



Department of
**State Development, Infrastructure,
Local Government and Planning**

Our ref: DEV2023/1374
Your ref: P0035819

6 November 2023

CRR Albert Street Pty Ltd ATF CRR Albert Street Trust
C/- Urbis Pty Ltd
Att: Ms Penny Douglas and Ms Esther Leung
Level 32, 300 George Street
BRISBANE QLD 4000

Email: pdouglas@urbis.com.au; eleung@urbis.com.au

Dear Ms Douglas and Ms Leung

S89(1)(a) Approval of PDA development application

PDA Development Permit for Material Change of Use for Centre Activities (Office, Shop, and Food and Drink Outlet), at 83, 87, 93, 93A, 97, 97A, 101, 101A, 105, 105A, 109 and 109A Albert Street; and 100, 100A and 104 Mary Street, Brisbane described as Lots 3, 4, 5, 6, 7, 8 and 9 on RP59089; Lots 11, 12, 13, 14 and 15 on RP100887; and Lots 1, 2 and 5 on RP621

On 6 November 2023, pursuant to s.85(4)(b) of the *Economic Development Act 2012*, the Minister for Economic Development Queensland (MEDQ) decided to grant **all** of the PDA development application applied for subject to conditions, in accordance with the attached PDA decision notice.

The PDA decision notice and approved plans / documents can also be viewed in the MEDQ Development Approvals Register via the Department website at www.dsdilgp.qld.gov.au/pda-da-applications.

If you require any further information, please contact Rosie French, Manager – Planning, Cross River Rail Priority Development Areas, in Economic Development Queensland, by telephone on (07) 3452 7856 or at rosie.french@dsdilgp.qld.gov.au, who will be pleased to assist.

Yours sincerely

Owen Haslam
Project Director
Cross River Rail Priority Development Areas
Economic Development Queensland

Economic Development Queensland
GPO Box 2202
Brisbane Queensland 4001 Australia
Website www.edq.qld.gov.au
ABN 76 590 288 697

PDA Decision Notice

Site information		
Name of priority development area (PDA)	Albert Street Cross River Rail PDA	
Site address	83, 87, 93, 93A, 97, 97A, 101, 101A, 105, 105A, 109 and 109A Albert Street; and 100, 100A and 104 Mary Street, Brisbane	
Lot on plan description	Lot number	Plan description
	Lots 3-9	RP59089
	Lots 11-15	RP100887
	Lots 1, 2 & 5	RP621
PDA development application details		
DEV reference number	DEV2023/1374	
'Properly made' date	2 March 2023	
Type of application	<input checked="" type="checkbox"/> PDA development application for: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Material change of use <ul style="list-style-type: none"> <input type="checkbox"/> Preliminary approval <input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Reconfiguring a lot <ul style="list-style-type: none"> <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Development permit <input type="checkbox"/> Operational work <ul style="list-style-type: none"> <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Development permit <input type="checkbox"/> Application to change PDA development approval <input type="checkbox"/> Application to extend currency period	
Proposed development	MCU for Centre activities (Office, Shop and Food and Drink Outlet)	
PDA development approval details		
Decision of the MEDQ	<p>The MEDQ has decided to grant all of the PDA development approval applied for, subject to PDA development conditions forming part of this decision notice.</p> <p>The approval is for a PDA Development Permit for Material Change of Use for Centre Activities (Office, Shop, and Food and Drink Outlet),</p>	
Decision date	6 November 2023	
Currency period	6 years from the date of the decision	

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions for the PDA development approval are detailed below.

Approved plans and documents		Number	Date
1.	Cover sheet, issue 3, prepared by architectus	ALB-ARC-DRW-DA0000	24/04/2023
2.	Document and sheet list, issue 3, prepared by architectus	ALB-ARC-DRW-DA0001	24/04/2023
3.	Development schedule, issue 2, prepared by architectus	ALB-ARC-DRW-DA0002	21/12/2022
4.	Existing site survey plan, issue 1, prepared by architectus	ALB-ARC-DRW-DA0101	14/12/2022
5.	Site plan, issue 1, prepared by architectus	ALB-ARC-DRW-DA0104	14/12/2022
6.	Development boundary setback, issue 1, prepared by architectus	ALB-ARC-DRW-DA0110	14/12/2022
7.	Shadow study – summer solstice, issue 1, prepared by architectus	ALB-ARC-DRW-DA0111	14/12/2022
8.	Shadow study – winter solstice, issue 1, prepared by architectus	ALB-ARC-DRW-DA0112	14/12/2022
9.	Shadow study – autumn solstice, issue 1, prepared by architectus	ALB-ARC-DRW-DA0113	14/12/2022
10	GFA – Level B2-37, issue 1, prepared by architectus	ALB-ARC-DRW-DA0200	14/12/2022
11	Landscape area plans, issue 1, prepared by architectus	ALB-ARC-DRW-DA0250	14/12/2022
12	GBA – Level B2-37, issue 1, prepared by architectus	ALB-ARC-DRW-DA0300	14/12/2022
13	Groundfloor – Demo, issue 3, prepared by architectus	ALB-ARC-DRW-DA0500	24/04/2023
14	Level B2 – Carpark, issue 1, prepared by architectus	ALB-ARC-DRW-DA1000	14/12/2022
15	Level B1 – Loading services, issue 1, prepared by architectus	ALB-ARC-DRW-DA1001	14/12/2022

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions for the PDA development approval are detailed below.

Approved plans and documents		Number	Date
16	Level BM – EOT bikes mezz, issue 2, prepared by architectus	ALB-ARC-DRW-DA1002	21/12/2022
17	Level 00 – Groundfloor, issue 3, prepared by architectus	ALB-ARC-DRW-DA1003	24/04/2023
18	Level 01 – Retail, issue 3, prepared by architectus	ALB-ARC-DRW-DA1004	24/04/2023
19	Level 1M – Service mez, issue 3, prepared by architectus	ALB-ARC-DRW-DA1005	24/04/2023
20	Level 02 – Office lobby, issue 3, prepared by architectus	ALB-ARC-DRW-DA1006	24/04/2023
21	Level 03 – EOT, issue 3, prepared by architectus	ALB-ARC-DRW-DA1007	24/04/2023
22	Level 04 – Low-rise, issue 3, prepared by architectus	ALB-ARC-DRW-DA1008	24/04/2023
23	Level 05 – Low-rise, issue 3, prepared by architectus	ALB-ARC-DRW-DA1009	24/04/2023
24	Level 06 – Low-rise, issue 3, prepared by architectus	ALB-ARC-DRW-DA1010	24/04/2023
25	Level 07 – Low-rise, issue 3, prepared by architectus	ALB-ARC-DRW-DA1011	24/04/2023
26	Level 08 – Low-rise, issue 3, prepared by architectus	ALB-ARC-DRW-DA1012	24/04/2023
27	Level 09 – Plant room, issue 1, prepared by architectus	ALB-ARC-DRW-DA1013	14/12/2022
28	Level 10 – Plant room, issue 1, prepared by architectus	ALB-ARC-DRW-DA1014	14/12/2022
29	Level 13 – Mid-rise (lower typical), issue 1, prepared by architectus	ALB-ARC-DRW-DA1015	14/12/2022
30	Level 15 – Mid-rise (typical), issue 1, prepared by architectus	ALB-ARC-DRW-DA1016	14/12/2022

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions for the PDA development approval are detailed below.

Approved plans and documents		Number	Date
31	Level 19 – High-rise (transfer), issue 1, prepared by architectus	ALB-ARC-DRW-DA1017	14/12/2022
32	Level 20 – High-rise (lift overrun), issue 1, prepared by architectus	ALB-ARC-DRW-DA1018	14/12/2022
33	Level 21 – High-rise (overhead machine room) issue 1, prepared by architectus	ALB-ARC-DRW-DA1019	14/12/2022
34	Level 22 – High-rise (typical), issue 1, prepared by architectus	ALB-ARC-DRW-DA1020	14/12/2022
35	Level 28 – Plant room, issue 1, prepared by architectus	ALB-ARC-DRW-DA1021	14/12/2022
36	Level 33 – Sky-rise (typical), issue 1, prepared by architectus	ALB-ARC-DRW-DA1022	14/12/2022
37	Level 37, issue 3, prepared by architectus	ALB-ARC-DRW-DA1023	24/04/2023
38	Level 38 – Crown plant, issue 3, prepared by architectus	ALB-ARC-DRW-DA1024	24/04/2023
39	Level 40 – Crown, issue 3, prepared by architectus	ALB-ARC-DRW-DA1025	24/04/2023
40	North western elevation, issue 3, prepared by architectus	A.DA2000	24/04/2023
41	South eastern elevation, issue 3, prepared by architectus	A.DA2001	24/04/2023
42	North eastern elevation, issue 3, prepared by architectus	A.DA2002	24/04/2023
43	South west elevation, issue 3, prepared by architectus	A.DA2003	24/04/2023
44	General arrangement sections – services core section, issue 3, prepared by architectus	A.DA2500	24/04/2023
45	General arrangement sections – building core section, issue 3, prepared by architectus	A.DA2501	24/04/2023
46	General arrangement sections – shuttle core section, issue 3, prepared by architectus	A.DA2502	24/04/2023
47	General arrangement sections – building longitudinal section, issue 3, prepared by architectus	A.DA2503	24/04/2023
48	General arrangement sections – basement entry section, issue 3, prepared by architectus	A.DA2505	24/04/2023

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions for the PDA development approval are detailed below.

Approved plans and documents		Number	Date
49	Podium section – basement ramp section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2600	24/04/2023
50	Podium section – eroded planter section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2601	24/04/2023
51	Detail section – ground retail section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2700	24/04/2023
52	Detail sections – ground deep planting zone section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2701	24/04/2023
53	Detail sections – ground deep planting zone section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2702	24/04/2023
54	Detail section – EOT planter zone section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2703	24/04/2023
55	Detail section – ground ramp and stair access section, issue 3, prepared by architectus	ALB-ARC-DRW-DA2704	24/04/2023
56	Perspectives – aerial, issue 1, prepared by architectus	ALB-ARC-DRW-DA3601	14/12/2022
57	Perspectives – Albert St podium view, issue 3, prepared by architectus	ALB-ARC-DRW-DA3602	24/04/2023
58	Perspectives – Albert & Mary podium view, issue 1, prepared by architectus	ALB-ARC-DRW-DA3603	14/12/2022
59	Perspectives – Albert St view, issue 1, prepared by architectus	ALB-ARC-DRW-DA3604	14/12/2022
60	Perspectives – Tower 01, issue 1, prepared by architectus	ALB-ARC-DRW-DA3606	14/12/2022
61	Perspectives – Tower 02, issue 1, prepared by architectus	ALB-ARC-DRW-DA3607	14/12/2022
62	Perspectives – Tower 03, issue 1, prepared by architectus	ALB-ARC-DRW-DA3608	14/12/2022
63	Perspectives – Tower 04, issue 1, prepared by architectus	ALB-ARC-DRW-DA3609	14/12/2022

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions for the PDA development approval are detailed below.

Approved plans and documents		Number	Date
64	Perspectives – Tower 05, issue 1, prepared by architectus	ALB-ARC-DRW-DA3610	14/12/2022
65	Podium elevation, issue 3, prepared by architectus	ALB-ARC-DRW-DA5001	24/04/2023
66	Traffic Engineering Report, Revision no. 3, prepared by TTM	22BRT0276	10/07/2023
67	Operational Waste Management Plan, Revision no. 3, prepared by TTM	22BRW0149	21/12/2022
68	Site services and Stormwater Management Report, Albert Street Commercial Tower, Issue: F, prepared by Robert Bird Group	22131-RBG-ZZ-XX-RP-CV-00001	19/05/2023
69	Geotechnical Engineering Report, Albert Street – Future Over Station Development, prepared by EDG Consulting	B01493-IAC	21/12/2022
70	Albert Street Cavern Assessment Report, Albert Street – Future Over Station Development, prepared by EDG Consulting	B01493-IAE	29/05/2023
71	101 Albert Street – Flood Engineering, version 5, prepared by Bligh Tanner	2202.0408	31/07/2023
72	101 Albert Street, Landscape Concept Report, Rev (D), prepared by Urbis	-	24/04/2023
73	Design Note, Issue S03, prepared by Robert Bird Group	RBG-DN-S-002	24/07/2023
74	Sustainability Strategy Report, revision 05, prepared by ADP Consulting	BNE0776	08/12/2022
75	Design Criteria Report, Albert Street OSD, Issue: E, prepared by Robert Bird Group	22131S-RBG-ZZ-XX-RP-ST-00001	21/12/2022
76	Schematic Design Report, Albert Street OSD, Issue: E, prepared by Robert Bird Group	22131S-RBG-ZZ-XX-RP-ST-00003	21/12/2022
77	Review of Piling Activities for Lot 2 Above the Cross River Rail – Albert Street, prepared by Heilig & Partners Pty. Ltd.	-	May 2023

Preamble, abbreviations, and definitions

PREAMBLE

The information contained in this preamble is provided as advice only. It does not form part of the PDA Development Conditions. It is provided for the purpose of interpreting this PDA Development Approval, including the PDA Development Conditions.

ABBREVIATIONS AND DEFINITIONS

The following is a list of abbreviations and definitions utilised in this approval:

AILA means a Landscape Architect registered by the Australian Institute of Landscape Architects.

BFP means Building Format Plan

CERTIFICATION PROCEDURES MANUAL means the document titled *Certification Procedures Manual*, prepared by EDQ, dated April 2020 (as amended from time to time).

CONTRIBUTED ASSET means an asset constructed under a PDA development approval or Infrastructure Agreement that will become the responsibility of an External Authority. For the purposes of operational works for a Contributed Asset, the following definitions apply:

- a) **External Authority** means a public-sector entity other than the MEDQ;
- b) **Roadworks** means carrying out any operational work within existing or proposed road(s), to a depth of 1.5m measured from the top of kerb, and includes Streetscape Works;
- c) **Sewer Works** means carrying out any operational work related to the provision of wastewater infrastructure;
- d) **Streetscape Works** means carrying out any operational work within the verge of a road, including footpath surface treatments, street furniture, street lighting and landscaping;
- e) **Stormwater Works** means carrying out any operational work related to the provision of stormwater infrastructure; and
- f) **Water Works** means carrying out any operational work related to the provision of water infrastructure.

COUNCIL means the relevant local government for the land the subject of this approval.

CRR means Cross River Rail.

DSDILGP means the Department of State Development, Infrastructure Local Government and Planning.

EDQ means Economic Development Queensland.

EDQ DA means Economic Development Queensland's Development Assessment team.

EDQ IS means Economic Development Queensland's Infrastructure Solutions team.

EP Act means the *Environmental Protection Act 1994*.

IFF means the Economic Development Queensland Infrastructure Funding Framework as amended or replaced from time to time.

GBCA means Green Building Council of Australia.

GFA means Gross Floor Area.

MEDQ means the Minister for Economic Development Queensland.

PDA means Priority Development Area.

Preamble, abbreviations, and definitions

RPEQ means Registered Professional Engineer of Queensland.

TMR means the Department of Transport and Main Roads.

Compliance assessment

Where a condition of this approval requires Compliance Assessment, Compliance Assessment is required in accordance with the following:

- a) The applicant must:
 - i) pay to MEDQ at the time of submission the relevant fee for Compliance Assessment, including any third party peer review costs which will be charged on a 100% cost recovery basis. The Compliance Assessment fees are set out in EDQ Development Assessment Fees and Charges Schedule¹ (as amended from time to time).
 - ii) submit to EDQ DA a duly completed Compliance Assessment form².
 - iii) submit to EDQ DA the documentation as required under the relevant condition.
- b) Where EDQ is satisfied the documentation submitted for Compliance Assessment meets the requirements of the relevant condition (or element of the condition), EDQ will endorse the documentation and advise by written notice.
- c) Compliance Assessment and endorsement can be repeated where a different design or solution, to that already endorsed, is sought.
- d) The process and timeframes that apply to Compliance Assessment are as follows:
 - i) applicant submits items required under a) above to EDQ DA for Compliance Assessment.
 - ii) **within 20 business days** – EDQ assesses the documentation and:
 1. if satisfied, endorses the documentation; or
 2. if not satisfied, notifies the applicant accordingly.
 - iii) if the applicant is notified under ii.2. above, revised documentation must be submitted **within 20 business days** from the date of notification.
 - iv) **within 20 business days** – EDQ assesses the revised documentation and:
 1. if satisfied, endorses the revised documentation; or
 2. if not satisfied, notifies the applicant accordingly.
 - v) where EDQ notifies the applicant as stated under iv.2. above, repeat steps iii. and iv. above. If either party is not satisfied by the outcome of this process, that party can elect to enter into a mediation process with an independent mediator agreed to by both parties.

Despite note v. above, the condition (or element of the condition) is determined to have been met only when EDQ endorses relevant documentation.

¹ The EDQ Development Assessment Fees and Charges Schedule is available at EDQ's website.

² The Compliance Assessment form is available at EDQ's website. It sets out how to submit documentation for Compliance Assessment and how to pay Compliance Assessment fees.

Submitting documentation to EDQ

Where a condition of this approval requires documentation to be submitted to either EDQ DA or EDQ IS, use the following email addresses:

a) EDQ DA: pdadevelopmentassessment@dasilgp.qld.gov.au

b) EDQ IS: EDQ_PrePostConstruction@dasilgp.qld.gov.au

Ref	Condition	Timing
General		
MCU 1.	<p>Carry out the approved development Carry out the approved development generally in accordance with:</p> <ul style="list-style-type: none"> a) the approved plans and documents; and b) any other documentation endorsed via Compliance Assessment as required by these conditions. 	Prior to commencement of use
MCU 2.	<p>Maintain the approved development Maintain the approved development generally in accordance with:</p> <ul style="list-style-type: none"> a) the approved plans and documents; and b) any other documentation endorsed via Compliance Assessment as required by these conditions. 	At all times following commencement of use
Engineering – Geotechnical and structural investigations and design		
MCU 3.	<p>Geotechnical, Shoring and Design Report (GSDR) – Compliance Assessment</p> <ul style="list-style-type: none"> a) Submit to EDQ DA, for Compliance Assessment, a Geotechnical, Shoring and Design Report (GSDR) prepared and certified by a suitably qualified and experienced RPEQ. The GSDR must include: <ul style="list-style-type: none"> i) a Geotechnical Investigation Plan and Geotechnical Analysis including: <ol style="list-style-type: none"> 1. details on the stratigraphy, groundwater level, excavatability and profiling; 2. a table detailing geotechnical design parameters used to undertake detailed design; 3. where excavations will occur in rock, an assessment of potential defect risks (e.g. joints, fault zones, volcanic intrusions and weak zones) and mitigation measures to avoid and manage potential defect risks including impacts to adjacent buildings, structures and infrastructure; ii) analysis of groundwater hydrology, including: <ol style="list-style-type: none"> 1. considerations of seasonality, tidal effects, possible fractured ground at depth; 2. impact of dewatering and potential drawdown effects of construction and/or changed water table levels during demolition; 3. temporary decommissioning of basement pumps, all construction phases and the ultimate development; iii) analysis and measures to minimise impacts to existing buildings and public utilities, based on: <ol style="list-style-type: none"> 1. a dilapidation survey of buildings and Heritage Places (comprising structures); 	a) Prior to commencing work

Ref	Condition	Timing
	<p>2. an assessment of potential impacts to public utilities and how potential impacts will be avoided and/or mitigated;</p> <p>iv) confirmation that works are designed to meet the following <i>Australian Standards</i>:</p> <ol style="list-style-type: none"> 1. <i>AS1726 Geotechnical Site Investigation</i>; 2. <i>AS2159 Piling – Design and Installation</i>; 3. <i>AS4678 Earth Retaining Structures</i>; <p>v) assessments of construction methodology impacts, including:</p> <ol style="list-style-type: none"> 1. a basement retention and foundation assessment detailing key aspects of the site (e.g. rock excavatability, stability, rock and soil stress profile, groundwater modelling, seepage and dewatering assessment); 2. critical geotechnical model sections of all excavations, with reference to the geometry of the retention systems, load and design assumptions, load cases, structural section properties/material parameters, including analysis output (e.g. moment and shear envelopes, deflections, changes to stress and groundwater levels during temporary and permanent stages of work) and assessment of the installation of the retention system on adjacent properties; 3. design drawings and technical specifications, including any temporary and permanent structures; 4. groundwater chemistry assessment and proposed on-site treatment prior to discharge from site; 5. basement ground water design rationale (e.g. clarifying whether basements are fully tanked, designed for full hydrostatic groundwater pressure, whether ground water is collected via a subsoil collection system and pumped including details of where ground water is pumped to); 6. evidence that groundwater quality has been properly analysed and evidence that it complies with ANZECC standards for groundwater quality; <p>vi) an analysis of the durability aspects for buried concrete and reinforcement of areas that will be incorporated into the approved development.</p> <p>b) Construct the approved development in accordance with the GSDR certified under part a) of this condition.</p> <p><i>Note: The extent of the dilapidation surveys and impacts on the surrounding assets to be determined by the certifying RPEQ.</i></p>	<p>b) At all times</p>
<p>MCU 4.</p>	<p>Acid sulfate soils (ASS)</p> <p>a) Where on-site acid sulfate soils (ASS) are encountered, submit to EDQ IS an ASS management plan, prepared and certified by a suitably qualified person in accordance with the <i>Queensland Acid Sulfate Soil Technical Manual Soil Management Guidelines v4.0 2014</i> (as amended from time to time).</p>	<p>a) Prior to commencement of or during earthworks</p>

Ref	Condition	Timing
	<p>b) Excavate, remove and/or treat on site all disturbed ASS generally in accordance with the ASS management plan submitted under part a) of this condition.</p> <p>c) Submit to EDQ IS a validation report, certified by a suitably qualified environmental or soil scientist, confirming that all earthworks have been carried out in accordance with the ASS management plan submitted under part a) of this condition.</p>	<p>b) Prior to commencement of building works</p> <p>c) Within 20 business days after completion of earthworks</p>
MCU 5.	<p>Contaminated land Submit to EDQ IS a copy of a site suitability statement, confirming that the site is suitable for the proposed use, as required under the EP Act. The site suitability statement must be prepared by a suitably qualified person and be certified by an approved auditor in accordance with the EP Act.</p> <p><i>Note 1: For the purpose of this condition a suitably qualified person is defined in the EP Act.</i></p> <p><i>Note 2: A list of approved auditors can be found at the following website:</i> https://www.qld.gov.au/environment/pollution/management/contaminated-land/auditor-engagement.</p>	Prior to commencement of building works
MCU 6.	<p>Validation of the impact assessment on surrounding infrastructure including Cross River Rail – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, an RPEQ certified (from a geotechnical consultant with GE3 pre-qualification level) impact assessment report, including an updated cavern assessment report and supporting documentation. The submission must be based on the factual information obtained from further geotechnical investigation as required under Condition MCU 3 – Geotechnical, Shoring and Design report, and is to include the following as a minimum:</p> <ul style="list-style-type: none"> i) reference documents and standards used; ii) description of the analysis methodology used; iii) acceptance criteria adopted; iv) Cross River Rail load cases considered; v) summary of the building structure foundation loads considered, including lateral loads; vi) groundwater conditions considered; vii) ground relaxation considered; viii) rock and soil geotechnical properties used; ix) description of the soil-structure interaction model used including the following: <ul style="list-style-type: none"> 1. boundary conditions and the extent of the cavern modelled; 2. cavern geometry – it is expected that the geometry used for the detailed design will include temporary and permanent access shafts and the like; 3. support conditions and fixity assumptions, particularly at the junction between the cavern roof and floor structure; 4. material properties for the cavern liner; 	a) Prior to commencing construction work

Ref	Condition	Timing
	<p>5. establishment of the in-situ ground stress conditions prior to commencement of the proposed development;</p> <p>6. building basement excavation and support system</p> <p>7. location and type of building foundations;</p> <p>8. effect of building structure foundation and basement stiffness on the distribution of building lateral loads to the ground;</p> <p>x) description and summary of the model calibration process;</p> <p>xi) description of the sensitivity studies undertaken including variations in the following parameters:</p> <ol style="list-style-type: none"> 1. building structure foundation loads; 2. groundwater conditions; 3. ground relaxation; 4. rock and soil geotechnical properties; <p>xii) results demonstrating compliance with the acceptance criteria at all critical cavern cross sections for the range of sensitivity studies undertaken under part xi) of this condition;</p> <p>xiii) results demonstrating that the impacts on the cavern due to the approved development for the range of sensitivity studies undertaken under part xi) of this condition are not worse than the impacts on the cavern that arise from the future development load cases as set out in Section 5.6.4.2 of the CRR document 'Tunnel, Stations and Development – Project Scope and Technical Requirements – Annexure B: Technical Requirements', in particular, that the impacts due to the approved development are not worse than the impacts arising from future development load case 2 (OSD-31);</p> <p>xiv) identify the key geotechnical risks associated with the work and construction activities and the proposed mitigation measures;</p> <p>xv) demonstration of consistency with the findings of the additional ground investigation and reporting to validate the ground model and groundwater regime and shall include factual information and interpretation to describe the geological and hydrogeological ground conditions and characteristics, including plans, cross sections of ground conditions, and derivation of parameters for each stratigraphy.</p> <p>b) Construct the approved development generally in accordance with the impact assessment report endorsed under part a) of this condition.</p>	<p>b) At all times during construction</p>
MCU 7.	<p>Validation of the development's structural design in relation to State transport interests (CRR) – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, an RPEQ certified detailed structural engineering design report, including supporting documentation and detailed design drawings which include the following as a minimum:</p> <ol style="list-style-type: none"> i) reference documents and standards used which must include the Department of Transport and Main Roads 	<p>a) Prior to commencing construction work</p>

Ref	Condition	Timing
	<p><i>Design Criteria for Bridges and Other Structures</i> (February 2021);</p> <ul style="list-style-type: none"> ii) structural importance level to the National Construction Code; iii) a design scheme based on the following conceptual reporting and associated technical and design notes: <ul style="list-style-type: none"> 1. Design Criteria Report, Albert Street OSD, issue E, prepared by Robert Bird Group, dated 21 December 2022, document reference 22131-RBG-ZZ-XX-RP-ST-0001; 2. Schematic Design Report, Albert Street OSD, issue E, prepared by Robert Bird Group, dated 21 December 2022, document reference 22131S-RBG-ZZ-XX-RP-ST-00003; 3. Geotechnical Engineering Report, prepared by EDG Consulting, dated 21 December 2022, document reference B01493-1AC; 4. Albert Street Cavern Assessment Report, Albert Street Future Over Station Development, prepared by EDG Consulting, dated 29 May 2023, document reference B01493-1AE; 5. Design Note, prepared by Robert Bird Group, issue S03, dated 24/07/2023, document reference RBG-DN-S-002; 6. The detailed design requirements set out in the Design Concept comment register, prepared by Arup, dated 04 August 2023, revision G; iv) design life; v) design loads (including permanent and construction loads such as tower cranes); vi) material properties; vii) services, utilities and drainage infrastructure; viii) design criteria including the following: <ul style="list-style-type: none"> 1. deflection limit; 2. foundation load limitations due to the CRR cavern; 3. floor vibration criteria; 4. construction vibration criteria; 5. fire resistance and durability requirements; ix) description of the structural scheme including the following: <ul style="list-style-type: none"> 1. foundations and whether permanent steel liners have been used to influence where loads are applied; 2. basement retention system in both the temporary and permanent conditions; 3. lateral stability system and vertical structure; 4. horizontal structure at all levels; x) summary of the foundation loads including a description of any sensitivity studies undertaken based on variability in foundation flexibility and building element stiffness; xi) structural drawings outlining the design of the following elements: <ul style="list-style-type: none"> 1. foundations; 2. basement retention system in both the temporary and permanent conditions; 3. core walls; 	

Ref	Condition	Timing
	<p>4. floor plans for all levels;</p> <p>xii) Demonstration of consistency with the findings of the impact assessment report, required under Condition MCU 6 – Validation of the impact assessment on surrounding infrastructure including Cross River Rail;</p> <p>xiii) Any as-constructed CRR project design and any associated design criteria or guidance;</p> <p>xiv) Detailed investigations regarding groundwater and flooding levels.</p> <p>b) Construct the approved development generally in accordance with the updated structural design report endorsed under part a) of this condition.</p> <p>c) Submit to EDQ IS RPEQ certification, with supporting documentation including as-constructed drawings, that the development has been constructed in accordance with part a) of this condition.</p>	<p>b) At all times</p> <p>c) Prior to the commencement of use</p>
<p>MCU 8.</p>	<p>Excavation and basement design – Compliance Assessment</p> <p>a) Submit to the EDQ DA, for Compliance Assessment, an Excavation and Basement Report prepared and certified by an RPEQ, including:</p> <p>i) confirmation of design and performance criteria including standards and supporting documents used for the basis of design;</p> <p>ii) demonstration of consistency with:</p> <ol style="list-style-type: none"> 1. <i>Australian Standard AS3798 - Guidelines on Earthworks for Commercial and Residential Developments</i>; 2. Design Criteria Report, Albert Street OSD, issue E, prepared by Robert Bird Group, issue E, dated 21 December 2022, and Schematic Design Report, Albert Street OSD, issue E, prepared by Robert Bird Group, dated 21 December 2022, and as validated under Condition MCU 7 – Validation of the development’s structural design in relation to State transport interests (CRR). In case of any inconsistencies, the updated structural design report approved under Condition MCU 7 prevails. 3. The Geotechnical Engineering Report, Albert Street – Future Over Station Development, prepared by EDG Consulting, document reference B01493-IAC, dated 21 December 2022, Geotechnical Shoring and Design Report (GSDR) approved under Condition MCU 3 and the impact assessment report (on surrounding infrastructure, including CRR) approved under Condition MCU 6. In case of any inconsistencies the impact assessment report approved under Condition MCU 6 prevails; 4. the Structural Monitoring and Vibration Report approved under Condition MCU 10 of this approval; 5. the Rock and Ground Anchor Report accepted under Condition MCU 9 of this approval; 	<p>a) Prior to commencing work</p>

Ref	Condition	Timing
	<ul style="list-style-type: none"> iii) detailed design drawings and sections and Construction Plans, including staging, for excavation and basement design, certified by an RPEQ; iv) a geotechnical soils assessment of the site; v) accord with the Erosion and Sediment Control Plans accepted under Condition MCU 20 – Erosion and Sediment Management; vi) location and quantity of any cut and fill, and the character of material. This should include the fill material to be used if the CRR shaft is to be filled; vii) detail of the areas where dispersive soils will be disturbed, treatment of dispersive soils and their rehabilitation; viii) existing and proposed finished levels in reference to the Australian Height Datum and extending into the adjoining properties; ix) details of any areas where surplus soils are to be stockpiled; x) detailed protection measures to: <ul style="list-style-type: none"> a. ensure adjoining properties and roads are not impacted by the ponding or nuisance stormwater resulting from earthworks associated with the approved development; b. preserve adjoining properties, assets and services including all drainage structures from structural loading impacts resulting from earthworks associated with the approved development; xi) where earthworks disturb contaminated land (as defined under the EP Act), evidence of consistency with the site suitability statement submitted under Condition MCU 5 of this approval. <p>b) Carry out excavation and basement work in accordance with the certified Excavation and Basement report and the detailed design drawings, sections and Construction Plans approved under part a) of this condition.</p> <p>c) Submit to EDQ IS: <ul style="list-style-type: none"> i) RPEQ certification that excavation and basement work has been undertaken in accordance with part a) of this condition; and ii) RPEQ certified ‘as-constructed’ drawings and Post-Construction Certification form for the excavation and basement work carried out in accordance with part a) of this condition. </p> <p><i>Note: When submitting ‘as constructed drawings’, the preferred format is one letter/certificate listing all drawings and signed by the appropriate RPEQ for each discipline of engineering.</i></p>	<p>b) At all times</p> <p>c) Prior to commencement of use</p>
MCU 9.	<p>Temporary rock and ground anchors</p> <p>a) Where construction of the approved development involves the use of temporary rock and / or ground anchors, submit to EDQ IS a Temporary Rock and Ground Anchor Report (TRGAR), certified by a suitably qualified and experienced RPEQ, including:</p>	<p>a) Prior to commencing work</p>

Ref	Condition	Timing
	<ul style="list-style-type: none"> i) detailed engineering drawings detailing the locations and specifications of rock and ground anchors; ii) Confirmation of the design life of the anchors and if they are permanent or temporary; iii) Removal methodology, staging and timing; iv) where rock or ground anchors encroach into adjoining road reserve(s) or land, include consents from relevant road manager(s), landowner(s) and the custodian of the assets within the proximity of the anchors; v) RPEQ certification confirming construction phase loads will not adversely impact adjacent buildings, structures and infrastructure. The RPEQ certification must consider the effects of the load imposed pressure bulb: <ul style="list-style-type: none"> 1. prior to the de-stressing of the temporary ground anchors; and 2. upon completion of the building. <p>b) Construct the approved development in accordance with the certified TRGAR as accepted under part a) of this condition.</p> <p>c) Submit to the EDQ IS:</p> <ul style="list-style-type: none"> i) RPEQ certification confirming that all rock and ground anchors have been constructed in accordance with the TRGAR accepted under part a) of this condition; ii) RPEQ certified 'as-constructed' drawings and associated test documentation for all rock and ground anchors constructed in accordance with part a) of this condition. The 'as-constructed' drawings and associated test documentation must include: <ul style="list-style-type: none"> 1. locality, site, layout and section/elevation plans depicting the anchoring system details (e.g. position, length, inclination angle, lock-off load and typical anchor block); 2. location of all bored piers, shoring and bored piling in plan and elevation views together with shoring and bored piling details; 3. construction methodology used during installation and the results of any tests; 4. surveyed location of the following plotted on the shoring plan and wall sections: <ul style="list-style-type: none"> a. existing infrastructure (e.g. water, stormwater, sewer, street trees, signs and markings); b. existing utility services (e.g. telecommunications, electricity, and gas) and adjacent foundation details; and c. existing Council pipelines and maintenance holes including depths of maintenance holes and clearances to anchors. <p>d) Submit to EDQ IS RPEQ certification confirming that all anchors constructed in accordance with part a) of this condition have been de-stressed and removed, unless otherwise agreed in writing with the relevant landowner and/or authority.</p>	<p>b) At all times</p> <p>c) Within 20 business days of completion of work involving rock and ground anchors</p> <p>d) Prior to commencement of use</p>

Ref	Condition	Timing
Engineering – Monitoring and Impact Management		
MCU 10.	<p>Structural monitoring and vibration report – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, a Structural Monitoring and Vibration Report (SMVR), certified by a suitably qualified RPEQ, addressing impacts to proximate Heritage Places and sensitive assets. The SMVR must include as a minimum:</p> <ul style="list-style-type: none"> i) the process for in-situ testing, based upon actual construction equipment, methods and onsite geotechnical conditions, to forecast expected vibration and ground movements during all works, detailing: <ul style="list-style-type: none"> 1. excavation of basement and shoring; 2. new excavation; 3. installation of new foundations (i.e. piling); 4. proposed methods to mitigate and control vibration and ground movement during construction; ii) an instrumentation and monitoring plan, including drawings, frequency of monitoring, vibration and ground movement limits and actions to be taken should limits be exceeded. The monitoring must commence prior to excavation, continue during excavation and construction, and finish one month after the completion of permanent works; iii) evidence that the vibrations and ground movement limits have been submitted to adjacent utility providers; iv) proposed anchoring, including: <ul style="list-style-type: none"> 1. whether anchors are temporary or permanent; 2. anchors' lifespan; 3. consent from affected landowners, road managers and other asset custodians (e.g. utility services providers); v) pre-development dilapidation survey and assessment (determined by predictive modelling) of surrounding assets and ongoing monitoring of these assets, including: <ul style="list-style-type: none"> 1. proximate Heritage Places and other sensitive assets, including: <ul style="list-style-type: none"> a. details of existing assets including the nature and depth of the asset, footing information (i.e. footing construction, footing depth, footing width and founding soil type and consistency) and the condition of the asset; b. evidence to demonstrate that interim differential settlements (which may be much higher than final differential settlements) have been taken into account in the predictive analysis and that suitable controls / mitigations have been considered and put in place to protect Heritage Places and other sensitive assets; c. evidence that the effects of the high value of lateral retention wall movement arising from the Plaxis modelling has been considered; d. evidence that the construction methodology has considered the effects of vibrations and ground movements, arising from building demolition, 	a) Prior to commencing work

Ref	Condition	Timing
	<p>retention, excavation and groundwater drawdown (both short and long term);</p> <p>e. determine limits for vibration, retention wall movements and groundwater movements for Heritage Places within the proximity of the site;</p> <p>f. points a. to e. above are to be considered in the design of the construction methodology proposed shoring, underpinning and stabilisation methods; and</p> <p>g. evidence to demonstrate that all Heritage Places within the zone of influence (geotechnical and vibrations) are categorised as high risk, and protected accordingly, regardless of their existing condition;</p> <p>b) Carry out construction work in accordance with the certified SMVR endorsed under part a) of this condition.</p> <p>c) Submit to the EDQ IS RPEQ certified post-development dilapidation surveys of proximate Heritage Places and other sensitive assets.</p> <p>d) Where a comparison of the pre and post-development dilapidation surveys required in condition parts a) and c) identifies that rectification works are required, the applicant must:</p> <p>i) undertake all necessary rectification works at their expense;</p> <p>ii) submit RPEQ certification, including supporting documentation, to EDQ IS confirming that all necessary rectification works have been completed.</p>	<p>b) At all times</p> <p>c) Within 20 business days of completion of works</p> <p>d) Within 40 business days, or an agreed period authorised by the relevant asset owner</p>
MCU 11.	<p>Railway Vibration Monitoring – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, an RPEQ certified Track and Structures Monitoring Plan (TSMP) which investigates any construction (including demolition and earthworks) impacts on the railway corridor, including rail transport infrastructure, such as tunnel walls, tracks, retaining walls and Overhead Line Equipment (OHLE) and other rail infrastructure. The TSMP must establish an alignment and vibration management and monitoring program which ensures that the safety and operational integrity of the railway corridor, including rail transport infrastructure and other rail infrastructure, is not adversely affected by the development. The TSMP must include evidence of consultation with the Railway Manager, mitigation measures to manage identified risks and include the following:</p> <p>i) The requirement to engage a licensed surveyor and RPEQ to establish an appropriate monitoring system utilising the relevant instrumentation, for the purpose of alignment and vibration monitoring, along the horizontal and vertical alignments of the nearest existing rail transport infrastructure such as tunnel walls, tracks, retaining walls and Overhead Line Equipment (OHLE) and other rail infrastructure. Any monitoring instrumentation must:</p>	<p>a) Prior to commencement of work</p>

Ref	Condition	Timing
	<ol style="list-style-type: none"> 1. be placed to record track condition, including settlement, horizontal and vertical alignments, rail twist and vibration; 2. be located on but not limited to the nearest track, tunnel walls, retaining walls/structures and foundations of the masts supporting the OHLE at intervals; and 3. be shown on a survey plan prepared by a registered surveyor in conjunction with a RPEQ and be RPEQ certified and provided to EDQ DA; <p>ii) The requirement to engage an RPEQ to conduct control monitoring at all locations established in part (i) of this condition to determine the existing peak component particle vibration and alignment and establish a control baseline. Intervention limits must be determined to manage the safety and operational and structural integrity of the railway corridor affected by any construction works, including earthworks and demolition. The level of acceptable movement, trigger levels and monitoring accuracy must be addressed;</p> <p>iii) The requirement to provide the findings from control monitoring to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within TMR;</p> <p>iv) The requirement that horizontal and vertical displacement and vibration caused from any construction works, including earthworks and demolition, must not exceed the intervention limits determined in part (ii) of this condition;</p> <p>v) Details of the protocols to be complied with when the movement and trigger levels (intervention limits) are breached, including specific actions to be undertaken and who is responsible for each, the notification process, lines of communication, and stop work procedure;</p> <p>vi) The requirement for mitigation measures to be employed during the works to manage vibration impacts;</p> <p>vii) The requirement to engage an RPEQ to continuously monitor the instrumentation identified in part (i) of this condition using an automated 24/7 system during the works and provide scheduled alignment and vibration monitoring reports to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the TMR. The alignment and vibration monitoring reports must include:</p> <ol style="list-style-type: none"> 1. alignment and vibration monitoring using relevant instrumentation; 2. continuous monitoring of displacement and vibrations at all locations determined in part (i) of this condition from construction, including any demolition and earthworks; 3. the requirement to provide written notification of any alignment displacement and/or vibration which exceeds the limits determined in part (ii) of this condition or other alignment displacement and/or vibration issues, to the Metropolitan District Compliance Unit 	

Ref	Condition	Timing
	<p>(Metropolitan.IDAS@tmr.qld.gov.au) within TMR within 1 business day;</p> <p>b) Construct the approved development generally in accordance with TSMP endorsed under part a) of this condition.</p> <p>c) Submit to EDQ IS RPEQ certification, with supporting documentation, confirming that the development has been designed and constructed in accordance with parts (a) of this condition and that no change and/or worsening of the safety, and structural and operational integrity of the railway corridor, including rail transport infrastructure and/or other rail infrastructure has resulted from the development.</p>	<p>b) At all times during construction</p> <p>c) Prior to commencement of use</p>
MCU 12.	<p>Instrumentation and monitoring plan (IMP) – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, an RPEQ certified IMP, including but not limited to total station (prisms), inclinometer, piezometer and vibration monitoring which investigates any construction (including demolition and earthworks) impacts on the railway corridor, including rail transport infrastructure or other rail infrastructure. The IMP must include the following:</p> <ul style="list-style-type: none"> i) The locations, types and number of monitoring devices inside and adjacent to the rail transport infrastructure, other rail infrastructure and railway corridor; ii) relevant requirements in accordance with TMR's <i>Design Criteria for Bridges and Other Structures</i> (February 2021); iii) relevant requirements in accordance with Section 8.6 – Vibration of <i>Transport and Main Roads Specifications MRTS51 Environmental Management</i>; iv) relevant requirements detailed in the approved document 'Review of Piling Activities for Lot 2 Above the Cross River Rail – Albert Street', prepared by Heilig & Partners Pty Ltd, dated May 2023; v) the requirement for the applicant to engage an RPEQ to establish the baseline structural (total station) and ground movement (inclinometer) and vibration readings; vi) confirmation of the frequency and the duration of monitoring supported by appropriate justifications and assumptions. During construction, the monitoring must be continued until the super structure has been completed; vii) the requirement for the monitoring to be automated using a 24/7 system; viii) the requirement to agree with TMR as to the level of acceptable movement and trigger levels; ix) the requirement for the accuracy level of total station monitoring to be in accordance with the Department of Transport and Main Roads' <i>Design Criteria for Buildings and Other Structures</i> (February 2021); x) details of the protocols to be complied with when the movement and trigger levels are breached, including specific actions to be undertaken and who is responsible 	<p>a) Prior to commencement of work</p>

Ref	Condition	Timing
	<p>for each, the notification process, lines of communication, and stop work procedure;</p> <p>xi) the requirement to provide the overall monitoring results to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within TMR.</p> <p>b) The construction of the development must be in accordance with the Instrumentation and Monitoring Plan required in part (a) of this condition.</p> <p>c) Submit to EDQ IS, RPEQ certification, with supporting documentation, confirming that the development has been designed and constructed in accordance with parts (a) of this condition. The RPEQ certification must verify that no change and/or worsening to the safety, and structural and operational integrity of the rail transport infrastructure and other rail infrastructure has resulted from the development.</p>	<p>b) At all times during construction</p> <p>c) Prior to commencement of use</p>
<p>MCU 13.</p>	<p>Groundwater management strategy</p> <p>a) Submit to EDQ IS an RPEQ certified Groundwater Management Strategy (GMS), prepared by a suitably qualified and experienced person, incorporating at a minimum:</p> <ul style="list-style-type: none"> i) strategies for managing groundwater during all works phases; ii) an assessment of the groundwater conditions to determine appropriate construction management procedures, including modelling in accordance with <i>Australian Groundwater Modelling Guidelines, 2012</i>; iii) strategies for a situation where the groundwater inflow is excessive and additional pumping is required (i.e. cut-off drain); iv) details of the extent of drawdown including plots of groundwater contours and proposed mitigation measures to reduce the impact of drawdown on existing infrastructure and structures (i.e. buildings and services); v) confirmation that the GMS has been prepared with reference to the relevant documentation required under other relevant conditions of this approval; vi) strategies for the collection and treatment of stormwater to ensure the stormwater discharge conforms with current <i>Australian and New Zealand Environment and Conservation Council Guidelines</i>. <p>b) Submit to EDQ IS evidence of consultation with Council regarding the proposed treatment and discharge of groundwater in both short and long term. The evidence is to include the date(s) of consultation, information supplied to Council, a list of persons consulted, comments received from Council, and a response to the comments received;</p> <p>c) Construct the approved development in accordance with the GMS accepted under part a) of this condition.</p>	<p>a) Prior to commencing work</p> <p>b) Prior to commencing work</p> <p>c) At all times</p>

Ref	Condition	Timing
MCU 14.	<p>Groundwater management and monitoring plan (GMMP) for State transport interests – Compliance Assessment</p> <p>a) Submit to EDQ DA, for Compliance Assessment, an RPEQ certified Groundwater Management and Monitoring Plan (GMMP) which investigates construction impacts (including earthworks, boring, piling and the like) on the CRR state-controlled transport tunnel, Albert Street station cavern and other rail infrastructure. The GMMP must establish a management and monitoring program which ensures the railway corridor and associated infrastructure is not adversely affected by the development and must include the following:</p> <ul style="list-style-type: none"> i) a requirement for the applicant to engage an RPEQ to conduct controlled monitoring of groundwater including, but not limited to, groundwater seepage, fluctuations and ground water levels adjacent to the railway corridor during construction and identify any changes that would adversely affect the integrity of the railway corridor, including rail transport infrastructure and other rail infrastructure; ii) relevant requirements in accordance with the Department of Transport and Main Roads' <i>Design Criteria for Bridges and Other Structures</i> (February 2021); iii) mitigation measures to manage the identified groundwater risks on the railway corridor; iv) a requirement for the applicant to provide written notification of any groundwater issues impacting on the railway corridor to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within TMR within 1 business day. <p>b) Construct the development in accordance with the GMMP endorsed under part (a) of this condition.</p> <p>c) Submit to EDQ IS, RPEQ certification, with supporting documentation, confirming that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>a) Prior to commencing work</p> <p>b) At all times</p> <p>c) Prior to commencement of use</p>
Construction management		
MCU 15.	<p>Hours of work – construction</p> <p>Unless otherwise endorsed, via Compliance Assessment for out of hours work, construction hours for the approved development are limited to Monday to Saturday between 6:30am to 6:30pm, excluding public holidays.</p>	At all times
MCU 16.	<p>Out of hours work – Compliance Assessment</p> <p>Where out of hours work is proposed, submit to EDQ DA, for Compliance Assessment, an out of hours work request. The out of hours work request must include:</p> <ul style="list-style-type: none"> a) A duly completed out of hours work request form³; b) Any relevant permits or approvals from other authorities including but not limited to Council and QPS; 	Minimum of 10 business days prior to proposed out of hours work commencement date

³ The out of hours work request form is available at EDQ's website.

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	<p>c) Where the works are expected to exceed the EPA noise limits, a noise impact report to outline at a minimum:</p> <ul style="list-style-type: none"> i) the anticipated noise levels relevant to the proposed works to sensitive receivers; ii) the proposed mitigation measures; and iii) the proposed monitoring and reporting regime. <p>d) Evidence of consultation with potential impacted stakeholders</p>	
MCU 17.	<p>Certification of Operational Work</p> <p>a) Submit to EDQ IS for approval, a nomination for Project Coordinator and certifiers, and Project Auditor as required, along with the relevant documents as required under Certification Procedures Manual (CPM) (e.g. Deed Poll and Pre-Construction Certification forms and Risk Assessment).</p> <p>b) Carry out all Operational Work under this approval in accordance with the CPM.</p>	<p>a) Prior to submission under any condition relevant to Operational Works or commencing of works whichever occurs first</p> <p>b) At all times</p>
MCU 18.	<p>Construction management plan (CMP)</p> <p>a) Submit to EDQ IS a site-based Construction Management Plan (CMP), prepared by the principal site contractor and in consultation with suitably qualified and experienced professionals, to manage construction impacts, including:</p> <ul style="list-style-type: none"> i) noise and dust management in accordance with the EP Act; ii) vibration, ground movement and tunnel movement monitoring using total station; iii) groundwater management and monitoring; iv) stormwater flows around and through the site without increasing the concentration of total suspended solids or Prescribed Water Contaminants (as defined in the EP Act), causing erosion, creating any ponding and causing any actionable nuisance to upstream and downstream properties; v) complaints lodgement and management procedures; vi) RPEQ certified work method statements including but not limited to the following: <ul style="list-style-type: none"> a. demolition; b. construction; c. excavation, drilling, boring, piling and insertion of foundation and supporting structures, temporary and permanent retention systems and the like; d. filling and compaction; vii) site management: <ul style="list-style-type: none"> a. site establishment management to include site sheds locations, temporary lighting locations and details; b. a site layout plan superimposed on the road plan identifying the areas to be impacted by construction and access activities, including any loading or construction zones within road reserve; c. to mitigate impacts to public sector entity assets, including street trees, or private assets, on or external to the site; d. a maintenance regime for site access roads/tracks, ensuring they remain clean and free of material; e. for the safe and functional loading and unloading of materials including the location of any remote loading 	<p>a) Prior to commencing construction work</p>

Ref	Condition	Timing
	<p>sites and any impacts on the State-controlled transport network, the location of materials, structures, plant and equipment including the location of tower cranes, detailing how materials are to be loaded/unloaded;</p> <p>f. of waste generated by construction activities;</p> <p>g. of proposed external hoardings and gantries (with clearances to street furniture and other public sector entity assets);</p> <p>h. of employee and visitor parking areas;</p> <p>i. of anticipated staging and programming;</p> <p>j. for the provision of safe and functional emergency exit routes; and</p> <p>k. description of any out of hours works to be endorsed via Compliance Assessment under Condition MCU 16.</p> <p>viii) evidence of consultation with Council regarding the local road network and infrastructure, to confirm that the proposed CPM does not adversely impact on the relevant network or infrastructure. The evidence is to include the date(s) of consultation, information supplied to Council, a list of persons consulted, comments received from Council and a response to the comments received;</p> <p>ix) evidence of consultation with TMR to confirm there will be no disruption to the following:</p> <p>a. the safety, and operational and structural integrity of the CRR state-controlled transport tunnel and Albert Street station cavern, other rail infrastructure and/or the land supporting this infrastructure;</p> <p>b. the safety, operational performance and physical condition of pedestrian (including disability compliant access) and cyclist (including personal mobility device user) access to public passenger transport (including the Albert Street CRR station and urban bus services, personalised public passenger transport);</p> <p>c. the safety, operational performance and physical condition of state-controlled road infrastructure and public passenger transport (such as urban buses, taxis, rideshare).</p> <p>d. Public safety.</p> <p>b) A copy of the CMP submitted under part a) of this condition must be current and available on site.</p> <p>c) Carry out all construction work generally in accordance with the CMP submitted under part a) of this condition.</p>	<p>b) During construction</p> <p>c) During construction</p>
MCU 19.	<p>Dilapidation Surveys – Rail Transport Infrastructure</p> <p>a) Submit to EDQ IS an RPEQ certified pre-development dilapidation survey of the rail transport infrastructure (including the state-controlled transport tunnel and station cavern) and other rail infrastructure, on and adjacent to the site and for the extent that the railway corridor is impacted on by demolition and construction works in accordance with Chapter 17 of the Department of Transport and Main Roads</p>	<p>a) Prior to commencing works</p>

Ref	Condition	Timing
	<p>Manual, <i>Design Criteria for Bridges and Other Structures</i> (February 2021).</p> <p>b) Submit to EDQ IS an RPEQ certified post-development dilapidation survey of the rail transport infrastructure (including the state-controlled transport tunnel and station cavern) and other rail infrastructure, on and adjacent to the site and for the extent that the railway corridor is impacted on by demolition and construction works in accordance with Chapter 17 of the Department of Transport and Main Roads Manual, <i>Design Criteria for Bridges and Other Structures</i> (February 2021).</p> <p>c) Where a comparison of the pre and post development dilapidation surveys required in condition parts (a) and (b) identifies that rectification works are required to the rail transport infrastructure and other rail infrastructure, the applicant must:</p> <ul style="list-style-type: none"> i) undertake all necessary rectification works to the rail transport infrastructure and/or other rail infrastructure at their expense; ii) provide RPEQ certification, including supporting documentation, to EDQ IS confirming that all necessary rectification works have been completed. 	<p>b) Within 40 business days of completion of work</p> <p>c) Within 40 business days, or an agreed period authorised by the asset owner</p>
MCU 20.	<p>Erosion and sediment management</p> <p>a) Submit to EDQ IS an Erosion and Sediment Control Plan (ESCP), certified by a RPEQ or an accredited professional in erosion and sediment control, and prepared generally in accordance with the following:</p> <ul style="list-style-type: none"> i) construction phase stormwater management design objectives of the <i>State Planning Policy 2017</i> (Appendix 2 Table A); ii) <i>Healthy Land and Water Technical Note: Complying with the SPP – Sediment Management on Construction Sites</i>; iii) Site Services and Stormwater Management Report, Albert Street Commercial Tower, issue F, prepared by Robert Bird Group, dated 19 May 2023. <p>b) Implement the certified ESCP submitted under part a) of this condition.</p>	<p>a) Prior to commencing work</p> <p>b) During construction</p>
MCU 21.	<p>Traffic and haulage management plan (THMP)</p> <p>a) Submit to EDQ IS a Traffic and Haulage Management Plan (THMP), certified by a person holding a current Traffic Management Design qualification. The THMP must include the following:</p> <ul style="list-style-type: none"> i) provision for the safe and functional management of traffic around and through the site during and outside of construction work hours; ii) for the provision of safe and functional alternative active transport routes, past, through or around the site including temporary wayfinding and directional signage; iii) for safe and functional temporary vehicular access points and frequency of use; 	<p>a) Prior to commencing work</p>

Ref	Condition	Timing
	<ul style="list-style-type: none"> iv) volumes of heavy vehicles for materials delivery to and from the site during and outside of construction work hours v) provision of parking for workers and materials delivery confirming that no on-site parking for construction workers is to be provided; vi) risk identification, assessment and identification of mitigation measures including detailed drawings confirming the adequacy of design solutions including sight distances and manoeuvring; vii) ongoing monitoring, management review and certified updates (as required); and viii) Traffic Guidance Scheme (TGS), prepared in accordance with <i>Austrroads Guide to Temporary Traffic Management</i>, for any temporary part or full road closures. <p>b) Submit to EDQ IS evidence of consultation with Council and TMR in relation to the potential impacts on the local and state-controlled road networks during construction. The evidence is to include the date(s) of consultation, information supplied to Council and TMR, a list of persons consulted, comments received from Council and TMR, and a response to the comments received.</p> <p>c) Carry out all construction work generally in accordance with the certified THMP accepted under part a) of this condition, which is to be current and available on site.</p> <p><i>Note: Operational traffic changes, such as temporary and permanent lane modifications, relaxation of clearway zone hours or footpath closures may require authorisation from Council or TMR as road manager. It is recommended that applicants engage directly with the applicable road manager in advance of any further planning.</i></p>	<p>b) Prior to commencing work</p> <p>c) During construction</p>
MCU 22.	<p>Construction noise management plan (CNMP)</p> <p>a) Submit to EDQ IS a Construction Noise Management Plan (CNMP), certified by a suitably qualified acoustic engineer. At a minimum, the CNMP must address the relevant elements of the Transport Noise Management Code of Practice: Volume 2 – Construction Noise and Vibration, May 2023, prepared by TMR and the following sections of <i>Australian Standard AS2436-2010</i> as they relate to the site and construction activities:</p> <ul style="list-style-type: none"> i) section 3.4 – Community Relations, including schedule of activities, community notification strategy, complaints reporting and response strategies; ii) section 4.4 – Post Approval/Construction Planning for Noise and Vibration, including strategies to minimise adverse impacts to proximate sensitive land uses/receptors; iii) section 4.5 – Control of Noise at Source, including strategies to control noise at source; iv) section 4.6 – Controlling the Spread of Noise, including noise reduction measures; and 	<p>a) Prior to commencing work</p>

Ref	Condition	Timing
	<p>v) section 5.0 – Methods for Measurement of Noise and Vibration, including noise measurement and monitoring strategy.</p> <p>b) Carry out construction work generally in accordance with the certified CNMP required under part a) of this condition.</p> <p>c) Where requested by EDQ, submit to EDQ IS noise monitoring reports, certified by a suitably qualified acoustic engineer, and evidence of compliance with the community relations elements of the CNMP required under part a) of this condition.</p>	<p>b) During construction</p> <p>c) Within 5 business days of the request</p>
MCU 23.	<p>Public infrastructure (damage, repairs and relocation)</p> <p>a) Repair any damage to existing public infrastructure caused by works carried out in association with the approved development at no cost to others.</p> <p>b) Where existing public infrastructure requires repair or relocation, due to the approved development and/or works associated with the approved development, obtain the required approval/s from the relevant authority, repair and/or relocate the public infrastructure at no cost to others and in accordance with statutory requirements and the relevant External Authority's design standards.</p> <p><i>Note: It is recommended applicants record their own dated photographic evidence of the condition of relevant existing public infrastructure both before and after works carried out in association with the approved development.</i></p>	<p>a) Within an acceptable timeframe set by the asset owner</p> <p>b) As required and within an acceptable timeframe set by the relevant asset owner</p>
Access, refuse collection and parking		
MCU 24.	<p>Vehicle access</p> <p>a) Construct a vehicle crossover:</p> <ul style="list-style-type: none"> i) located generally in accordance with the approved plans; and ii) designed generally in accordance with Council's adopted standards for Vehicle Crossing driveway – other than single dwelling and rear allotment access <p>b) Submit to EDQ IS RPEQ certification that the crossover has been constructed in accordance with part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
MCU 25.	<p>Refuse collection</p> <p>a) Submit to EDQ IS evidence of approved refuse collection arrangements that is prepared generally in accordance with the approved Operational Waste Management Plan prepared by TTM, revision 3, dated 21 December 2022, from Council or a private waste contractor, for the approved development.</p> <p>b) Implement the refuse collection arrangements submitted under part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) At all times following commencement of use</p>
MCU 26.	<p>Car parking</p> <p>a) Construct, sign, delineate and maintain car parking facilities generally in accordance with <i>Australian Standard AS2890 – Parking Facilities</i> and the approved plans.</p>	<p>a) Prior to commencement of use</p>

Ref	Condition	Timing
	b) Submit to EDQ IS RPEQ certification that parking facilities have been constructed in accordance with part a) of this condition.	b) Prior to commencement of use
MCU 27.	<p>Bicycle parking</p> <p>a) Construct, sign, delineate and maintain bicycle parking facilities generally in accordance with <i>Australian Standard AS2890.3 – 1993 Bicycle parking facilities</i> and the approved plans.</p> <p>b) Submit to EDQ IS evidence demonstrating bicycle parking facilities have been constructed in accordance with part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
Urban servicing, stormwater and flooding		
MCU 28.	<p>Requirement for Public Asset(s) – Non-standard Treatment</p> <p>Where Public Assets are to be delivered to a standard other than the relevant Council standard (in force as at the date of Compliance Assessment of the relevant Public Asset, or where Compliance Assessment is not required, the relevant standard in force at the time of this PDA decision notice), submit to the MEDQ evidence of an appropriate arrangement being entered into with Council for the repair, maintenance and replacement of that Public Asset.</p> <p><i>Note: the stormwater line running within the private basement and connects the upstream line to a downstream stormwater main is an example of these public assets, despite the ownership of the asset.</i></p>	Prior to commencement of the use
MCU 29.	<p>Water connection</p> <p>Connect the approved development to the existing water reticulation network generally in accordance with Urban Utilities current adopted standards.</p>	Prior to commencement of use or BFP endorsement, whichever occurs first
MCU 30.	<p>Sewer connection</p> <p>Connect the approved development to the existing sewer reticulation network generally in accordance with Urban Utilities current adopted standards.</p>	Prior to commencement of use or BFP endorsement, whichever occurs first
MCU 31.	<p>Stormwater management</p> <p>a) Submit to EDQ IS detailed engineering drawings for stormwater treatment devices, and detailed engineering drawings and hydraulic calculations for the stormwater drainage system, certified by an RPEQ, designed generally in accordance with:</p> <ul style="list-style-type: none"> i) <i>PDA Guideline No. 13 Engineering standards – Stormwater quality and quantity.</i> ii) Site Services and Stormwater Management Report prepared by Robert Brid Group, issue F, dated 19 May 2023. <p>b) Construct stormwater works generally in accordance with the certified plans submitted under part a) of this condition.</p> <p>c) Submit to EDQ IS RPEQ certification confirming stormwater treatment devices have been constructed generally in accordance with the certified plans submitted under part a) of this condition.</p>	<p>a) Prior to commencement of stormwater works</p> <p>b) Prior to commencement of use</p> <p>c) Prior to commencement of use</p>

Ref	Condition	Timing
MCU 32.	<p>Stormwater connection</p> <p>Connect the approved development to lawful points of discharge generally in accordance with Site Services and Stormwater Management Report prepared by Robert Brid Group, issue F, dated 19 May 2023 with 'no-worsening' to upstream or downstream properties and generally in accordance with Council's current adopted standards and requirements.</p>	Prior to commencement of use or BFP endorsement, whichever occurs first
MCU 33.	<p>Electricity</p> <p>a) Submit to EDQ IS a Certificate of Electricity Supply from Energex for the provision of electricity supply to the approved development.</p> <p>b) Connect the approved development in accordance with the Certificate of Electricity Supply submitted under part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
MCU 34.	<p>Telecommunications</p> <p>a) Submit to EDQ IS documentation from an authorised telecommunication service provider confirming that an agreement has been entered into for the provision of underground telecommunication services to the approved development.</p> <p>b) Connect the approved development in accordance with the documentation submitted under part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
MCU 35.	<p>Broadband</p> <p>a) Submit to EDQ IS written agreement, from an authorised telecommunications service provider, confirming that fibre-ready pit and pipe infrastructure designed to service the approved development can accommodate services compliant with <i>Industry Guideline G645:2017 Fibre-Ready Pit and Pipe Specification for Real Estate Development Projects</i>.</p> <p>b) Construct the fibre-ready pit and pipe infrastructure specified in the agreement submitted under part a) of this condition.</p> <p>c) Connect the development to the broadband network</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p> <p>c) Prior to commencement of use</p>
MCU 36.	<p>Gas</p> <p>a) Submit to EDQ IS, documentation from an authorised gas service provider, confirming that an agreement has been entered into for the provision of underground gas services to the approved development.</p> <p>b) Connect the approved development to underground gas services in accordance with the agreement mentioned in part a) of this condition</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
MCU 37.	<p>Flood Emergency Management Plan</p> <p>a) Submit to the EDQ DA for Compliance Assessment a Flood Emergency Management Plan (FEMP), certified by a suitably qualified and experienced RPEQ, addressing at a minimum:</p>	a) Prior to commencing building works

Ref	Condition	Timing
	<ul style="list-style-type: none"> i) Any relevant requirements of the Flood Engineering Report prepared by Bligh Tanner, version 5, dated 31 July 2023; ii) All areas affected by the Brisbane River up to the probable maximum flood; iii) Passive and active flood measures including monitoring, evacuation trigger levels, roles and responsibilities, training and post flood response measures; iv) The following documents (or later versions where superseded): <ul style="list-style-type: none"> 1. State Planning Policy, July 2017; 2. AS ISO 31000:2018 Risk management – Principles and guidelines; and 3. The Australian Disaster Resilience Handbook Collection Handbook 7 – Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia and Handbook 10 – National Emergency Risk Assessment Guidelines. <p>b) Implement and maintain the FEMP approved under part a) of this condition.</p>	<p>b) At all times following commencement of use</p>
Streetscape and landscape works		
MCU 38.	<p>Streetscape works – Compliance Assessment</p> <ul style="list-style-type: none"> a) Submit to EDQ DA, for Compliance Assessment, detailed streetscape works drawings, certified by a registered AILA Landscape Architect for proposed streetscape works, including a schedule of proposed standard and non-standard Contributed Assets to be transferred to Council. The streetscape works must be designed generally in accordance with the approved plans; b) The certified drawings are to include, where relevant: <ul style="list-style-type: none"> i) Design of street lighting including location and type of street lighting in accordance with <i>AS1158 – ‘Lighting for Roads and Public Spaces’</i> certified by an RPEQ; ii) footpath treatments; iii) location and specifications of streetscape furniture; iv) design of stormwater including location and size of stormwater treatment devices certified by an RPEQ; and v) street trees and plants, including species, size and location generally in accordance with Council’s adopted planting schedules and guidelines. c) Construct streetscape works generally in accordance with the streetscape plans endorsed under part a) of this condition. d) Submit to EDQ DA, ‘as constructed’ plans, certified by a registered AILA Landscape Architect and where relevant an RPEQ, and asset register in a format acceptable to Council. 	<ul style="list-style-type: none"> a) Prior to commencement of streetscape works b) Prior to commencement of use c) Prior to commencement of use d) Prior to commencement of use

Ref	Condition	Timing
MCU 39.	<p>Landscape works</p> <p>a) Submit to EDQ IS, detailed landscape plans, certified by a registered AILA Landscape Architect, for the development's landscape works. The detailed landscape plans must be designed generally in accordance with the approved 101 Albert Street Landscape Concept Report, prepared by Urbis, revision D, dated 24 April 2023.</p> <p>b) Construct landscape works generally in accordance with the certified plans submitted under part a) of this condition.</p>	<p>a) Prior to commencement of work</p> <p>b) Prior to commencement of use</p>
MCU 40.	<p>Landscape management and monitoring plan</p> <p>a) Submit to EDQ DA, a landscape management and monitoring plan (LMMP), certified by an AILA. The LMMP must address the following, at a minimum:</p> <ul style="list-style-type: none"> i) approach to maintenance, including during the establishment phase ii) approach to monitoring, including frequency iii) evidence of agreed maintenance and monitoring arrangements with contractor(s) <p>b) Submit to EDQ DA, annual monitoring results.</p>	<p>a) Prior to commencement of use</p> <p>b) Annually, for a period of five (5) years, following commencement of use.</p>
MCU 41.	<p>Outdoor lighting</p> <p>Outdoor lighting within the site is to be designed and constructed in accordance with <i>Australian Standard AS 4282:1997 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>	<p>Prior to commencement of use</p>
MCU 42.	<p>Wayfinding signage</p> <p>a) Provide wayfinding signage at key locations at ground floor indicating the direction to facilities within and surrounding the development including but not limited to;</p> <ul style="list-style-type: none"> i) End of trip facilities ii) Parking (including vehicles and bicycles) iii) Nearby public passenger transport facilities. <p>b) Submit to EDQ DA evidence demonstrating wayfinding signage has been provided in accordance with part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
Public Art		
MCU 43.	<p>Public Art Strategy</p> <p>a) Submit to EDQ DA, for Compliance Assessment, a public art strategy detailing the type and locations of public art to be delivered.</p> <p>b) Deliver the public art in accordance with the public art strategy submitted under part a) of this condition.</p>	<p>a) Prior to commencement of use</p> <p>b) Prior to commencement of use</p>
Ecological Sustainability		
MCU 44.	<p>Sustainability and efficiency</p> <p>a) Construct the approved development generally in accordance with the approved Sustainability Strategy Report, prepared by ADP, revision 05, dated 8 December 2022.</p>	<p>a) Prior to commencement of use</p>

Ref	Condition	Timing
	b) Submit to EDQ IS a certificate issued by the GBCA confirming that the as built development has been issued a 5-star rating.	b) Within 18 months of commencement of use
Infrastructure Charges		
MCU 45.	Pay to EDQ infrastructure charges in accordance with the IFF in place at the date of payment. Certified plans detailing the GFA must also be provided at the time of payment.	In accordance with the IFF

STANDARD ADVICE

Please note that to lawfully undertake development, it may be necessary to obtain approvals other than this PDA development approval. For advice on other approvals that may be necessary in relation to your proposal, it is recommended that you seek professional advice.

**** End of Package ****