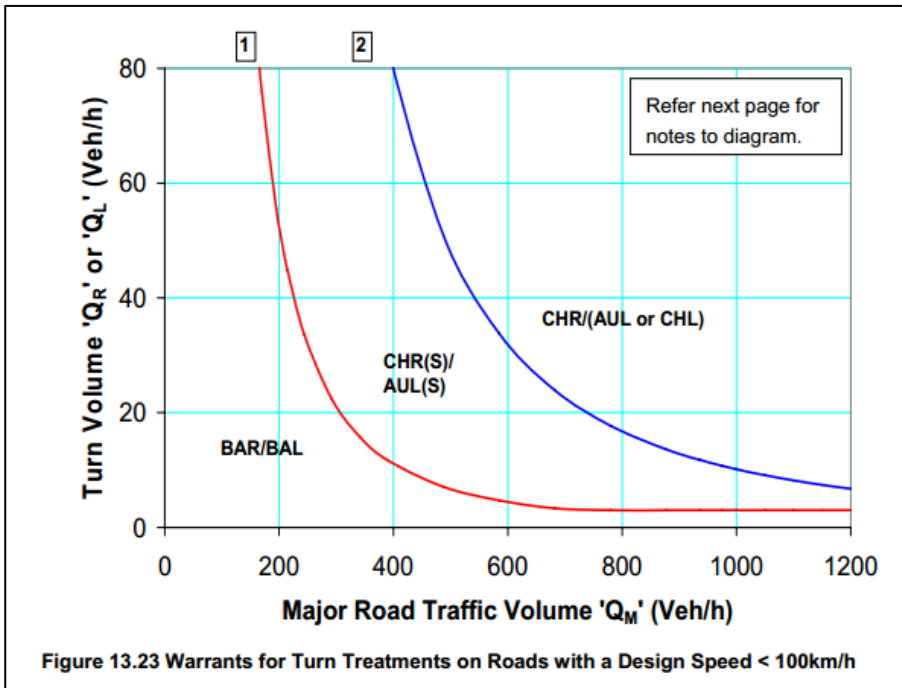


Figure 13 - Austroads Turn Treatment Warrants

Based on the existing traffic volumes observed at the Campbell Street/Wren Street priority controlled intersection (as shown in Figures 3 and 4) it is evident that turn treatment in the form of a channelised right turn lane on Campbell Street will help assist right turning traffic into Wren Street irrespective of the traffic associated with the proposed development.

TTM has conducted modelling of the modified intersection as shown in Figure 14 below, using the SIDRA Intersection Analysis Software.

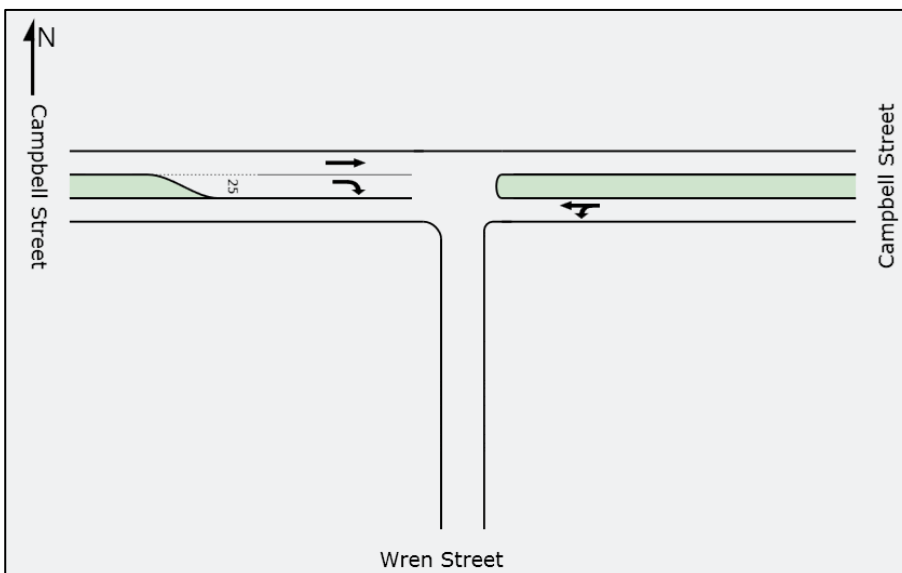


Figure 14 - Proposed Configuration of the Campbell Street/Wren Street Priority Controlled Intersection

Electronic copies of the models are available for inspection upon request. However, the SIDRA movement results have been summarised and presented in Table 4. These are expressed in terms of the Degree of Saturation, (DOS), the Maximum Average Delay at the intersection measured in seconds, the Level of Service and the Critical Queue on each approach measured in metres.

Table 4 - Summary of SIDRA Outputs for the Campbell Street/Wren Street Priority Controlled Intersection

Case	Degree of Saturation (DOS)	Average Delay (Seconds)	Level of Service (LOS)	95th Percentile Critical Queue (m)	
				East	West
Future Year 2027 AM	32.5%	2.0	N/A	0	3
Future year 2017 PM	39.0%	3.0	N/A	0	7

It can be seen from Table 4 above that the intersection will operate well within the desired 80% threshold in terms of Degree of Saturation (DOS) in the weekday AM and PM peak-hour periods at future year 2027.

O'Connell Terrace/Wren Street Intersection

As noted previously the configuration of the O'Connell Terrace/Wren Street intersection is such that traffic turning either left or right from Wren Street currently does so unopposed. On-site observations have confirmed that the co-ordination of the traffic signals along O'Connell Terrace creates gaps through platooning, which assists traffic turning right out of Wren Street. Notwithstanding this, in order to address DSDIP's concerns regarding 'weaving' for traffic turning right from Wren Street onto O'Connell Terrace destined for Bowen Bridge Road (south) it is recommended the configuration of the intersection is modified and a right turn give-way lane is introduced on the Wren Street approach in lieu of the continuous lane currently in situ. It is considered that the provision of the right turn give-way lane on Wren Street permits improved 'weaving' conditions for traffic destined for Bowen Bridge Road (south).

The modifications to the O'Connell Terrace/Wren Street intersection, which are conceptually illustrated in Drawing No. 13BRT0403-SK04 included in **Attachment 5**, can be facilitated through revisions to line marking.

Conclusions

In summary, the Short-Term Accommodation and MSCP access, parking and servicing provisions are generally compliant with the requirements set out in AS2890.1, AS2890.1 and AS2890.6.

It is considered that a significant proportion of the traffic associated with the proposed MSCP is already utilising the adjacent road network and will simply redistribute following the opening of the MSCP. Notwithstanding this, in order to ensure a robust assessment it has been assumed that all generated by the proposed MSCP will be 'new trips'.

Computer modelling has confirmed that the modified intersection can accommodate the projected traffic demands up to and including future year 2027.

In order to address DSDIP's concerns regarding 'weaving' for traffic turning right from Wren Street onto O'Connell Terrace destined for Bowen Bridge Road (south) it is recommended the configuration of the intersection is modified and a right turn give-way lane is introduced on the Wren Street approach in lieu of the continuous lane currently in situ. It is considered that the provision of the right turn give-way lane on Wren Street permits improved 'weaving' conditions for traffic destined for Bowen Bridge Road (south).

If you require further information or clarification, please do hesitate to contact Andrew Riddles on 3327 9500.

Yours faithfully,



Andrew Riddles

Lead Consultant

Reviewed:



Paul Penman

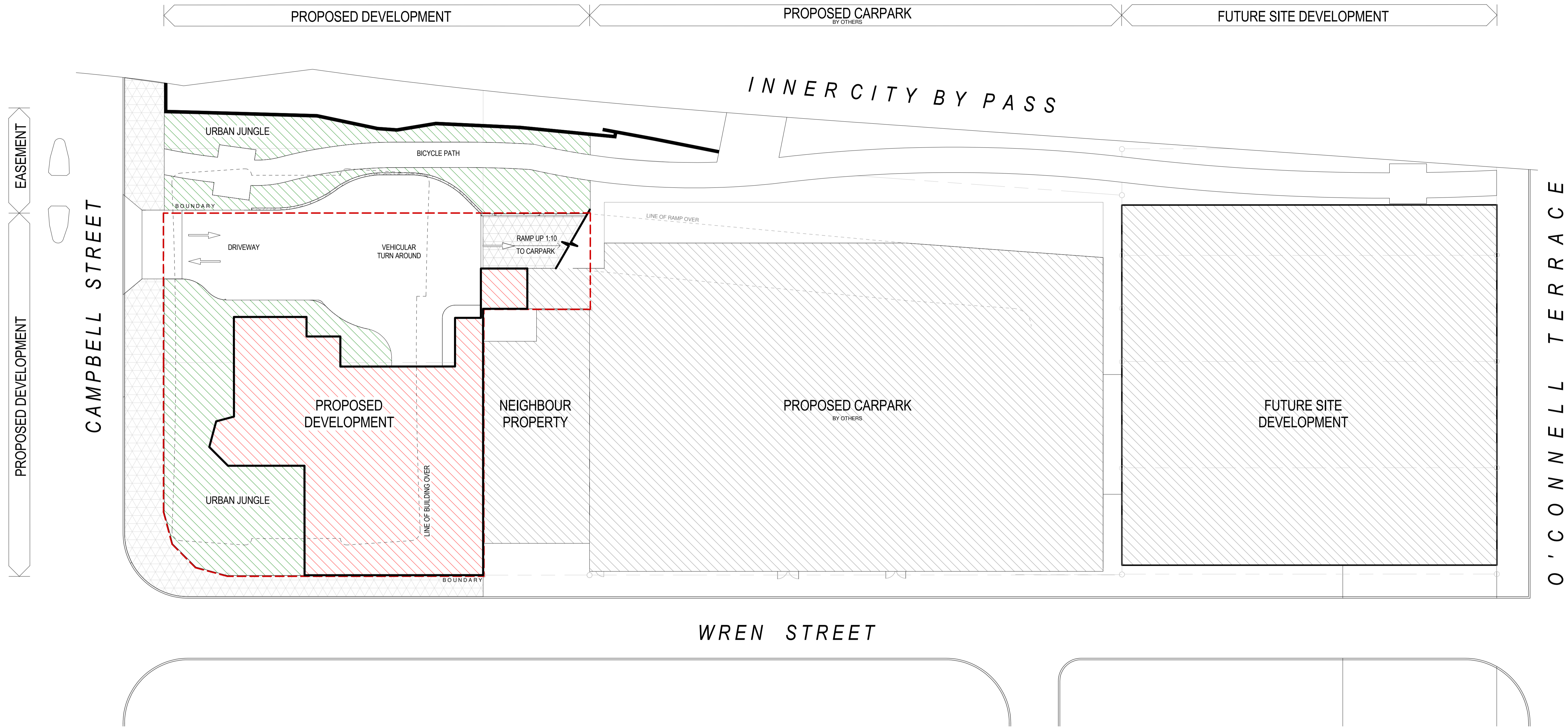
Associate Director (CPEng, RPEQ)

Attachment 1: Development Plans - Short-Term Accommodation

Attachment 2: Drawing No. 14BRT0403-SK01 - Site Access Plan - Driveway Design & On-Site Loading

Attachment 3: Development Plans - MSCP

Attachment 5: Drawing No. 13BRT0407-SK04 - Modified O'Connell Terrace/Wren Street Intersection



1 SITE PLAN
02 1 : 200

REAL PROPERTY DESCRIPTION

- 96 CAMPBELL ST BOWEN HILLS 4006
LOT 22 ON RP155465
- 94 CAMPBELL ST BOWEN HILLS 4006
LOT 20 ON RP9941
- 92 CAMPBELL ST BOWEN HILLS 4006
LOT 19 ON RP9941
- 90 CAMPBELL ST BOWEN HILLS 4006
LOT 18 ON RP9941

<p>LEGEND</p> 	<p>DRAWN ML, AF</p>	<p>ISSUE A</p>	<p>DATE 31.10.2014</p>	<p>AMENDMENT DEVELOPMENT APPLICATION</p>
		<p>B</p>	<p>08.12.2014</p>	<p>DEVELOPMENT APPLICATION - REVISED</p>
		<p>C</p>	<p>27.02.2015</p>	<p>REQUEST FOR INFORMATION RESPONSE</p>
	<p>APPROVED Approver</p>			
	<p>CHECKED PK</p>			

PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

CLIENT
AUSCOM PROJECTS PTY LTD

DRAWING
SITE PLAN

Thomson Adsett

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DATE
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PROJECT NUMBER
14.0102.17

DRAWING NUMBER
SD-02

REVISION
C

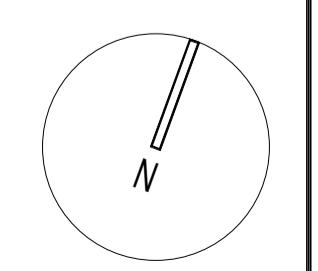
Original Sheet Size A1- 594 x 840

PRELIMINARY



1 FLOOR PLAN - GROUND LEVEL
1 : 100

- LEGEND
- AL1 ALUMINIUM FRAMED DOOR
 - BAL2 BALUSTRADE - MASONRY BLOCK
 - COL2 STEEL COLUMN
 - PB PLANTER BOX - REFER LANDSCAPE ARCHITECT
 - RSD ROLLER SHUTTER DOOR
 - STN NATURAL STONE



DRAWN	ISSUE	DATE	AMENDMENT
ML, AF	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

APPROVED
Approver

CHECKED
PK

PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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DRAWING
FLOOR PLAN - GROUND LEVEL

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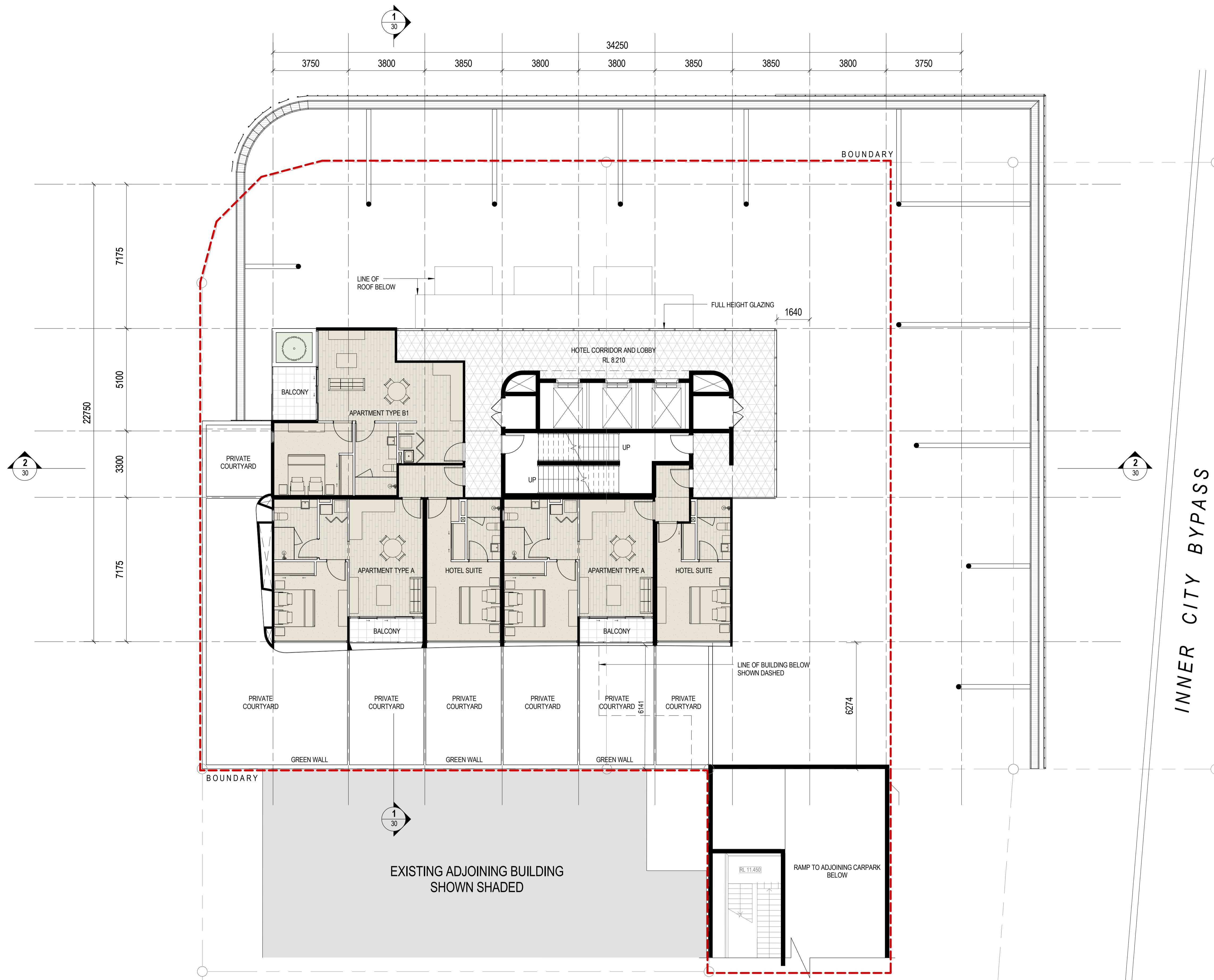
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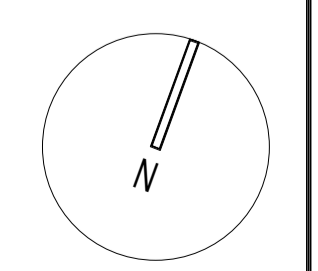
SCALE	PROJECT NUMBER
1 : 100 A1 SHEET	14.0102.17
DATE FEB 2015	DRAWING NUMBER SD-03
	REVISION C



INNER CITY BYPASS

1 FLOOR PLAN - LEVEL 1
1 : 100

LEGEND	
AL3 ALUMINIUM FRAMED GLAZED FACADE SYSTEM	CPS COMPOSITE PANEL WALL CLADDING
AL4 ALUMINIUM FRAMED WEATHER SCREEN WITH INTEGRATED PLANTING	CPT CARPET
BAL1 BALUSTRADE - FIXED GLASS	CT1 CERAMIC TILES - TYPE 1
BAL2 BALUSTRADE - MASONARY BLOCK	CT2 CERAMIC TILES - TYPE 2
COL2 STEEL COLUMN	CT3 CERAMIC TILES - TYPE 3
	PB PLANTER BOX - REFER LANDSCAPE ARCHITECT



DRAWN	ISSUE	DATE	AMENDMENT
ML, AF	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

APPROVED Approver

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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
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DRAWING
FLOOR PLAN - LEVEL 1

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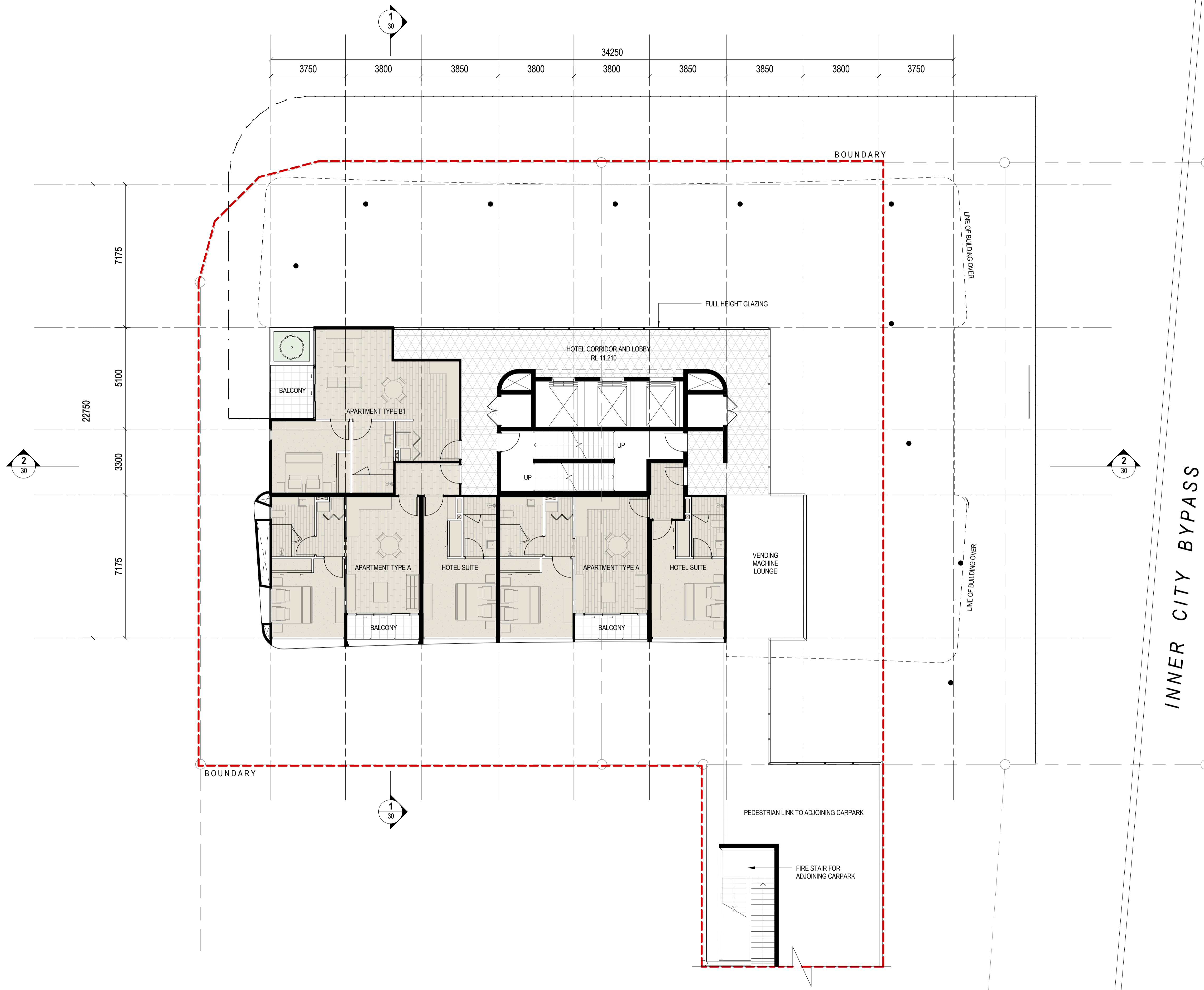
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SCALE	PROJECT NUMBER
1 : 100 A1 SHEET	14.0102.17
DATE FEB 2015	DRAWING NUMBER SD-04
	REVISION C

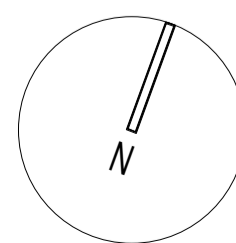
PRELIMINARY

27/02/2015 5:22:38 PM



1 FLOOR PLAN - LEVEL 2-3 TYPICAL
1 : 100

LEGEND	
AL2	ALUMINIUM FRAMED WINDOW
AL3	ALUMINIUM FRAMED GLAZED FACADE SYSTEM
AL4	ALUMINIUM FRAMED WEATHER SCREEN WITH INTEGRATED PLANTING
BAL1	BALUSTRADE - FIXED GLASS
BAL2	BALUSTRADE - MASONARY BLOCK
COL2	STEEL COLUMN
CPT	CARPET
CT1	CERAMIC TILES - TYPE 1
CT2	CERAMIC TILES - TYPE 2
CT3	CERAMIC TILES - TYPE 3
PB	PLANTER BOX - REFER LANDSCAPE ARCHITECT



ISSUE	DATE	AMENDMENT
A	31.10.2014	DEVELOPMENT APPLICATION
B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

APPROVED	Approver
CHECKED	PK

PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

CLIENT
AUSCOM PROJECTS PTY LTD

DRAWING
FLOOR PLAN - LEVELS 2-3 TYPICAL

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A1 SHEET

DATE
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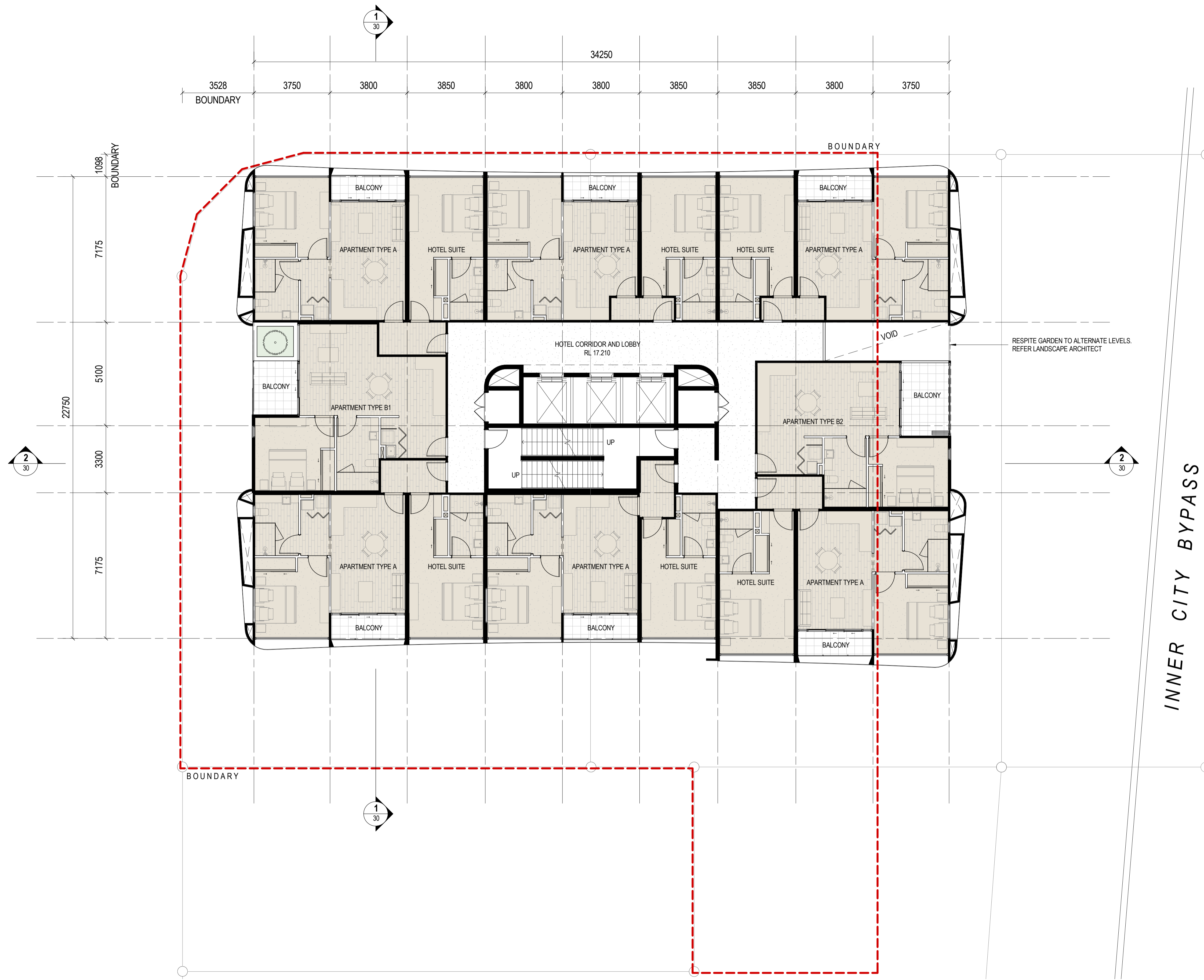
PROJECT NUMBER
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DRAWING NUMBER
SD-05

REVISION
C

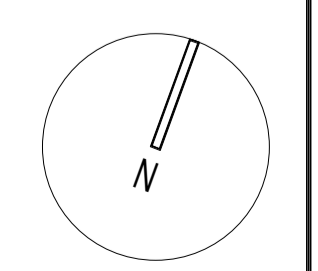
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PRELIMINARY



1 FLOOR PLAN - LEVEL 4-19 TYPICAL
 1 : 100

LEGEND	
AL2	ALUMINIUM FRAMED WINDOW
AL3	ALUMINIUM FRAMED GLAZED FACADE SYSTEM
BAL2	BALUSTRADE - MASONARY BLOCK
CPS	COMPOSITE PANEL WALL CLADDING
CPT	CARPET
CT2	CERAMIC TILES - TYPE 2
CT3	CERAMIC TILES - TYPE 3
PB	PLANTER BOX - REFER LANDSCAPE ARCHITECT



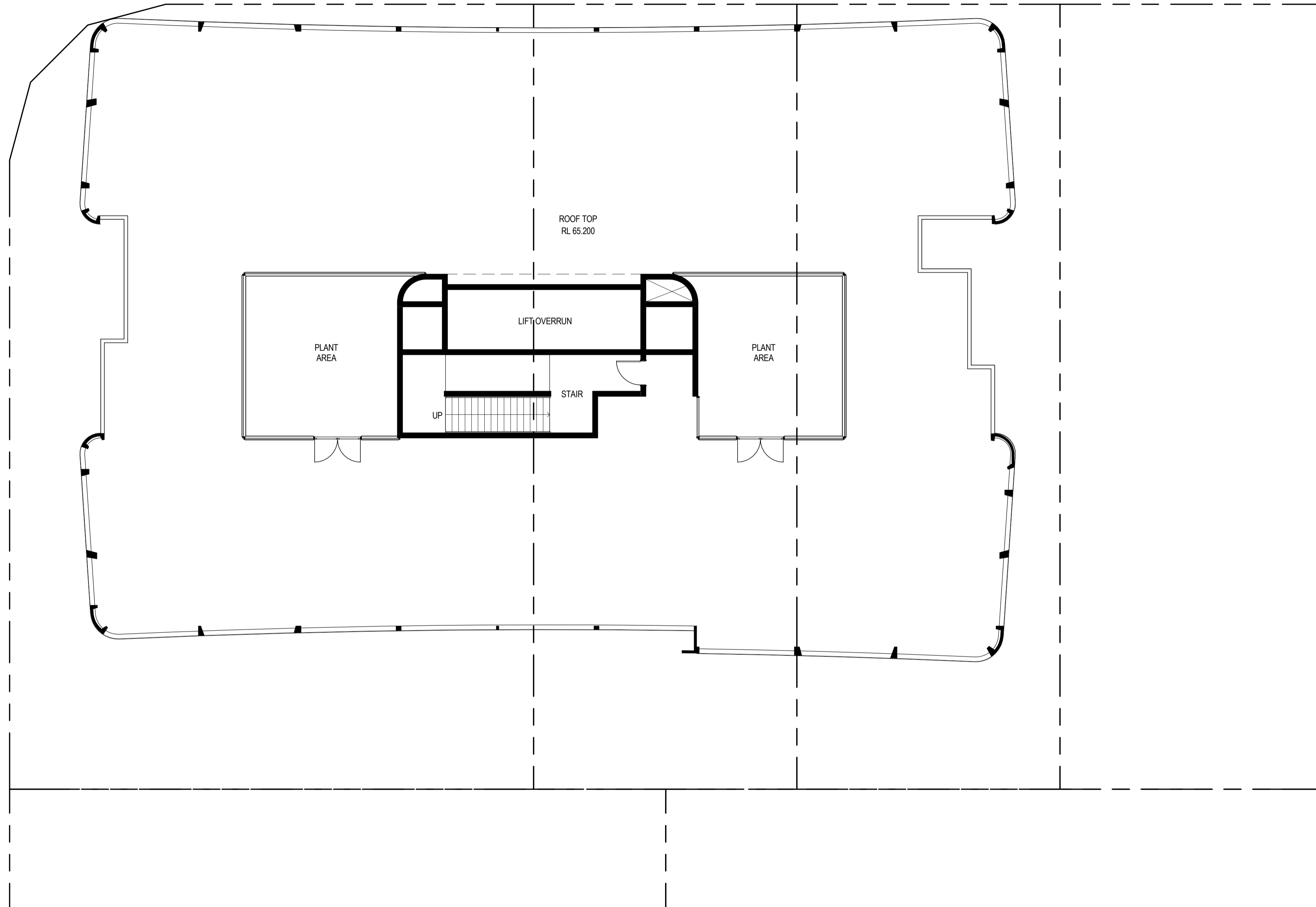
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A	31.10.2014	DEVELOPMENT APPLICATION
B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

PROJECT
CAMPBELL STREET HOTEL
 ADDRESS
 CNR CAMPBELL AND WREN STREET, BRISBANE
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 AUSCOM PROJECTS PTY LTD

DRAWING
FLOOR PLAN - LEVELS 4-19 TYPICAL

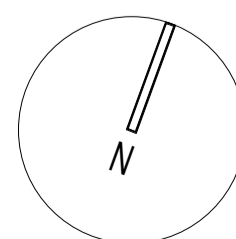
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SCALE	PROJECT NUMBER
1 : 100 A1 SHEET	14.0102.17
DATE FEB 2015	DRAWING NUMBER SD-06
	REVISION C



1 ROOF PLAN
07 1 : 100

LEGEND



DRAWN	ISSUE	DATE	AMENDMENT
Author	A	27.02.2015	REQUEST FOR INFORMATION RESPONSE
APPROVED			
Approver			
CHECKED			
Checker			

PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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DRAWING
ROOF PLAN

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1 : 100
A1 SHEET
DATE
FEB 2015

PROJECT NUMBER
14.0102.17

DRAWING NUMBER
SD-07

REVISION
A

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PRELIMINARY

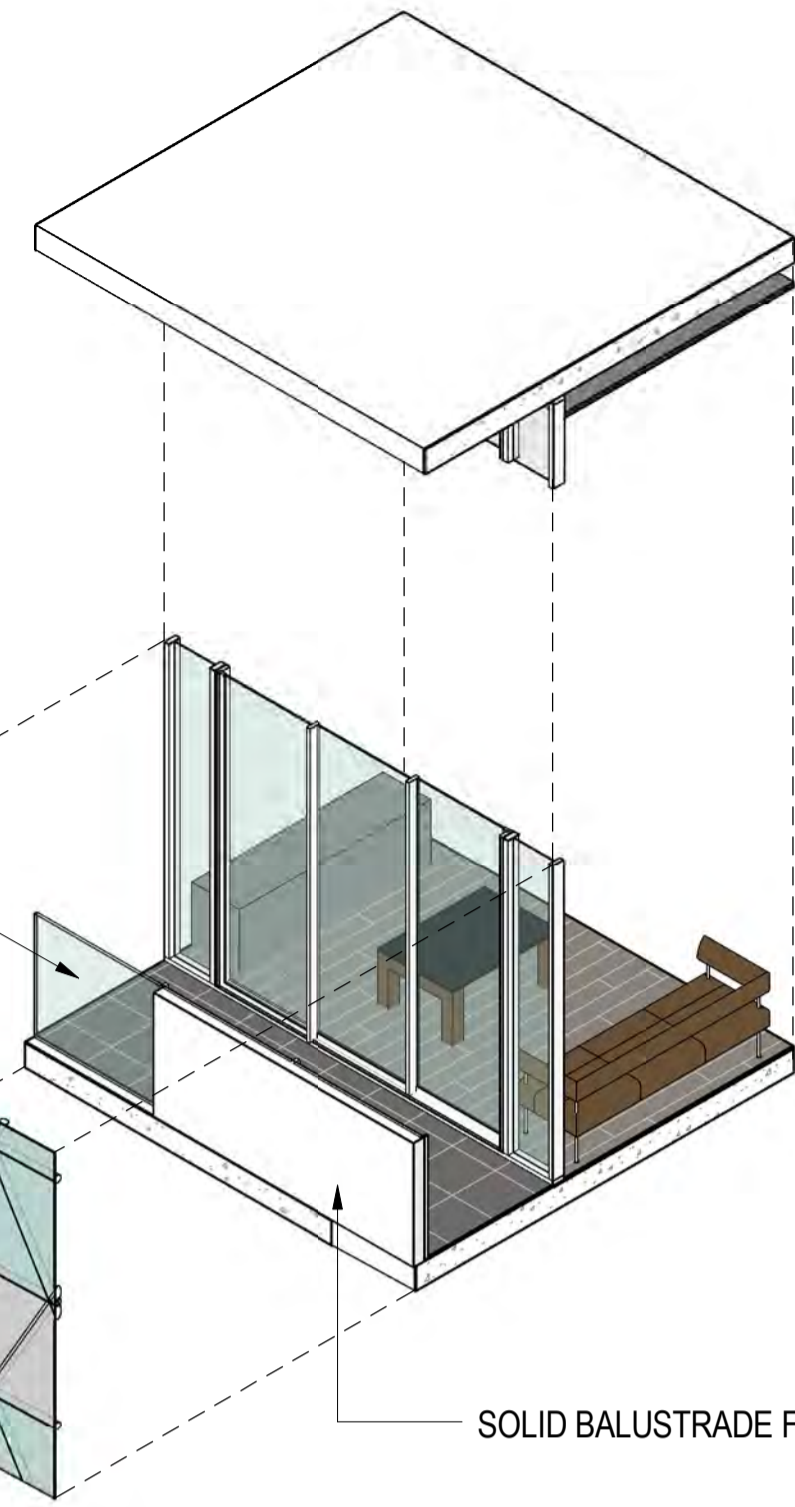


1 TYPICAL APARTMENT A & HOTEL SUITE LAYOUT
DB 1 : 50

SHARED ENTRY - DUAL KEY LOBBY
 APARTMENT A AND HOTEL SUITE
 ABLE TO BE LET OUT INDIVIDUALLY
 OR AS A LARGE 2 BED APARTMENT

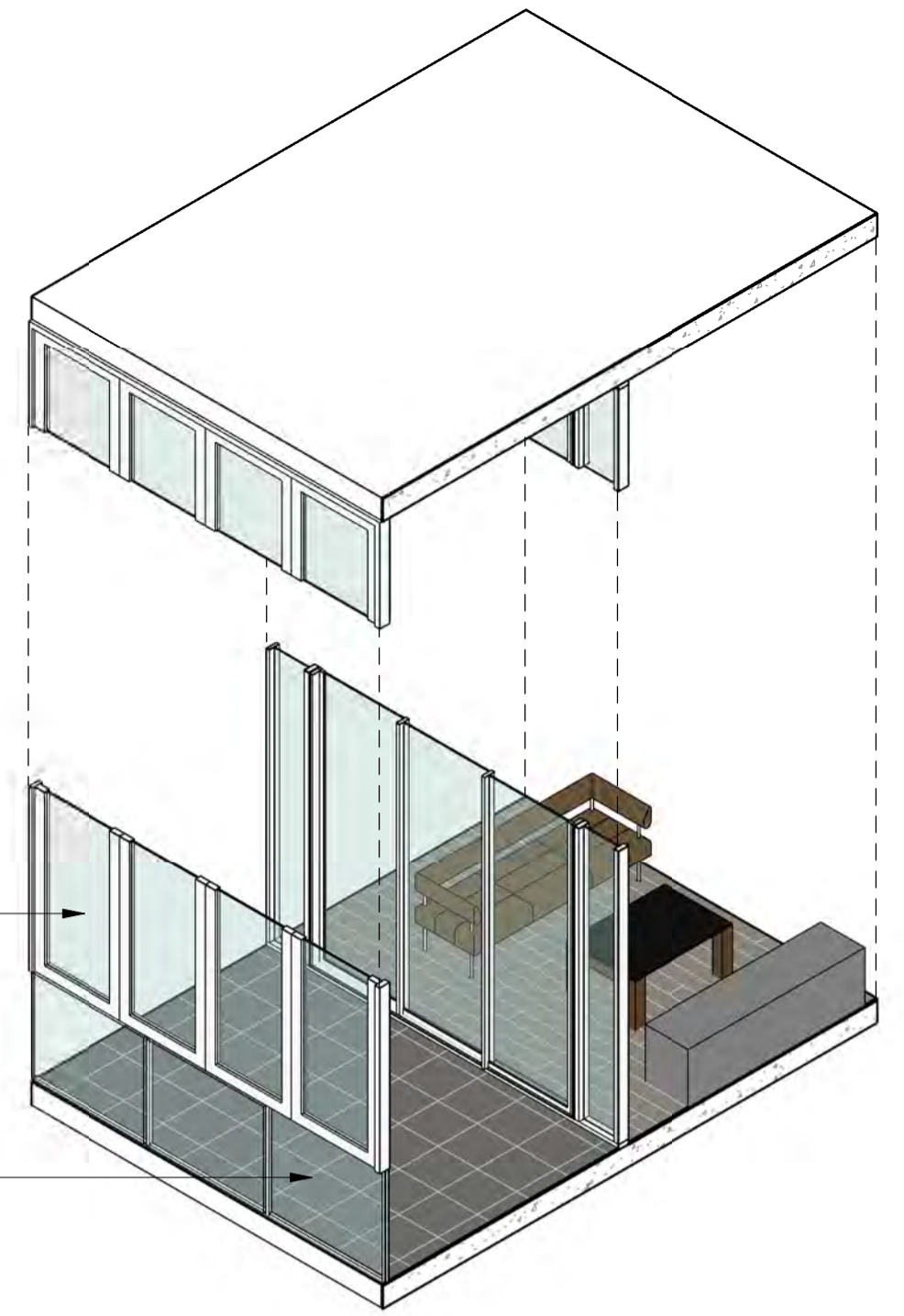
GLASS BALUSTRADE

ALUMINIUM FRAMED
 GLAZED FACADE SYSTEM



SOLID BALUSTRADE FOR PRIVACY

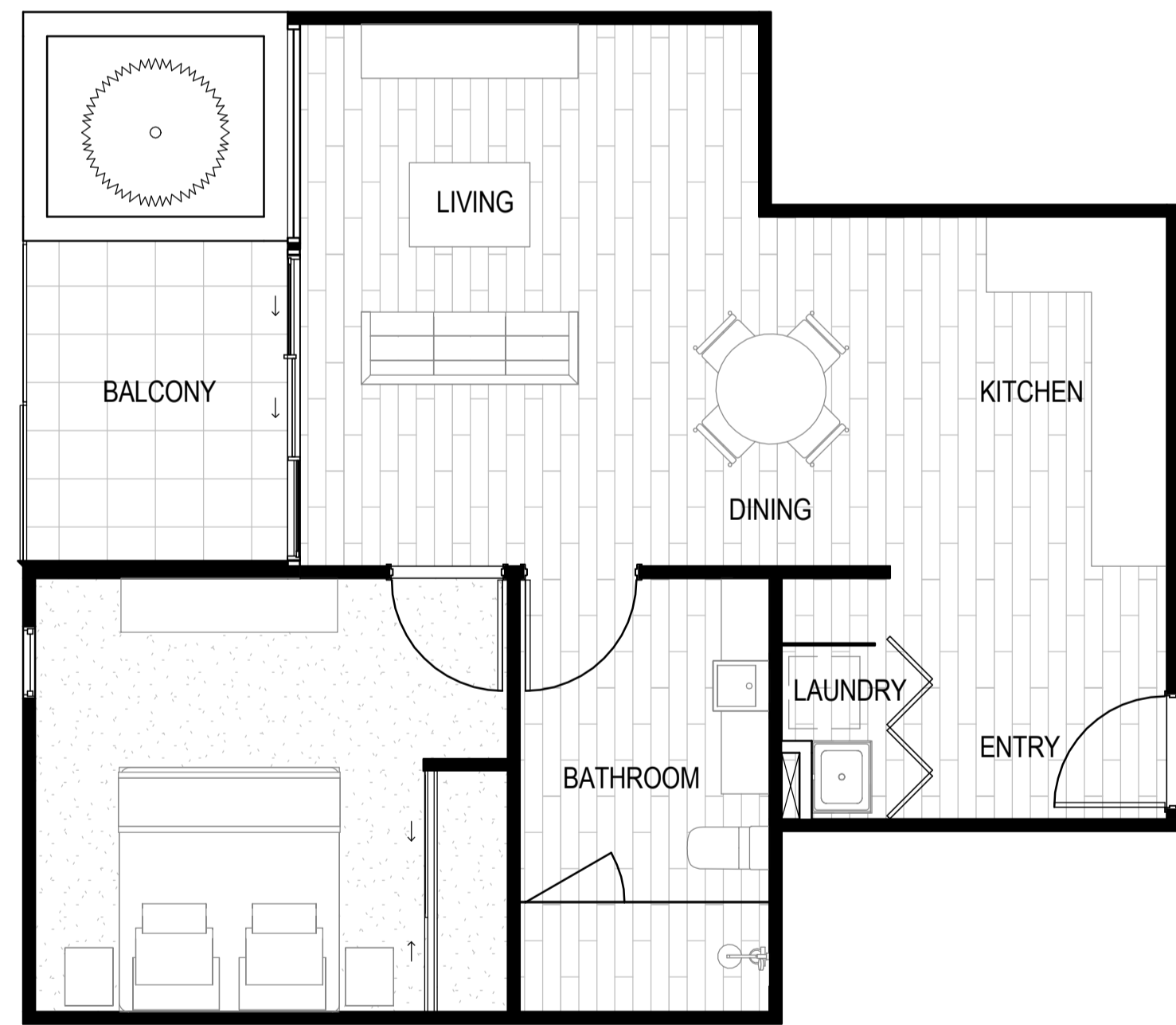
2 TYPICAL BALCONY DETAIL
DB LOWER LEVEL BALCONIES



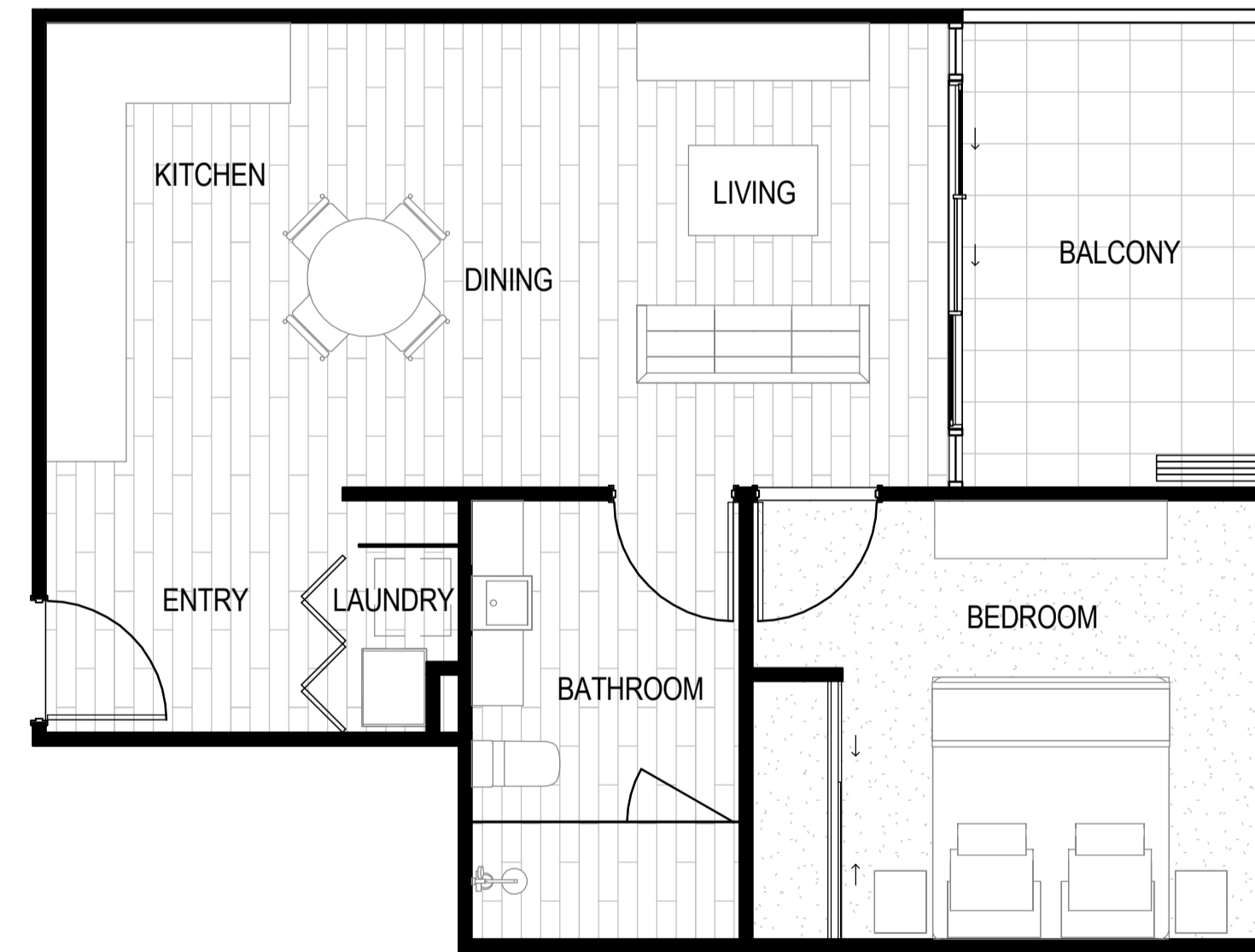
OPERABLE ACOUSTIC
 GLASS SCREEN

GLASS BALUSTRADE

3 TYPICAL BALCONY DETAIL
DB EAST FACING BALCONIES



4 TYPICAL APARTMENT B1 LAYOUT
DB 1 : 50



5 TYPICAL APARTMENT B2 LAYOUT
DB 1 : 50

LEGEND

DRAWN	ISSUE	DATE	AMENDMENT
OL	A	27.02.2015	REQUEST FOR INFORMATION RESPONSE
APPROVED			
Approver			
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PROJECT
CAMPBELL STREET HOTEL
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 CLIENT
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DRAWING
TYPICAL APARTMENT TYPES

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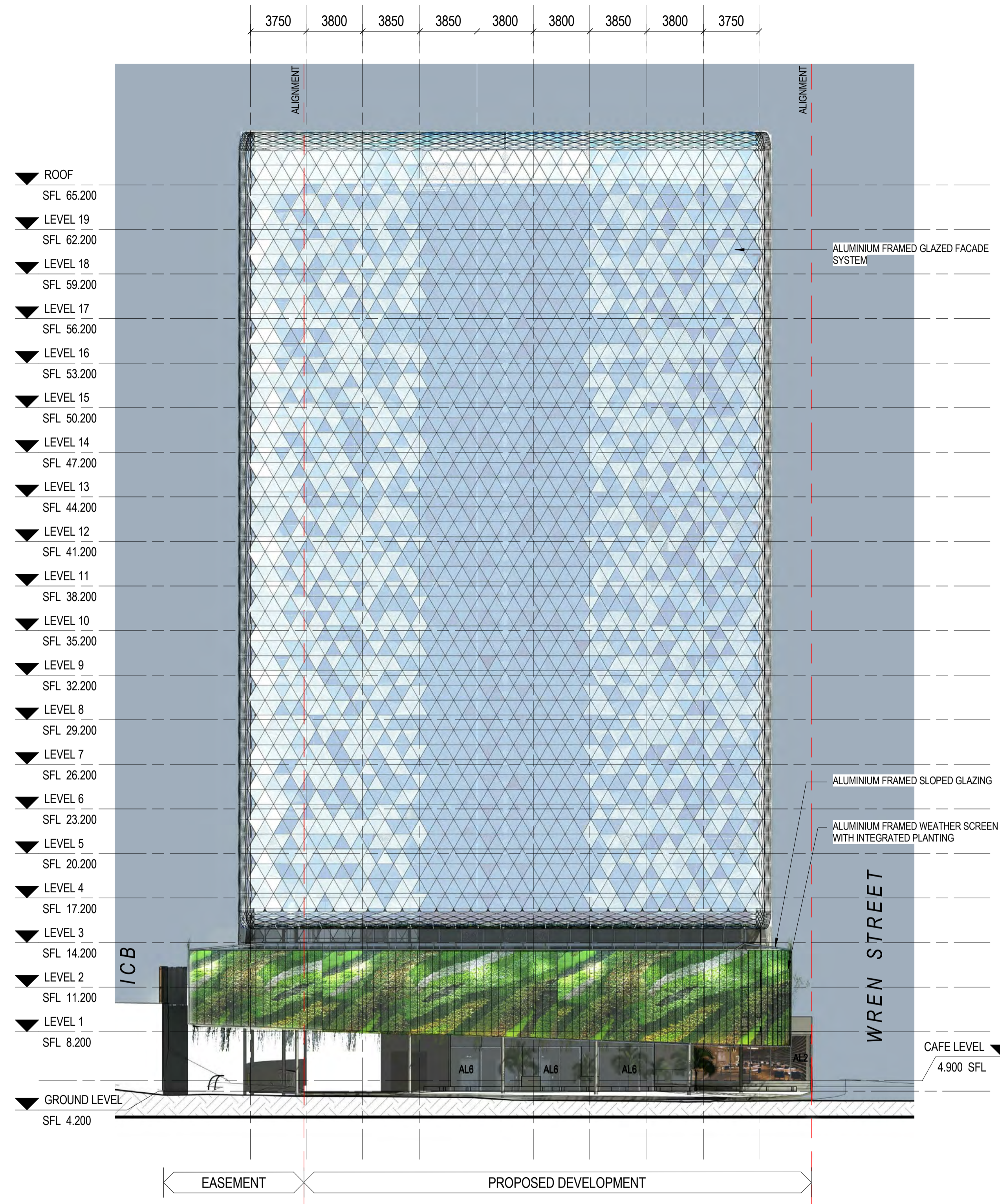
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SCALE
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 DATE
 FEB 2015
 PROJECT NUMBER
14.0102.17
 DRAWING NUMBER
SD-08
 REVISION
A

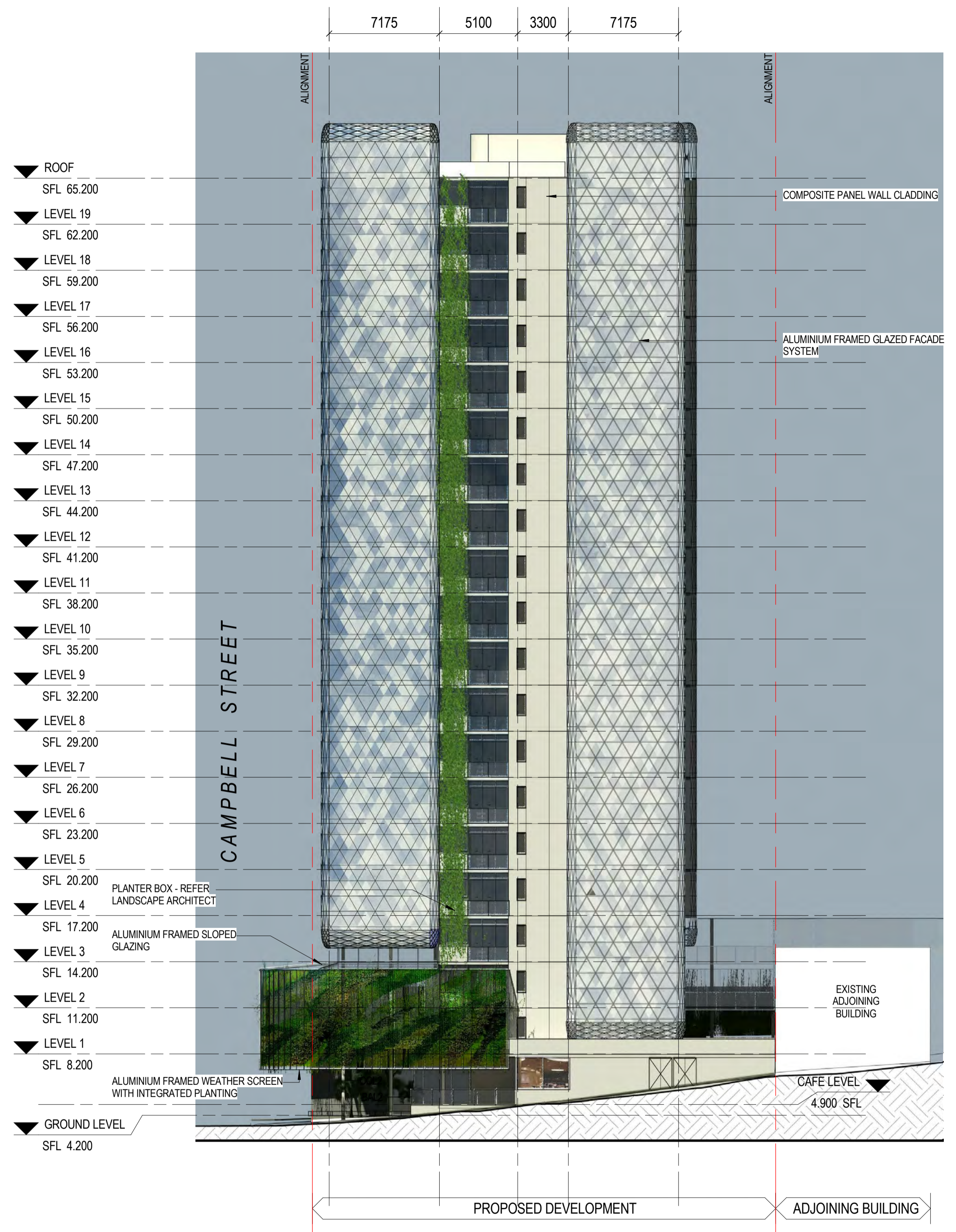
Original Sheet Size A1- 594 x 840

PRELIMINARY

27/02/2015 5:33:16 PM



1 ELEVATION - CAMPBELL STREET
1 : 200



2 ELEVATION - WREN STREET
1 : 200

LEGEND

AL2	ALUMINIUM FRAMED WINDOW
AL6	ALUMINIUM FRAMED CURTAIN WALL
BAL2	BALUSTRADE - MASONARY BLOCK
COL2	STEEL COLUMN

DRAWN ML, AF	ISSUE	DATE	AMENDMENT
	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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DRAWING
ELEVATIONS - SHEET 1

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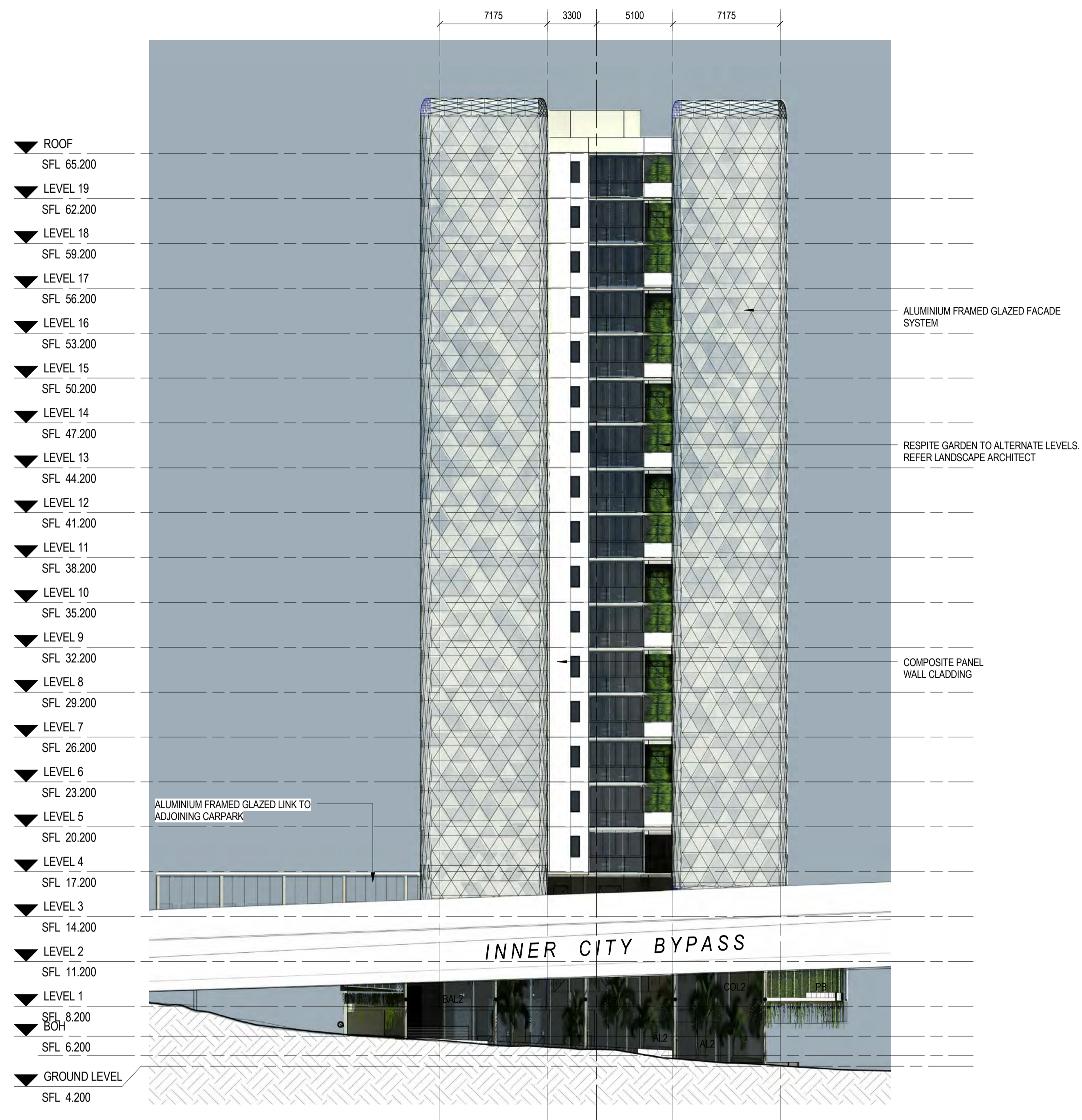
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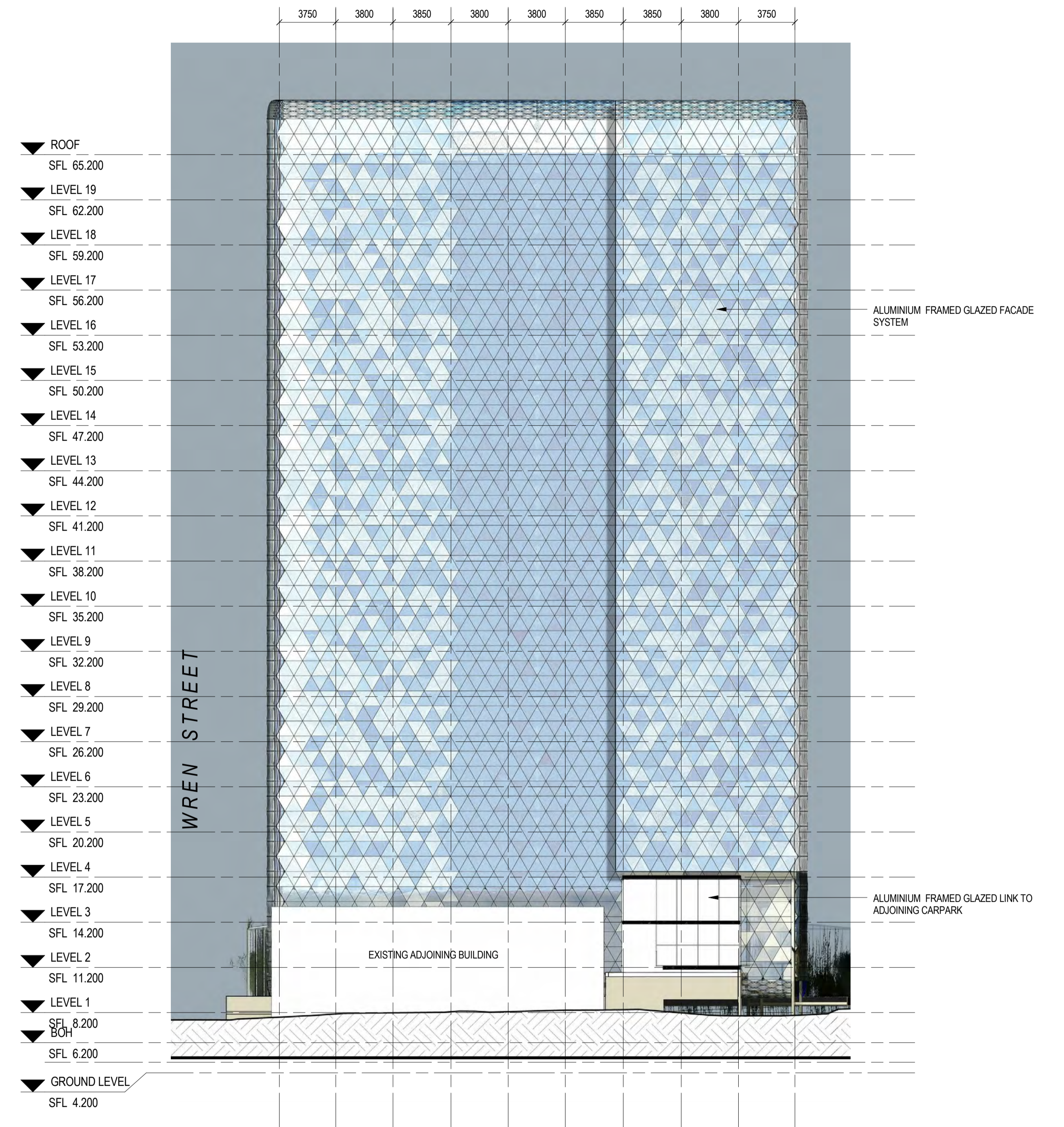
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SCALE 1 : 200 A1 SHEET	PROJECT NUMBER 14.0102.17
DATE FEB 2015	DRAWING NUMBER SD-20
	REVISION C

Original Sheet Size A1- 594 x 840



1 ELEVATION - ICB
1 : 200



2 ELEVATION - BACK
1 : 200

LEGEND

AL2	ALUMINIUM FRAMED WINDOW
BAL2	BALUSTRADE - MASONARY BLOCK
COL2	STEEL COLUMN
PB	PLANTER BOX - REFER LANDSCAPE ARCHITECT

DRAWN	ISSUE	DATE	AMENDMENT
Author	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

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Approver	
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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

CLIENT
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DRAWING
ELEVATIONS - SHEET 2

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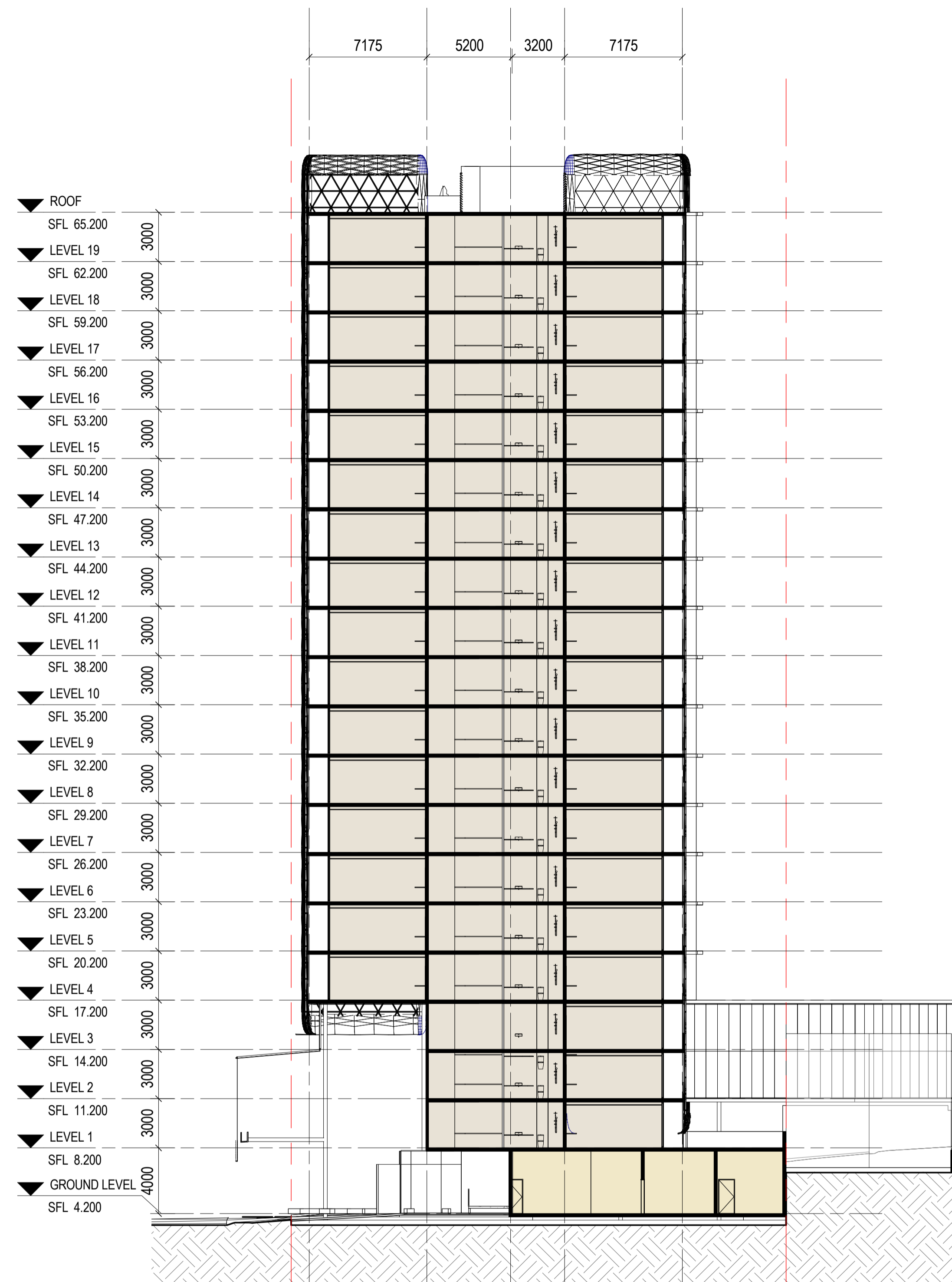
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SCALE	PROJECT NUMBER
1 : 200	14.0102.17
A1 SHEET	DRAWING NUMBER
	SD-21
DATE	REVISION
FEB 2015	C

PRELIMINARY



1 SECTION 1
03 1:200



2 SECTION 2
03 1:200

LEGEND	
AL2	ALUMINIUM FRAMED WINDOW
AL3	ALUMINIUM FRAMED GLAZED FACADE SYSTEM
AL4	ALUMINIUM FRAMED WEATHER SCREEN WITH INTEGRATED PLANTING
AL5	ALUMINIUM FRAMED SLOPED GLAZING
AL6	ALUMINIUM FRAMED CURTAIN WALL
BAL2	BALUSTRADE - MASONARY BLOCK
COL2	STEEL COLUMN
EGL	EXISTING GROUND LINE
LO	CONCRETE ROOFED LIFT OVER-RUN
PB	PLANTER BOX - REFER LANDSCAPE ARCHITECT

DRAWN	ISSUE	DATE	AMENDMENT
ML AF	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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SECTIONS - SHEET 1

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DATE
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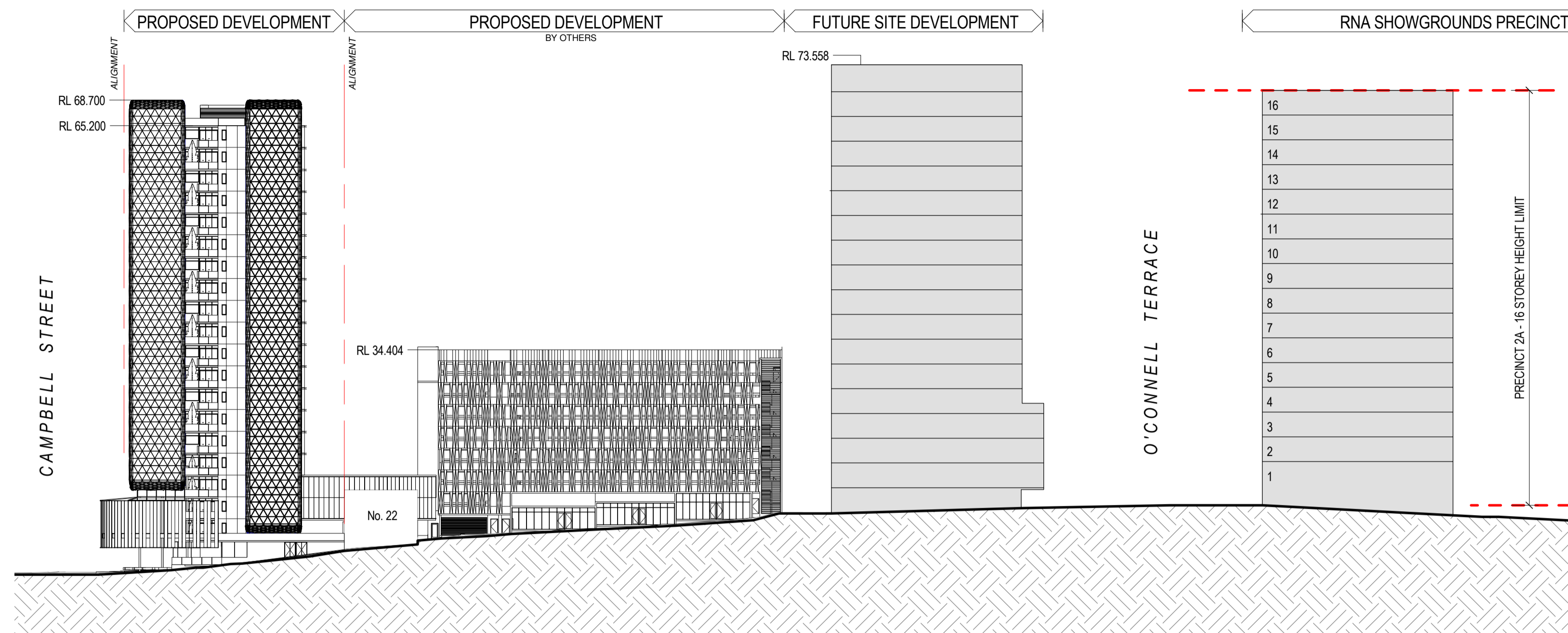
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DRAWING NUMBER
SD-30

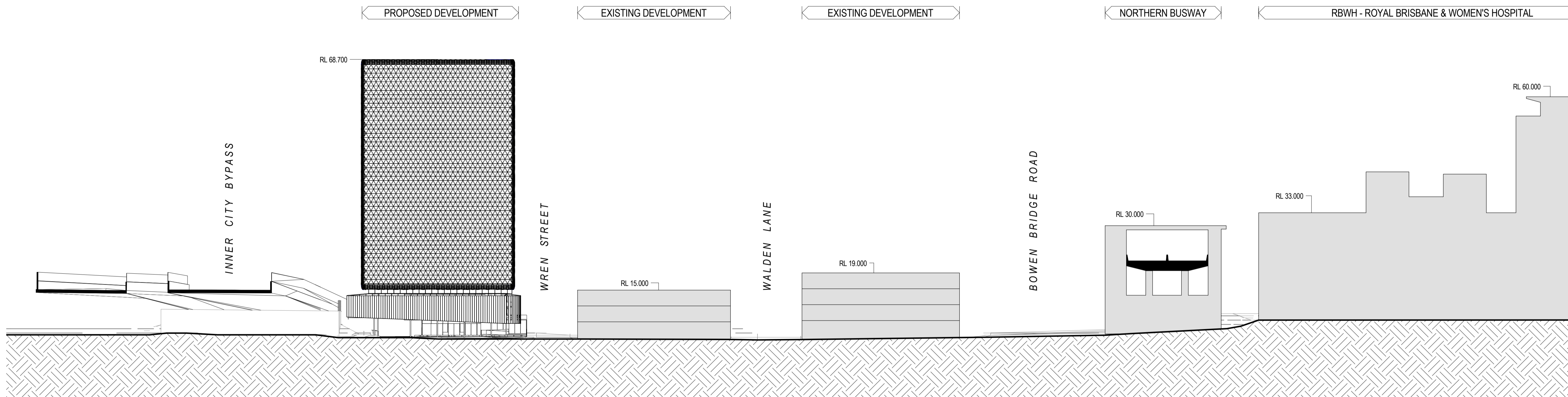
REVISION
C

Original Sheet Size A1- 594 x 840

PRELIMINARY



1 STREETScape - WREN ST
1 : 500



2 STREETScape - CAMPBELL STREET
1 : 500

LEGEND

DRAWN	ISSUE	DATE	AMENDMENT
ML, AF	A	31.10.2014	DEVELOPMENT APPLICATION
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APPROVED Approver

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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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DRAWING
STREETScape - CAMPBELL AND WREN STREET

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PROJECT NUMBER
14.0102.17
DRAWING NUMBER
SD-39
REVISION
C



LEGEND

DRAWN	ISSUE	DATE	AMENDMENT
ML, AF	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

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PROJECT
CAMPBELL STREET HOTEL
 ADDRESS
 CNR CAMPBELL AND WREN STREET, BRISBANE
 CLIENT
 AUSCOM PROJECTS PTY LTD

DRAWING
ARTIST'S IMPRESSION 01

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A1 SHEET	14.0102.17
DATE	DRAWING NUMBER
FEB 2015	SD-40
	REVISION
	C

PRELIMINARY



LEGEND

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	A	31.10.2014	DEVELOPMENT APPLICATION
	B	08.12.2014	DEVELOPMENT APPLICATION - REVISED
	C	27.02.2015	REQUEST FOR INFORMATION RESPONSE

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PROJECT
CAMPBELL STREET HOTEL

ADDRESS
CNR CAMPBELL AND WREN STREET, BRISBANE

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DRAWING
ARTIST'S IMPRESSION 02

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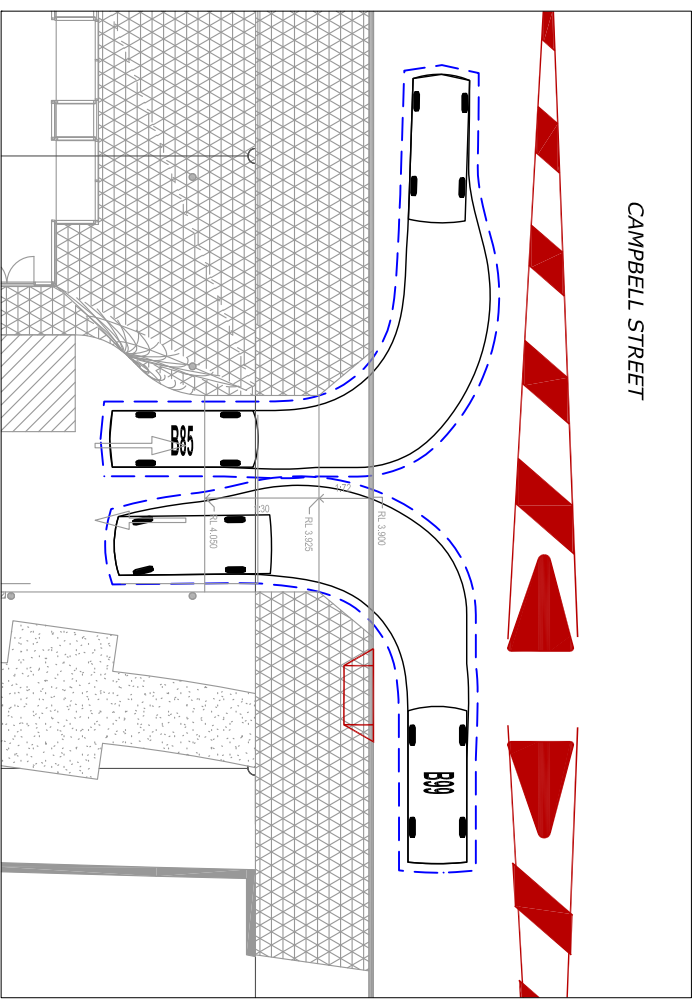
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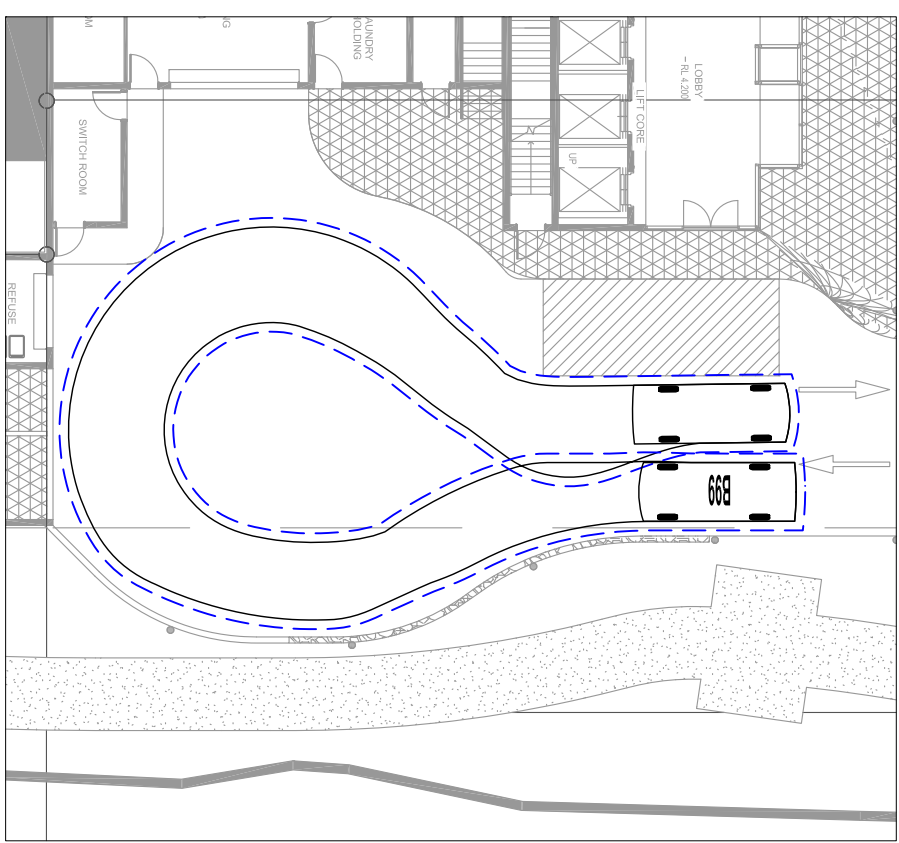
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DATE
FEB 2015

PROJECT NUMBER
14.0102.17
DRAWING NUMBER
SD-41
REVISION
C

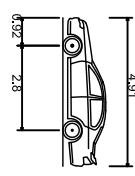
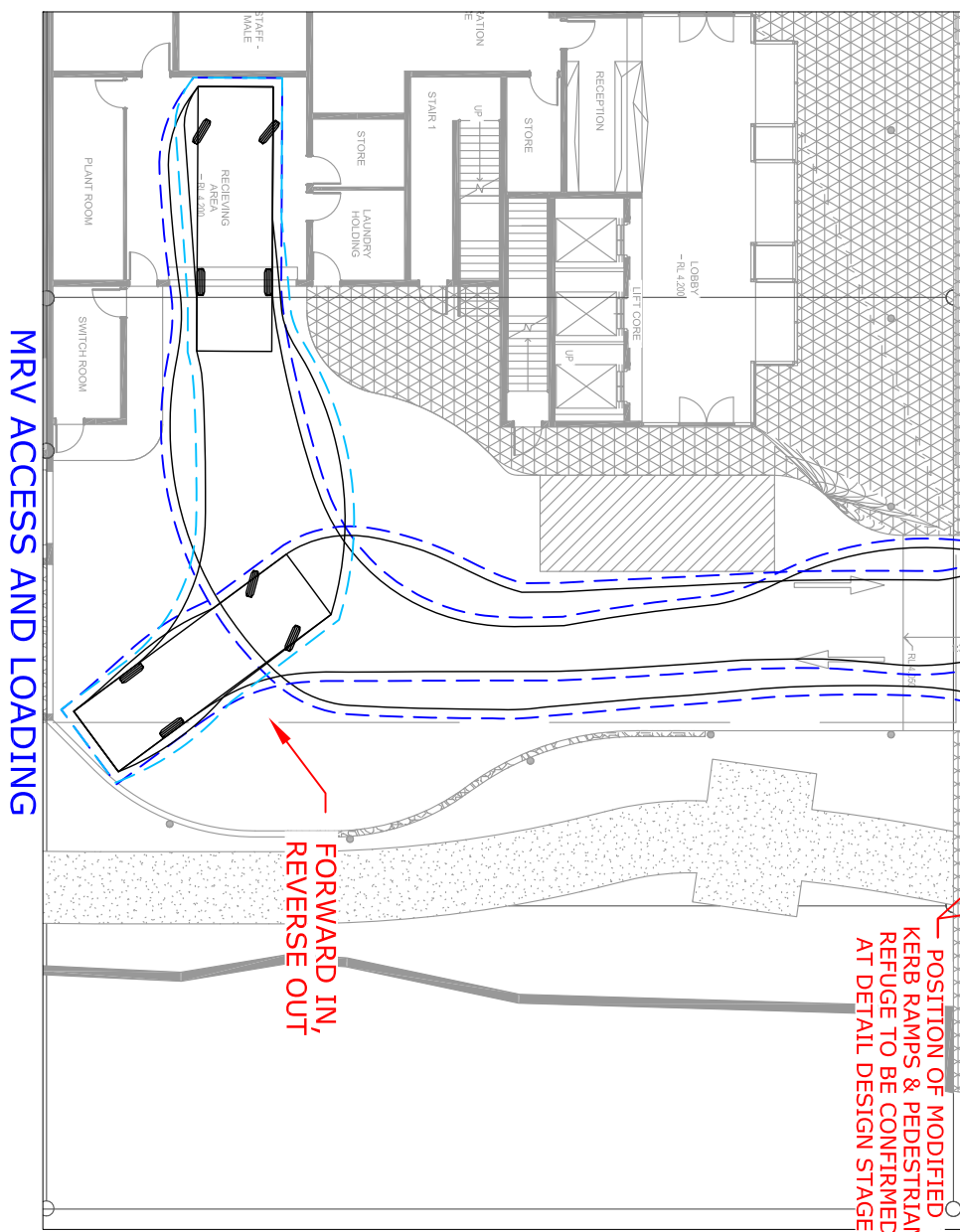
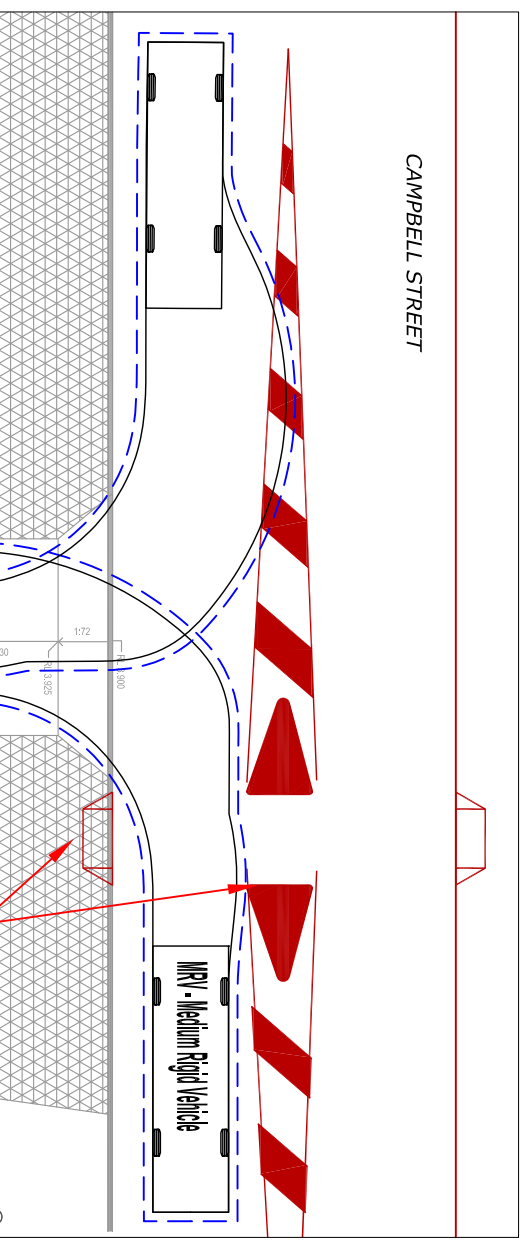
PRELIMINARY



ACCESS - PASSING VEHICLES

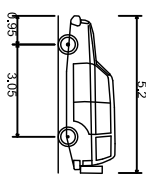


B99 ON SITE TURN AROUND



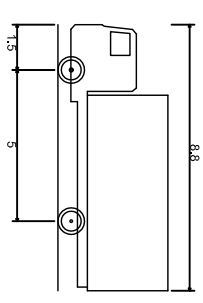
B85 Vehicle (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.4421m
Min Body Ground Clearance	0.139m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



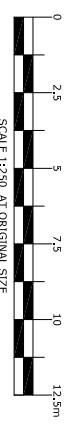
B99 Vehicle (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m





WREN STREET VIEW

Schematic PROPOSED CAR PARK

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K:\1300113004710 Auscom Wren St Carpark\Archi\CAD\Master\4710 Auscom Master - with bikeway.pln_4/11/2014_4:48 PM

Issue	Revision	Date	In.
B	DA ISSUE	05.11.14	AF
A	PRELIMINARY	28.10.14	DE
Amendments			

Client
AUSCOM PROJECTS

Project Name and Location
PROPOSED CAR PARK, WREN ST, BOWEN HILLS

Drawing Title
PERSPECTIVES

Scale
As Shown

Date
JULY 2013

Drawing no.
SD 0202

Job no.
4710

Drawn
BMc

Checked
KV

Issue
B

Approved
DSG

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ABN 77 010 924 106
Brisbane Office
201 Montague Road
West End QLD 4101

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F 617 3846 7433
W www.cotteeparker.com.au





ICB VIEW

Schematic PROPOSED CAR PARK

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K:\1300113004710 Auscom Wren St Carpark\ArchiCAD\Master\4710 Auscom Master - with bikeway.pln_4/11/2014_4:48 PM

Issue	Revision	Date	In.
B	DA ISSUE	05.11.14	AF
A	PRELIMINARY	28.10.14	DE
Amendments			

Client
AUSCOM PROJECTS

Project Name and Location
PROPOSED CAR PARK, WREN ST, BOWEN HILLS

Drawing Title
PERSPECTIVES

Scale
As Shown

Date
JULY 2013

Drawing no.
SD 0203

Job no.
4710

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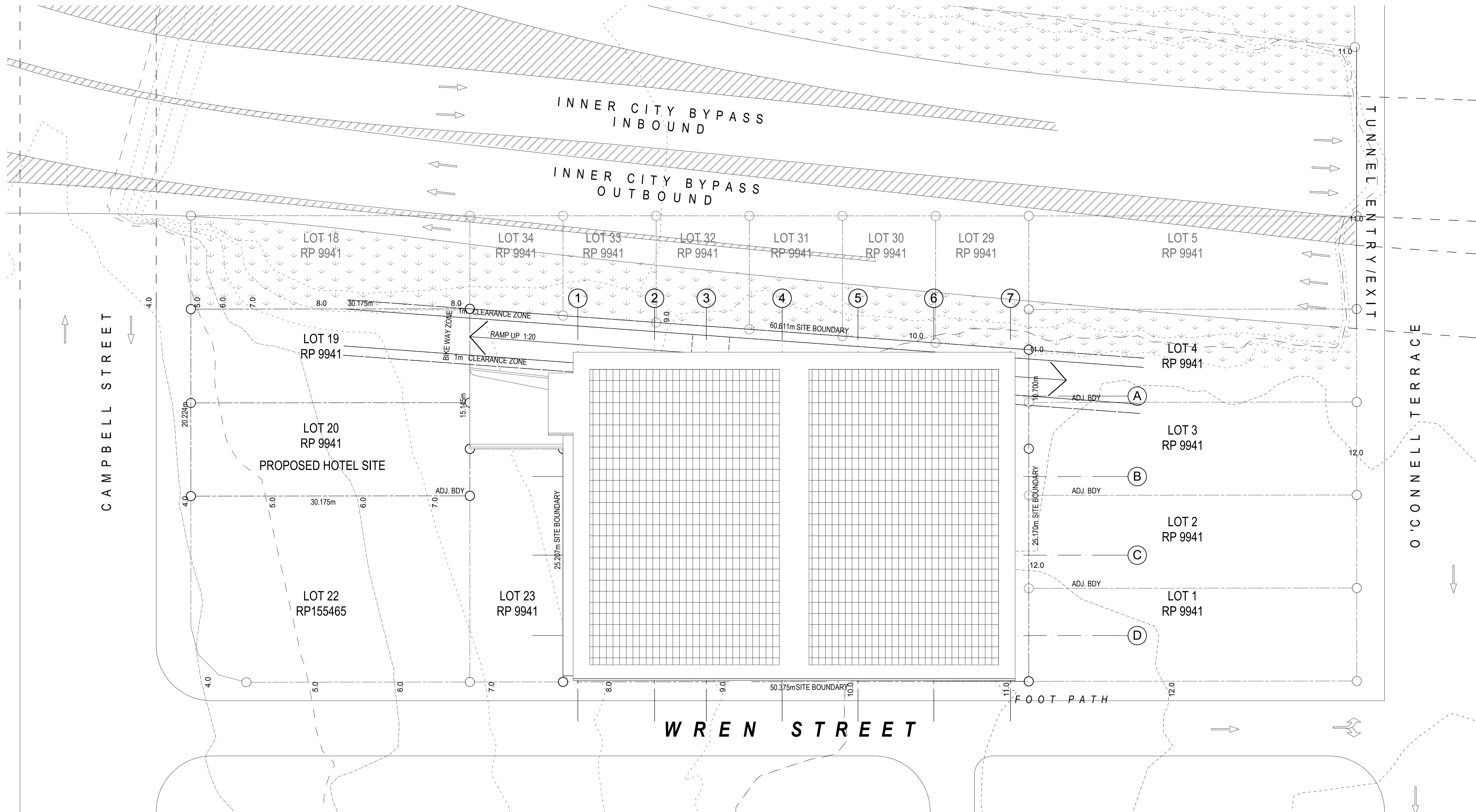
Issue
B

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ABN 77 010 924 106

Brisbane Office
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West End QLD 4101

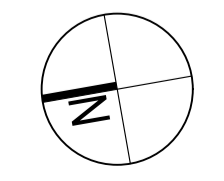
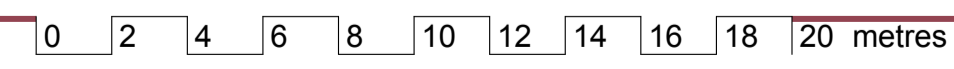
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SITE PLAN
 SCALE 1:200 @ A1
 SCALE 1:400 @ A3

PLANNING INFORMATION	
RPD	PROPOSED LOTS 24 TO 34 ON RP9941
SITE INFORMATION	
SITE AREA	2050M ²
SITE COVER	1744M ² = 85%
GFA(RETAIL)	180M ²
CAR PARK NO.	373



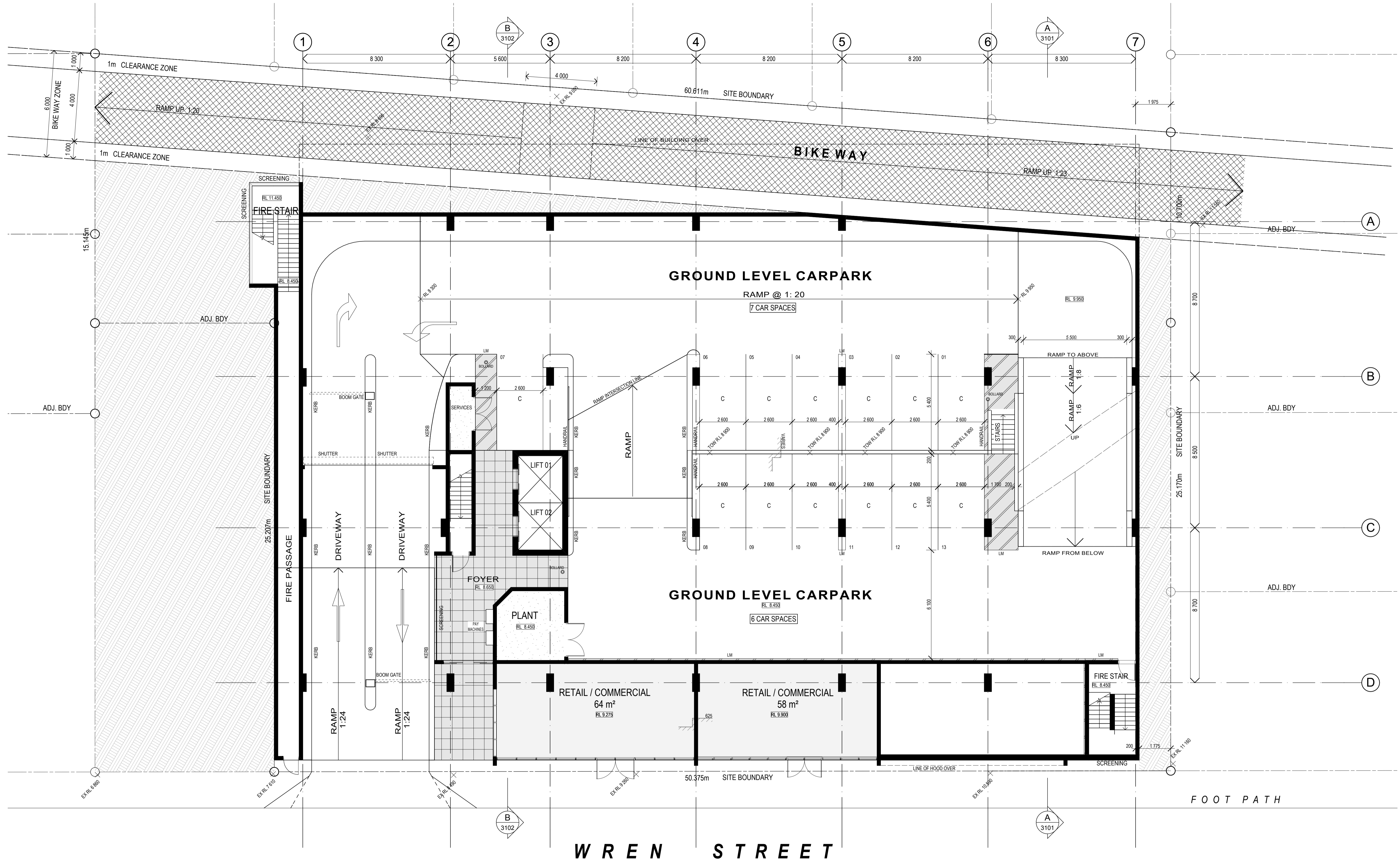
Issue	Revision	Date	In.
C	DA ISSUE	05.11.14	AF
B	PRELIMINARY	10.10.14	AF
A	PRELIMINARY	31.07.14	AF

Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 SITE PLAN

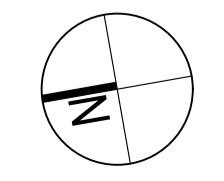
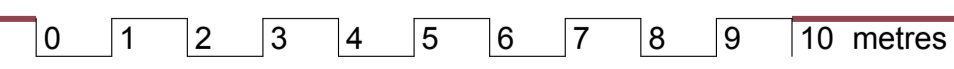
Scale As Shown	Date JULY 2013	Job no. 4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 1002	Issue C	

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FLOOR PLAN - GROUND FLOOR
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3



Issue	Revision	Date	In.
D	DA ISSUE	05.11.14	AF
C	PRELIMINARY	31.07.14	AF
B	PRELIMINARY	21.10.13	DSG
A	PRELIMINARY	30.07.13	DSG

Client
 AUSCOM PROJECTS
 Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
 Drawing Title
 FLOOR PLAN - GROUND FLOOR

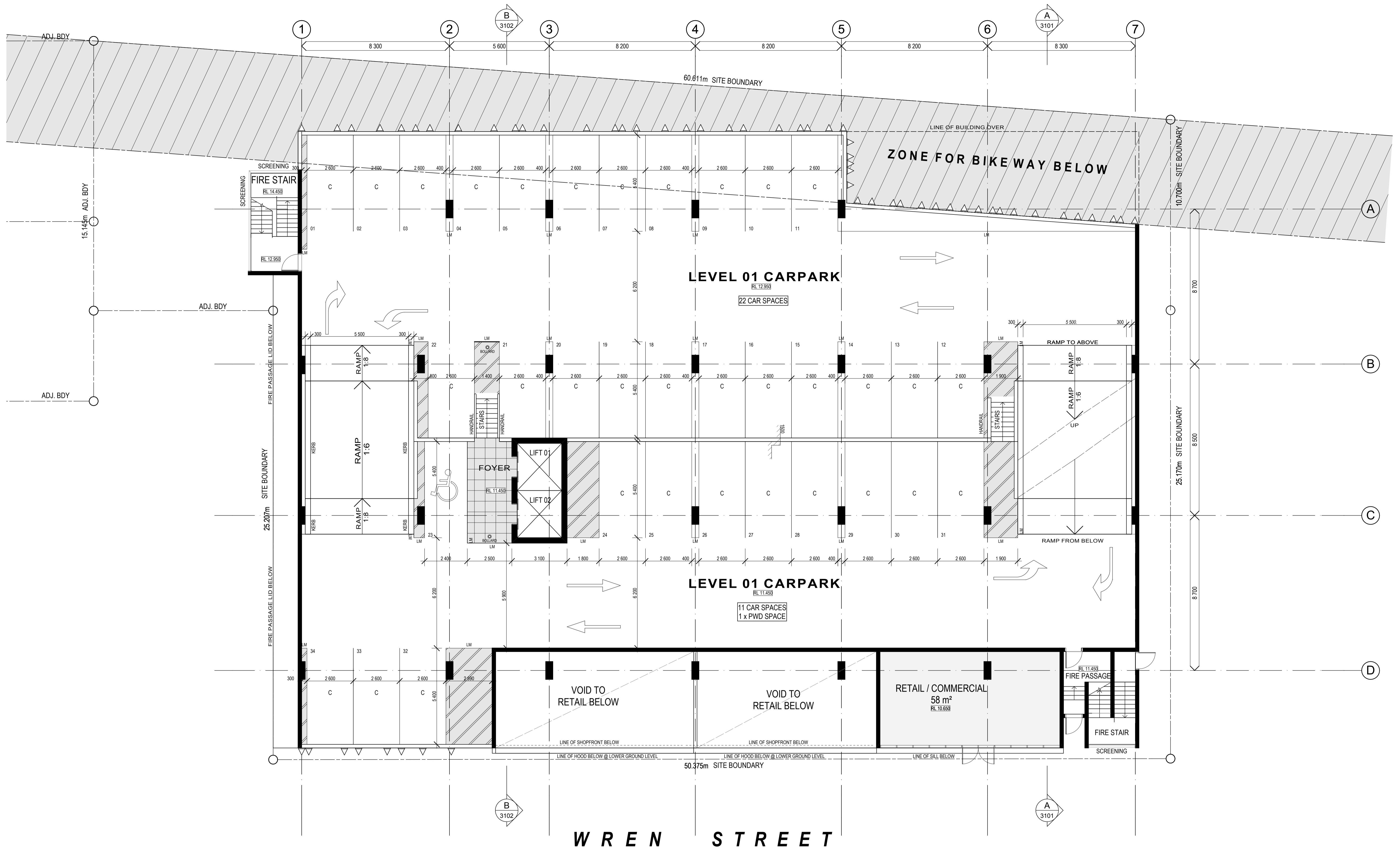
Scale
 As Shown
 Date
 JULY 2013
 Job no.
 4710
 Drawn
 BMc
 Checked
 KV
 Approved
 DSG
 Drawing no.
 SD 2001
 Issue
 D

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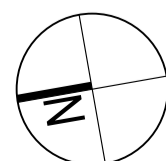
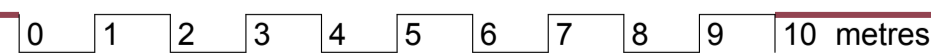


Schematic
PROPOSED CAR PARK

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FLOOR PLAN - LEVEL 01
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3



Issue	Revision	Date	In.
D	DA ISSUE	05.11.14	AF
C	PRELIMINARY	31.07.14	AF
B	PRELIMINARY	21.10.13	DSG
A	PRELIMINARY	30.07.13	DSG

Client
 AUSCOM PROJECTS
 Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
 Drawing Title
 FLOOR PLAN - LEVEL 01

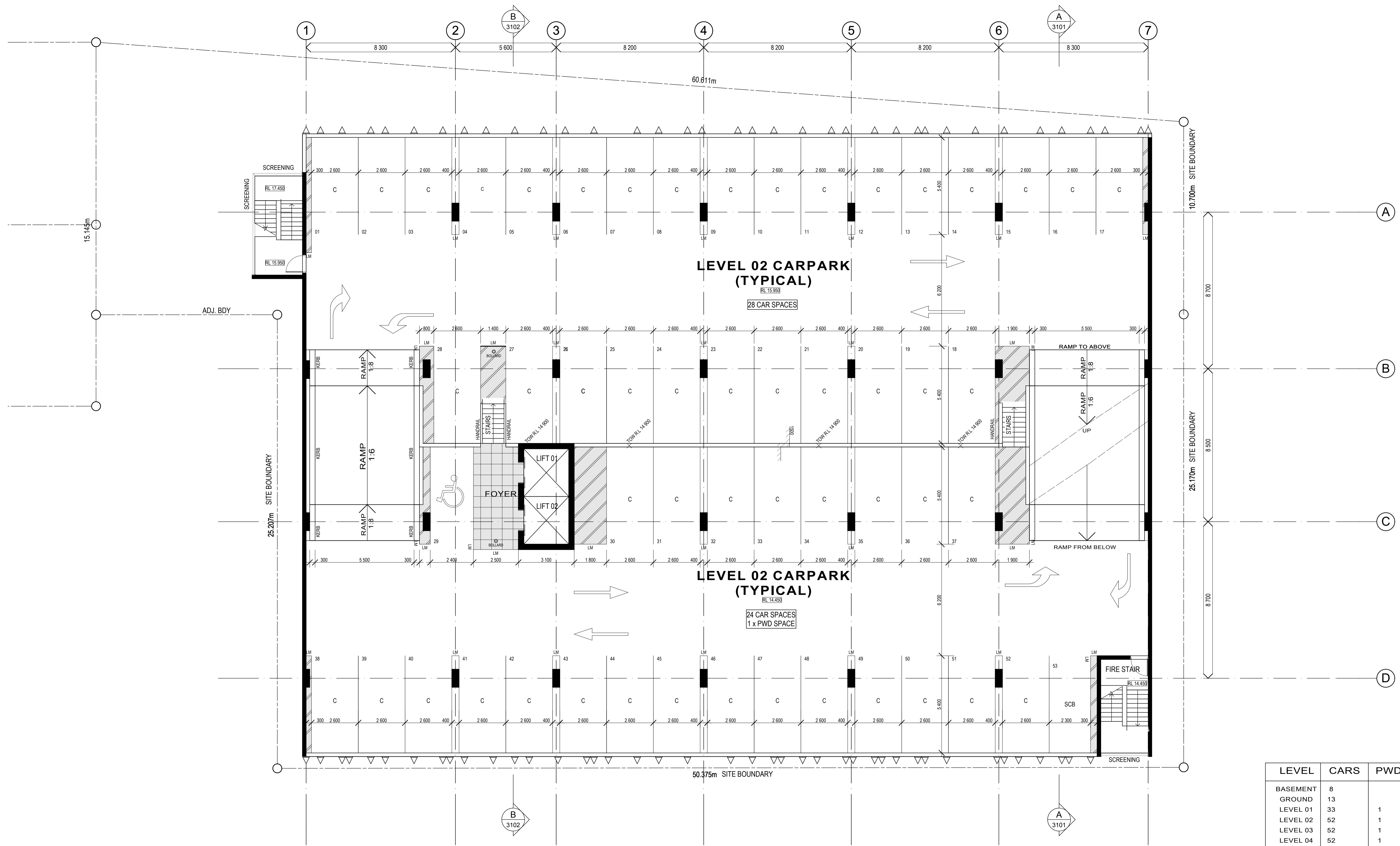
Scale	Date	Job no.
As Shown	JULY 2013	4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 2002	Issue D	

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Schematic
PROPOSED CAR PARK

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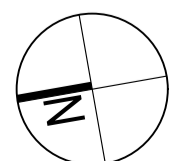
LEVEL	CARS	PWD
BASEMENT	8	
GROUND	13	
LEVEL 01	33	1
LEVEL 02	52	1
LEVEL 03	52	1
LEVEL 04	52	1
LEVEL 05	52	1
LEVEL 06	52	1
LEVEL 07	52	1
TOTAL	366	7

FLOOR PLAN - LEVELS 02-06 (TYPICAL)
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres

Schematic
PROPOSED CAR PARK

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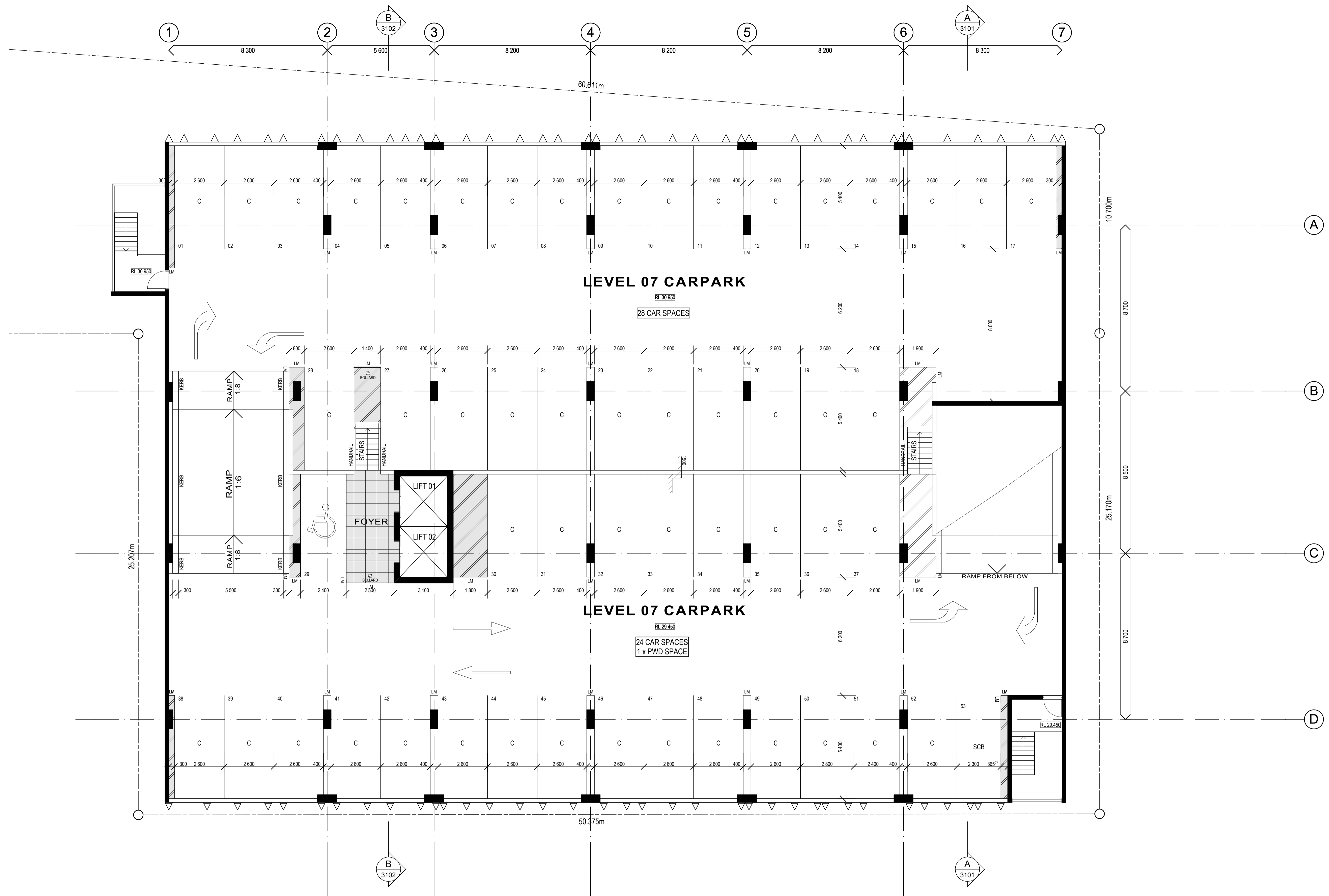
Issue	Revision	Date	In.
E	DA ISSUE	05.11.14	AF
D	PRELIMINARY	31.07.14	AF
C	ISSUED FOR INFORMATION	30.07.13	BJM
B	PRELIMINARY	21.10.13	DSG
A	PRELIMINARY	31.05.10	RKC

Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 FLOOR PLAN - LEVELS 02-06

Scale
 As Shown
Date
 JULY 2013
Job no.
 4710
Drawn
 BMc
Checked
 KV
Approved
 DSG
Drawing no.
 SD 2003
Issue
 E

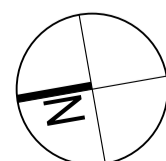
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FLOOR PLAN - LEVEL 07
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres



Issue	Revision	Date	In.
E	DA ISSUE	05.11.14	AF
D	PRELIMINARY	10.10.14	AF
C	PRELIMINARY	31.07.14	AF
B	PRELIMINARY	21.10.13	DSG
A	PRELIMINARY	30.07.13	DSG

Amendments

Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 FLOOR PLAN - LEVEL 07

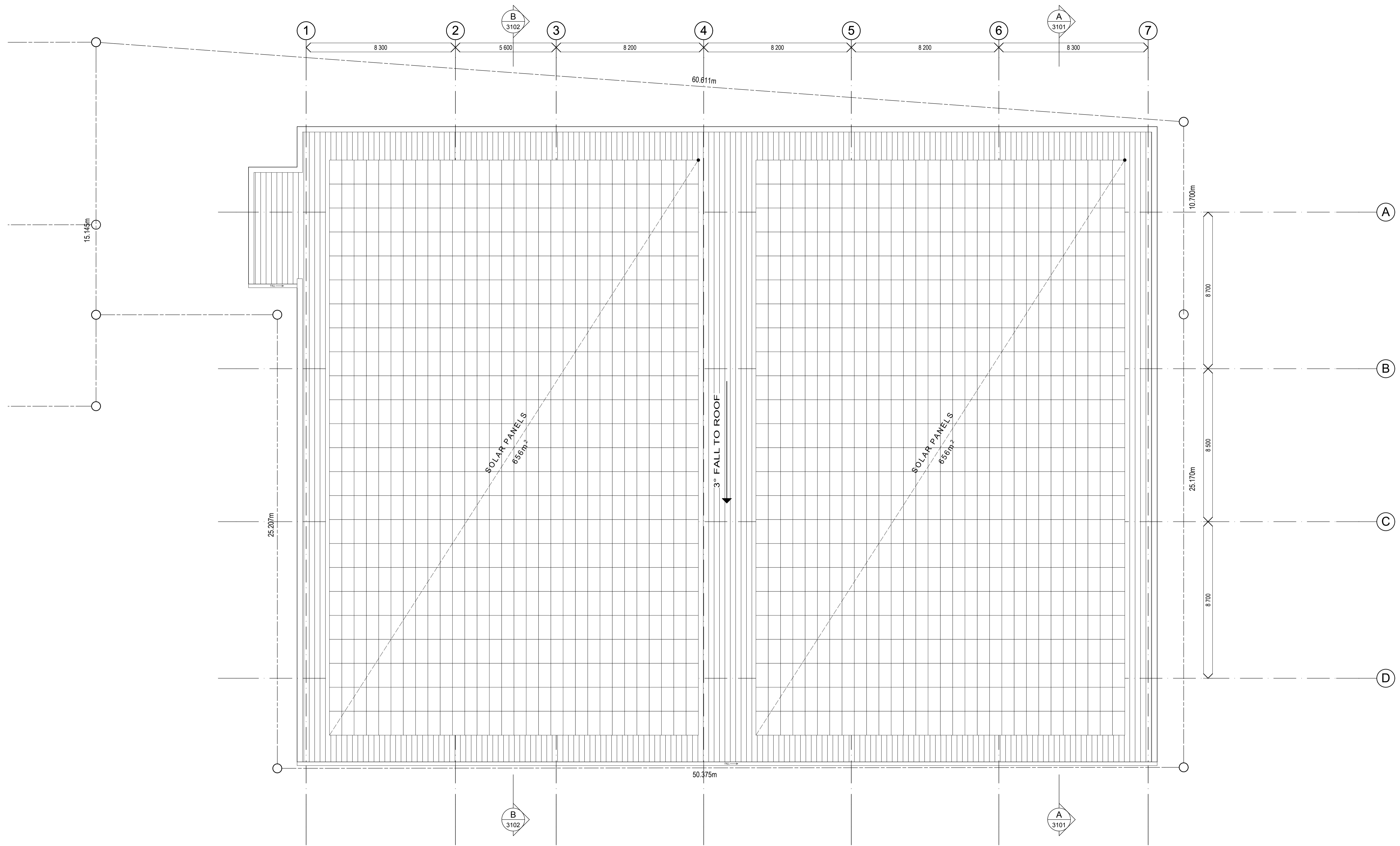
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Date
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Job no.
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Drawn
 BMc
Checked
 KV
Approved
 DSG
Drawing no.
 SD 2004
Issue
 E

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Schematic
PROPOSED CAR PARK

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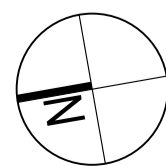


FLOOR PLAN - ROOF
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres

Schematic
PROPOSED CAR PARK

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Issue	Revision	Date	In.
C	DA ISSUE	05.11.14	AF
B	PRELIMINARY	10.10.14	AF
A	PRELIMINARY	31.07.14	AF

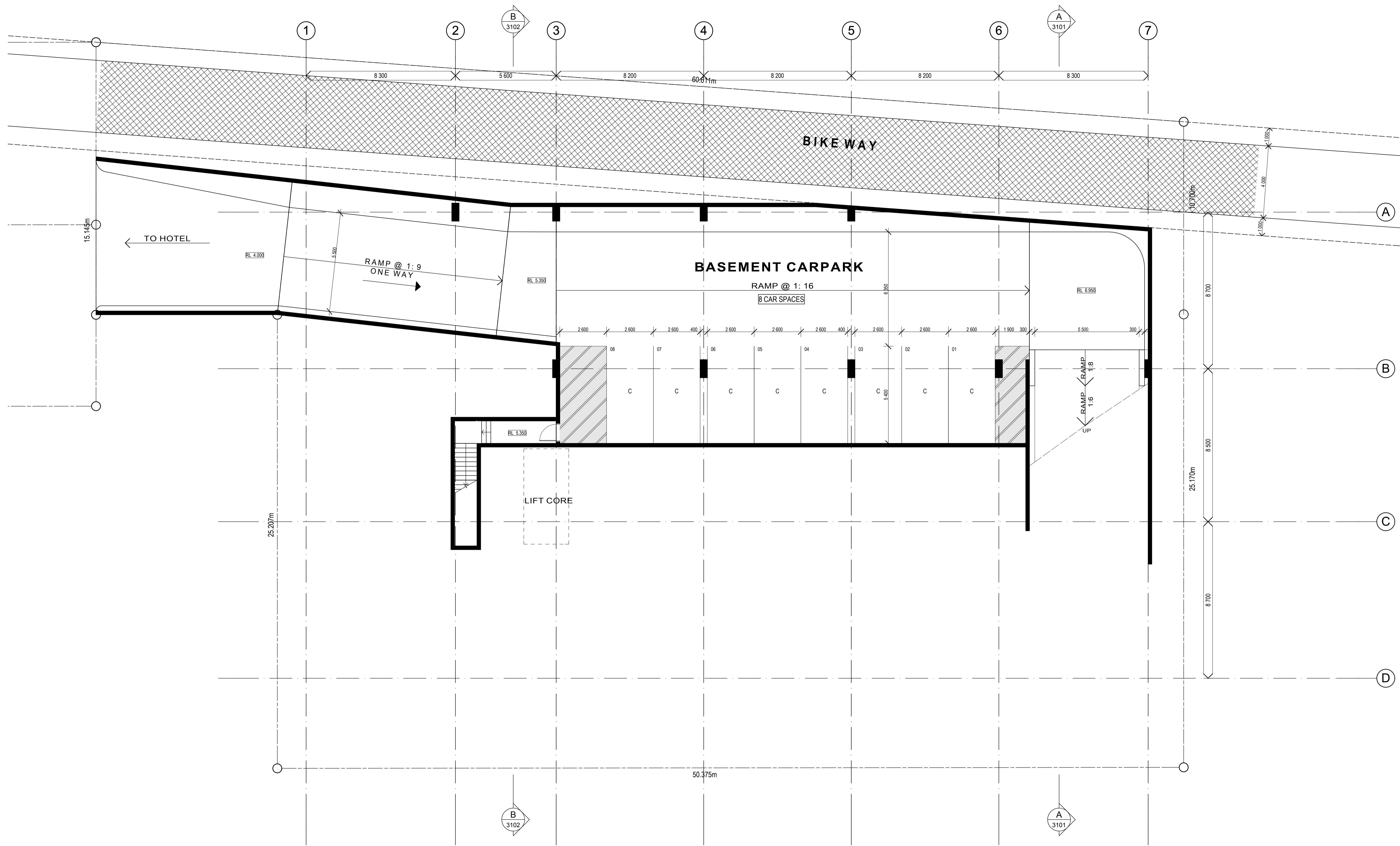
Amendments

Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 ROOF PLAN

Scale As Shown	Date JULY 2013	Job no. 4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 2005	Issue C	

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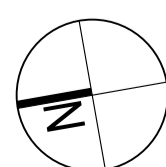


FLOOR PLAN - BASEMENT 01
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres

Schematic
PROPOSED CAR PARK

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Issue	Revision	Date	In.
B	DA ISSUE	05.11.14	AF
A	PRELIMINARY	31.07.14	AF
Amendments			

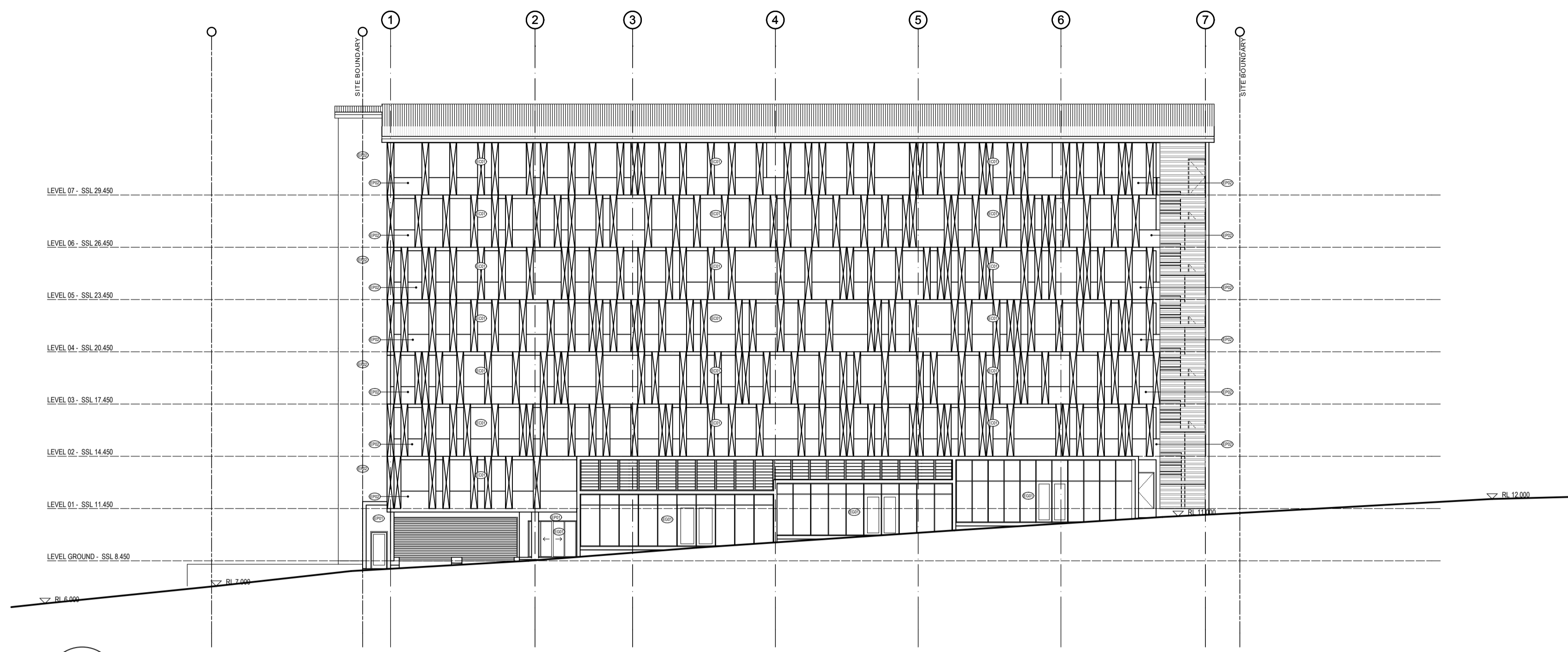
Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 FLOOR PLAN - BASEMENT

Scale As Shown	Date JULY 2013	Job no. 4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 2006	Issue B	

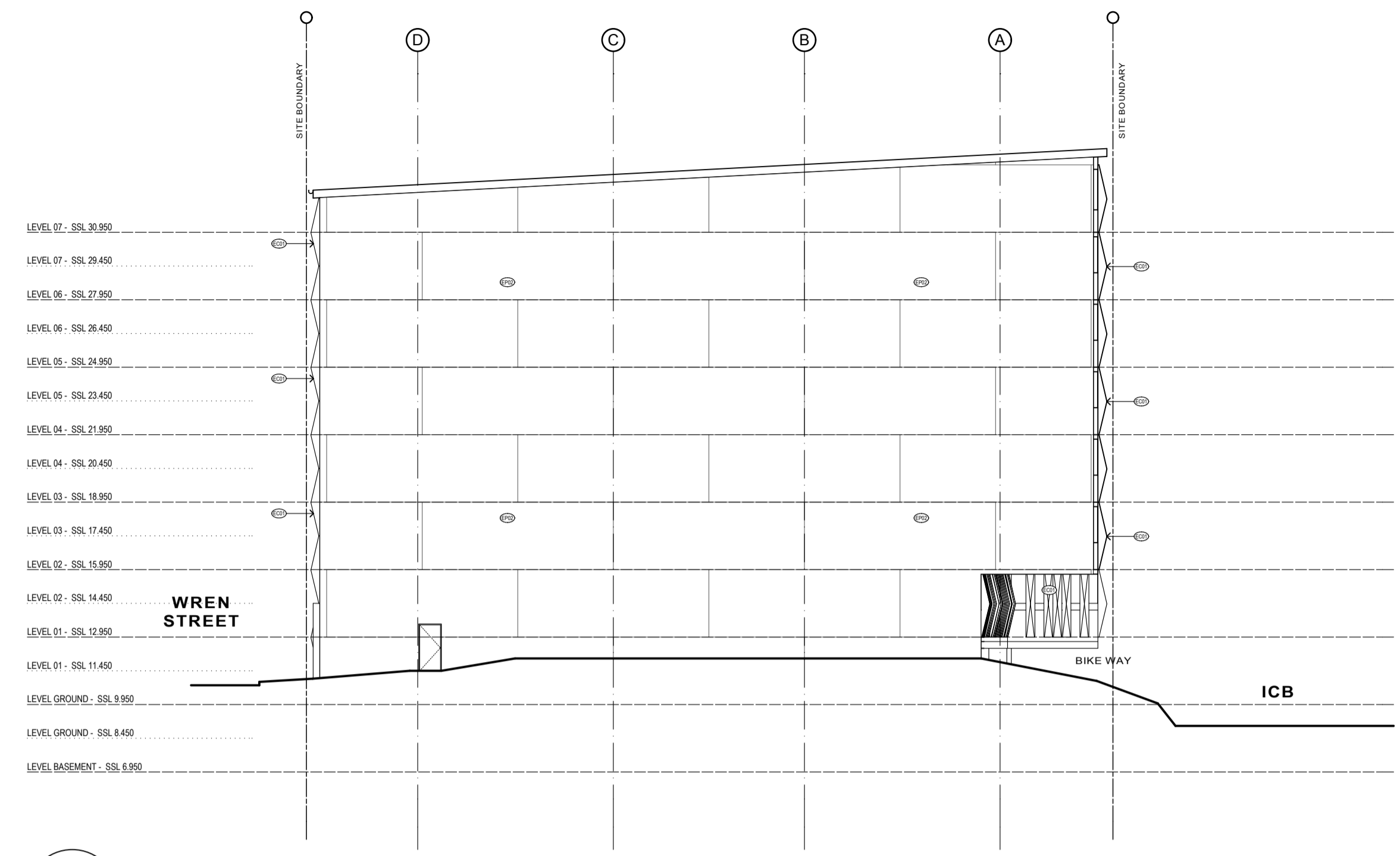
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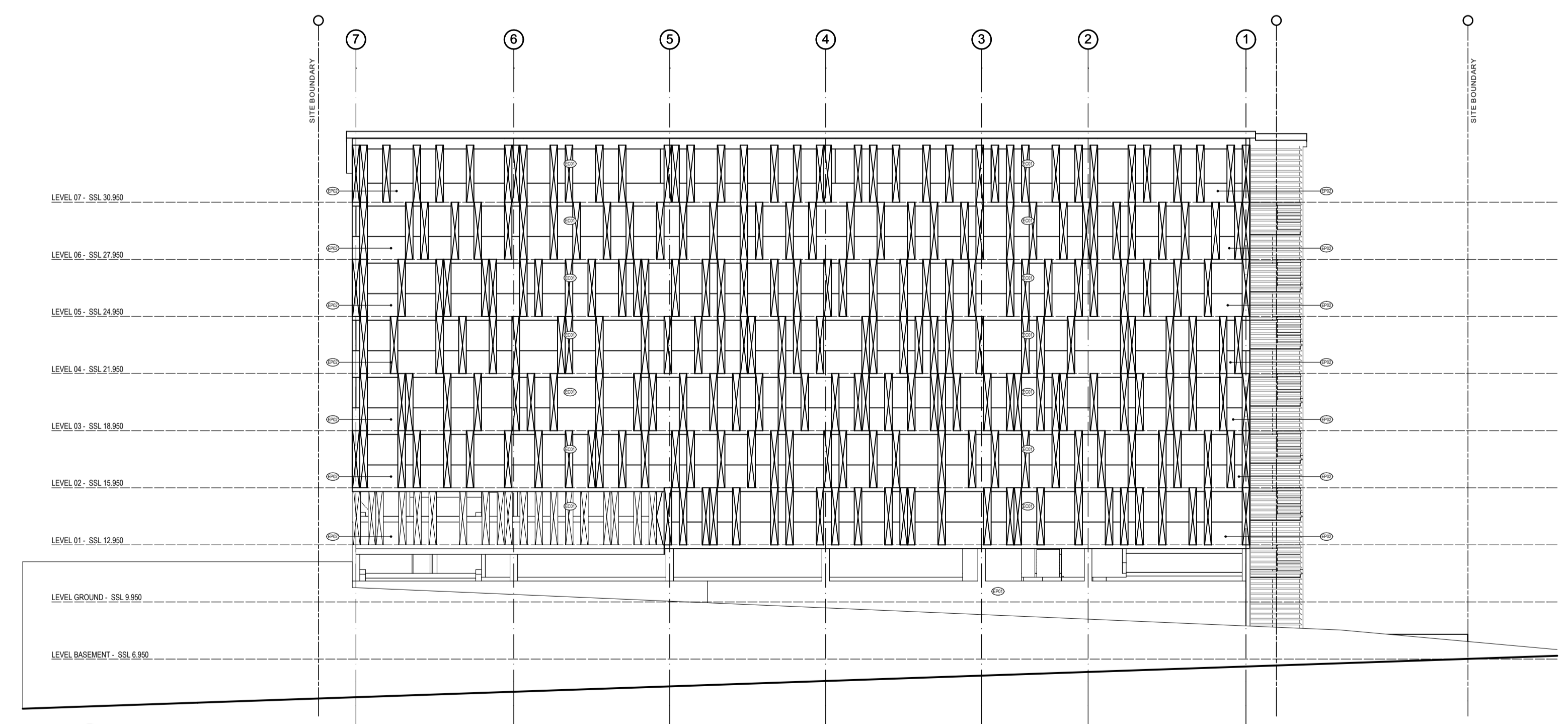
FINISHES SCHEDULE	
(ECP)	GLAZING
(EPD)	LIGHT COLOURED TEXTURE RENDER
(EPC)	DARK COLOURED TEXTURE RENDER
(ECC)	FEATURE PROFILE CLADDING



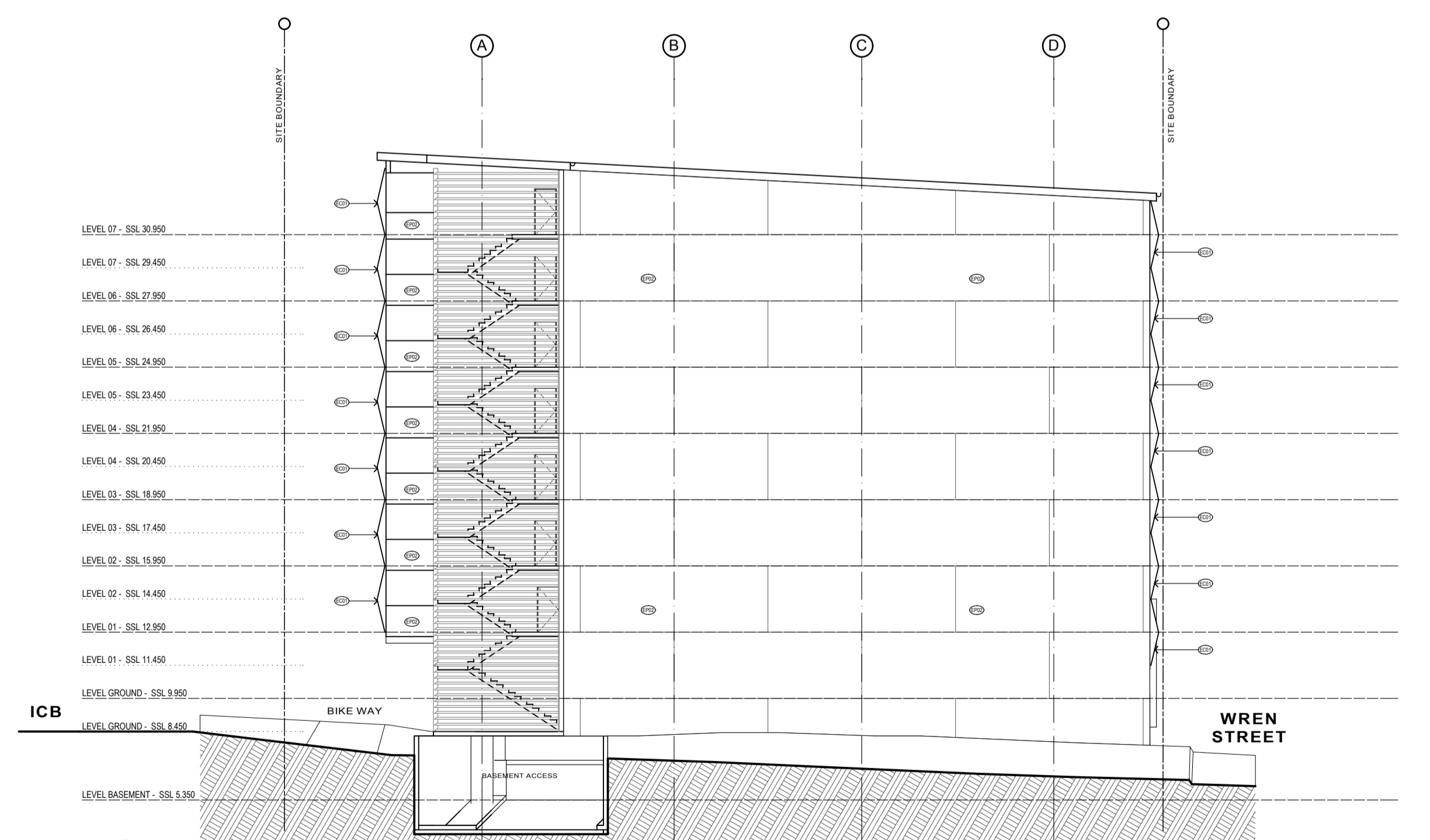
1 ELEVATION WEST - WREN ST
 SCALE 1:200 @ A1
 SCALE 1:400 @ A3



2 ELEVATION SOUTH
 SCALE 1:200 @ A1
 SCALE 1:400 @ A3



3 ELEVATION EAST - ICB
 SCALE 1:200 @ A1
 SCALE 1:400 @ A3



4 ELEVATION NORTH
 SCALE 1:200 @ A1
 SCALE 1:400 @ A3

0 2 4 6 8 10 12 14 16 18 20 metres

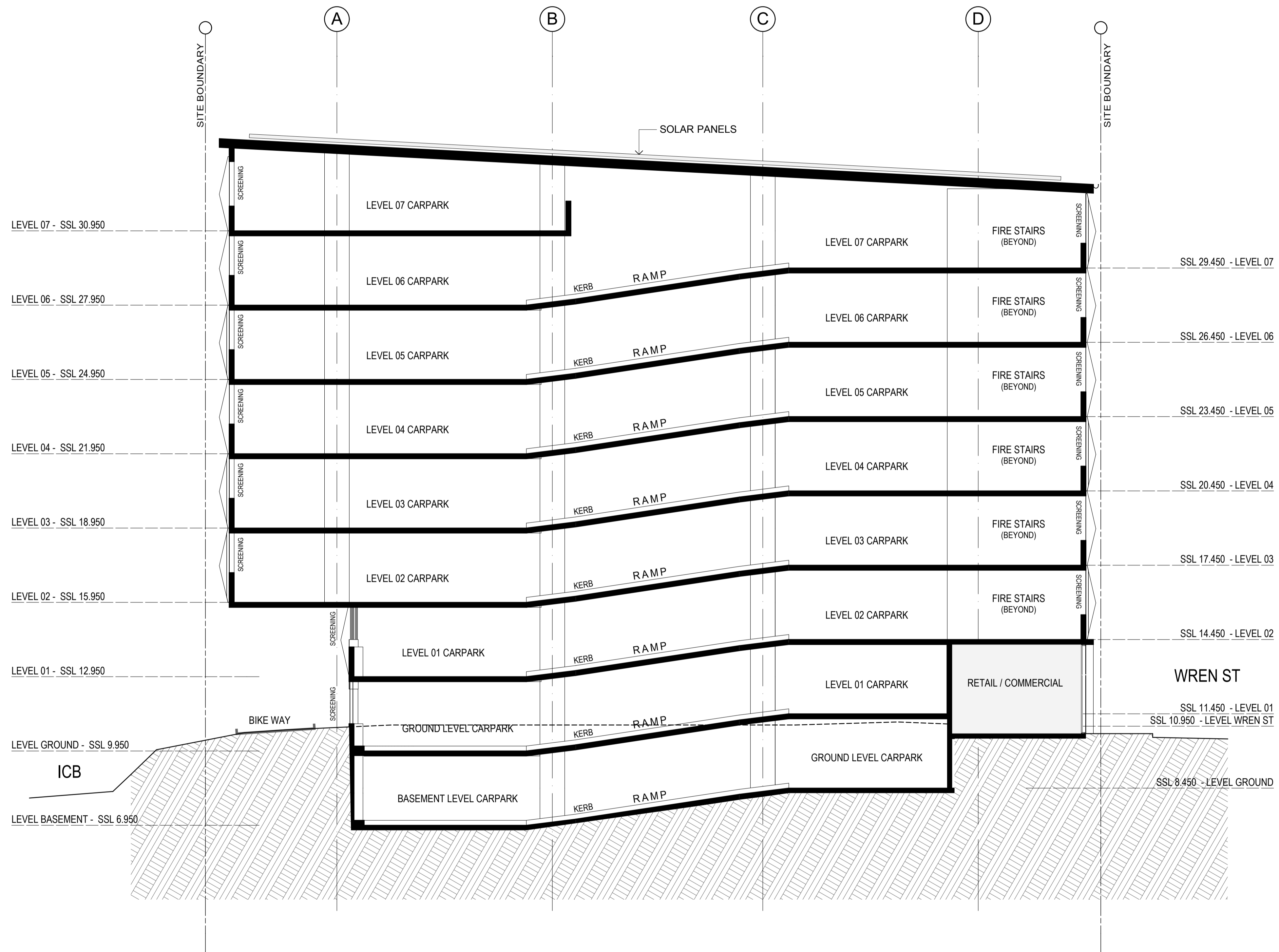
A	DA ISSUE	05.11.14	AF
Issue	Revision	Date	In.
Amendments			

Client
 AUSCOM PROJECTS
Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
Drawing Title
 ELEVATIONS

Scale As Shown	Date JULY 2013	Job no. 4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 3001	Issue A	

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1 SECTION A
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres

Issue	Revision	Date	In.
D	DA ISSUE	05.11.14	AF
C	PRELIMINARY	10.10.14	AF
B	PRELIMINARY	31.07.14	AF
A	PRELIMINARY	31.05.10	RKC

Amendments

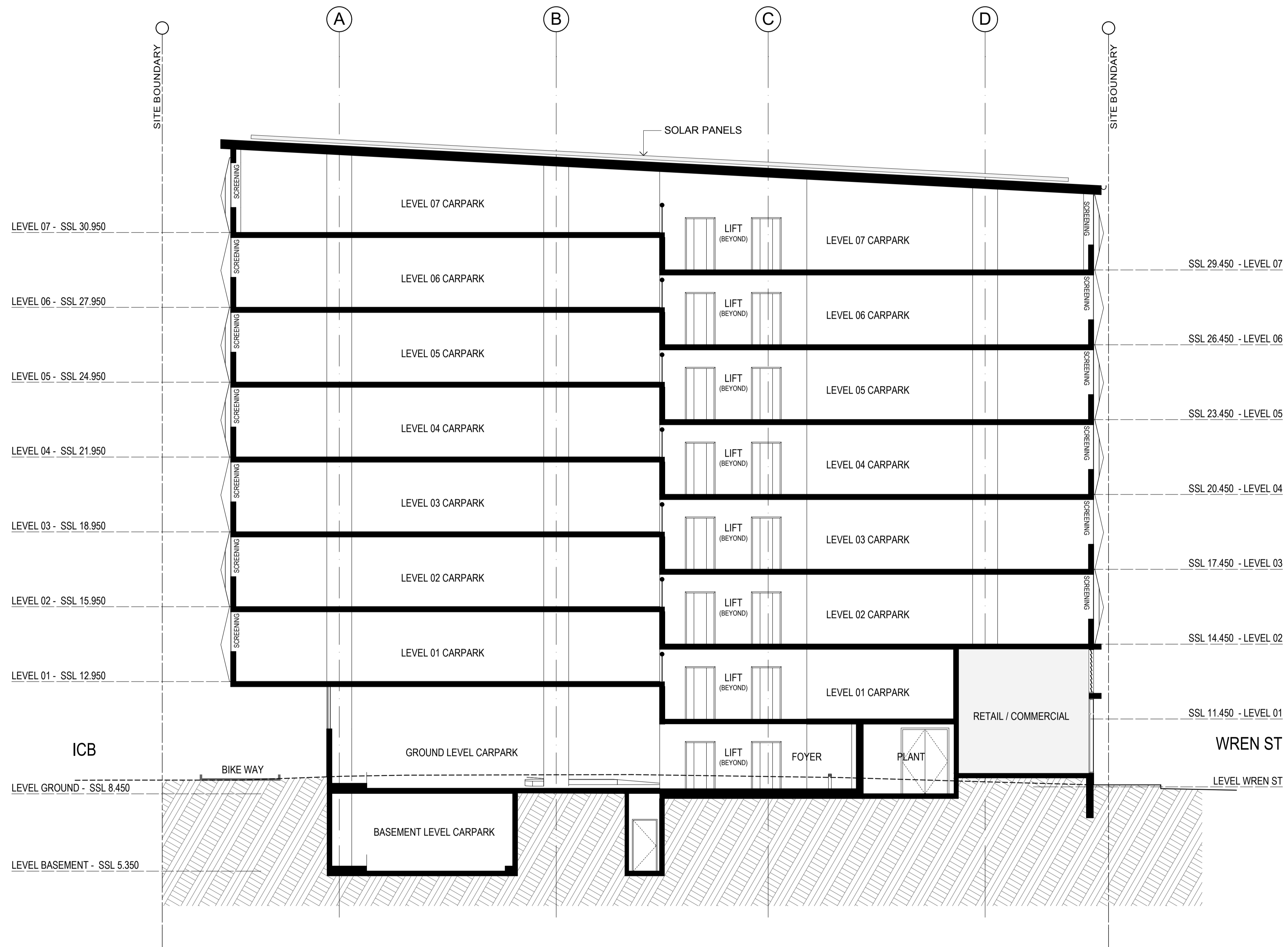
Client
 AUSCOM PROJECTS
 Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
 Drawing Title
 SECTIONS

Scale As Shown	Date JULY 2013	Job no. 4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 3101	Issue D	

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Schematic PROPOSED CAR PARK



1 SECTION B
 SCALE 1:100 @ A1
 SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10 metres

Issue	Revision	Date	In.
D	DA ISSUE	05.11.14	AF
C	PRELIMINARY	10.10.14	AF
B	PRELIMINARY	31.07.14	AF
A	PRELIMINARY	31.05.10	RKC

Amendments

Client
 AUSCOM PROJECTS
 Project Name and Location
 PROPOSED CAR PARK, WREN ST, BOWEN HILLS
 Drawing Title
 SECTIONS

Scale	Date	Job no.
As Shown	JULY 2013	4710
Drawn BMc	Checked KV	Approved DSG
Drawing no. SD 3102	Issue D	

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Schematic PROPOSED CAR PARK



TTM CONSULTING PTY LTD

WREN STREET, BOWEN HILLS

TTM REFERENCE
13BRT0403-SK04



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P.O. BOX 1310, COOKPAROO BC, QLD, 4151
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmhrls@ttmgroup.com.au W: www.ttmgroup.com.au

**CONCEPT O'CONNELL TERRACE/WREN STREET MODIFIED INTERSECTION
(IMAGE FROM NEARMAP)**

DRAWN
AR

CHECKED
AR

DATE
16 FEB 2015