

22 June 2026

Development Assessment
Economic Development Queensland
PO Box 15008
CITY EAST QLD 4002

Attn: Essen Joseph, Manager, Planning

Dear Essen,

Change Application to PDA Approval for 83, 87, 93, 93A, 97, 97A, 101, 101A, 105, 105A, 109 and 109A Albert Street; and 100, 100A and 104 Mary Street, Brisbane City (EDQ Ref.: DEV2023/1374/3)

In accordance with Section 99 of the *Economic Development Act 2012* (the '**ED Act**') and on behalf of *CRR Albert Street Pty Ltd* (ACN 660 319 693) as trustee for *CRR Albert Street Trust* (the '**Applicant**'), we hereby wish to change the Priority Development Area ('**PDA**') Development Approval at t 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 (EDQ Ref.: DEV2023/1374/3).

The proposal seeks approval for minor changes which are in response to construction and detailed design requirements. This includes amendments to the approach to structural design, refinements to the ground plane and lower levels along with minor reconfigurations to the landscaping.

The following information are enclosed and should be read in conjunction with this change application:

- **Attachment A** – Consent of Owner & Title Search;
- **Attachment B** – Current PDA Approval (DEV2023/1374/3);
- **Attachment C** – Amended Architectural Plans, prepared by *Architectus*;
- **Attachment D** – Site Services and Stormwater Management Report, prepared by *Robert Bird Group*;
- **Attachment E** – Operational Waste Management Plan, prepared by *Colliers*;
- **Attachment F** – Traffic Engineering Report, prepared by *Colliers*;
- **Attachment G** – Schematic Design Report, prepared by *Hera Engineering*; and

- **Attachment H** – Landscape Concept Report, prepared by *Urbis*; and
- **Attachment I** – CRR Cavern Assessment Technical Memorandum, prepared by *EDG Consulting*.

1 Site Location

The site is located on the properties 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. An extract of the site is provided in **Figure 1** below.

The site is located within the Albert Street Cross River Rail (CRR) PDA and accordingly, this amendment application is made to the Minister of Economic Development Queensland ('MEDQ').

Figure 1 – Site Aerial



Source: Nearmaps 2026 (Marked up by Urbis)

2 Development Approval History

2.1 Original PDA Approval (EDQ Ref.: DEV2023/1374)

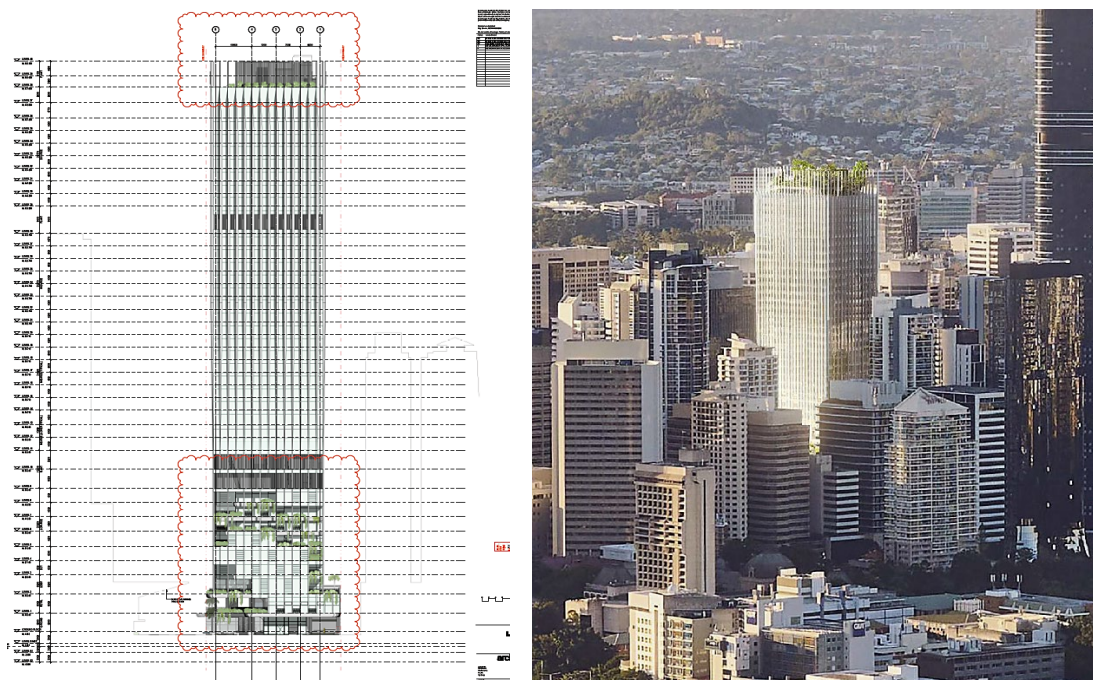
On 6 November 2023, a PDA development approval was issued by Economic Development Queensland ('EDQ') for a PDA Development Permit for a Material Change of Use for Centre Activities (Office, Shop and Food and Drink Outlet) at the abovementioned properties (EDQ Ref: DEV2023/1374).

The development approval comprised the following key development parameters:

- **Tower site cover:** 1,885m² (Approx. 75%)
- **GFA:** 52,755m²
- **Maximum building height** 40 storeys (RL187.08m)
- **Maximum podium height:** 5 storeys (RL27.10m)
- **Car parking:** 38 car spaces
- **EOT facilities:** 258 bicycle parking, 31 showers and 538 lockers
- **Access:** provided along Mary Street
- **Servicing:** provided for up to the size of an MRV/RCV

An extract of the approved plans is provided in **Figure 2** below.

Figure 2 – Extract of Approved Plans



Source: Architectus

2.2 Amendments to PDA Approval

2.2.1 Change Approval DEV2023/1374/2

Following the issue of the original PDA approval, the Applicant is progressing the development through detailed design in anticipation of construction and operational works commencing on site. As part of this process, a number of refinements were identified to better respond to tenancy requirements, design coordination and the ongoing resolution of the approved built form.

A change application was subsequently lodged with EDQ seeking amendments to the approved development, including:

- the inclusion of an additional storey;
- minor refinements to the building façade and elevations to simplify and rationalise the architectural expression; and
- amendments to the approved landscape awnings.

These changes maintained the overall intent, scale and function of the approved commercial tower, while allowing the design to respond to more detailed design development and operational requirements. The change application was approved by EDQ on **18 June 2025**.

2.2.2 Change Approval DEV2023/1374/3

Subsequently, the Applicant continued to progress the detailed design and construction documentation for the development. At this stage, the design had advanced to approximately 80% design development, with further coordination undertaken in relation to the structural design and construction methodology.

A further change application was lodged with EDQ to provide flexibility in the approved foundation system for the development and tender strategy. The approval allowed for amendments to the previously approved pile foundation design, while also introducing an alternative raft foundation design option. The purpose of the change was to improve flexibility and functionality of the structural design, without altering the overall built form, land use or operational intent of the approved development.

The approved changes included:

- minor amendments to the approved pile depth, including the ability to adopt a lower pile design option than previously approved; and
- the introduction of an alternative raft foundation system as an alternative to the approved pile foundation design.

This change application was approved by EDQ on **31 October 2025**.

3 Overview of Proposed Changes

The proposal seeks to accommodate minor changes to the following aspects of the development:

- Basement and car parking;
- End-of-trip facilities;
- Ground plane and lower levels;
- Landscaping, terrace and public realm; and
- General updates.

The amended plans with these changes can be found in **Attachment C**.

The following sections provides a full description of the proposed changed.

3.1 Basement and Car Parking

The proposed amendments refine the approved basement arrangement by removing Basement Level 2 and consolidating the below-ground car parking provision within the remaining basement level. This change simplifies the basement configuration and reduces the extent of below-ground excavation required to deliver the development.

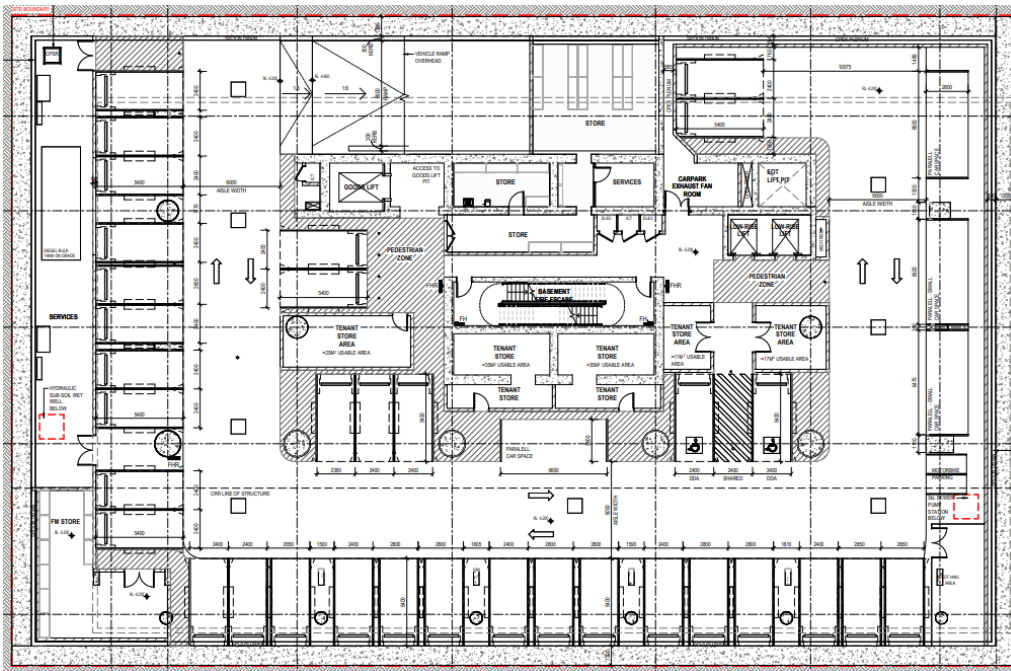
The revised arrangement results in a reduction to the approved car parking provision from 38 car spaces to 17 car spaces, including two (2) PWD spaces and two (2) small car spaces. Vehicle access will continue to be provided from Mary Street, consistent with the approved development.

The amended basement outcome remains appropriate for the site's Central Business District (CBD) location, which benefits from a high level of access to public transport, pedestrian connections and active transport infrastructure. The reduced car parking provision is also supported by the continued provision of end-of-trip facilities and bicycle parking within the development.

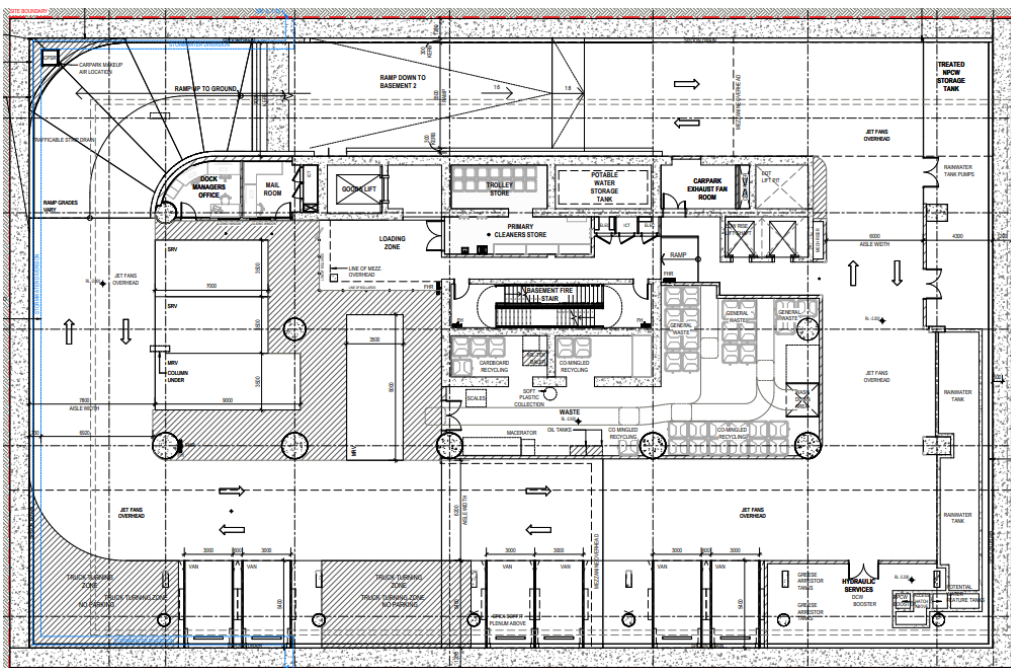
Figure 3 provides a comparison between the approved and proposed basement arrangement, highlighting the removal of Basement Level 2 and the revised car parking layout.

The proposed amendments do not alter the approved access arrangements or the intended operation of the development as a high-density commercial tower within the Brisbane CBD. The changes are limited to the extent and configuration of the basement and associated car parking provision, while maintaining the broader design and operational intent of the approval.

Figure 3 – Comparison of Approved & Proposed Basement Layout

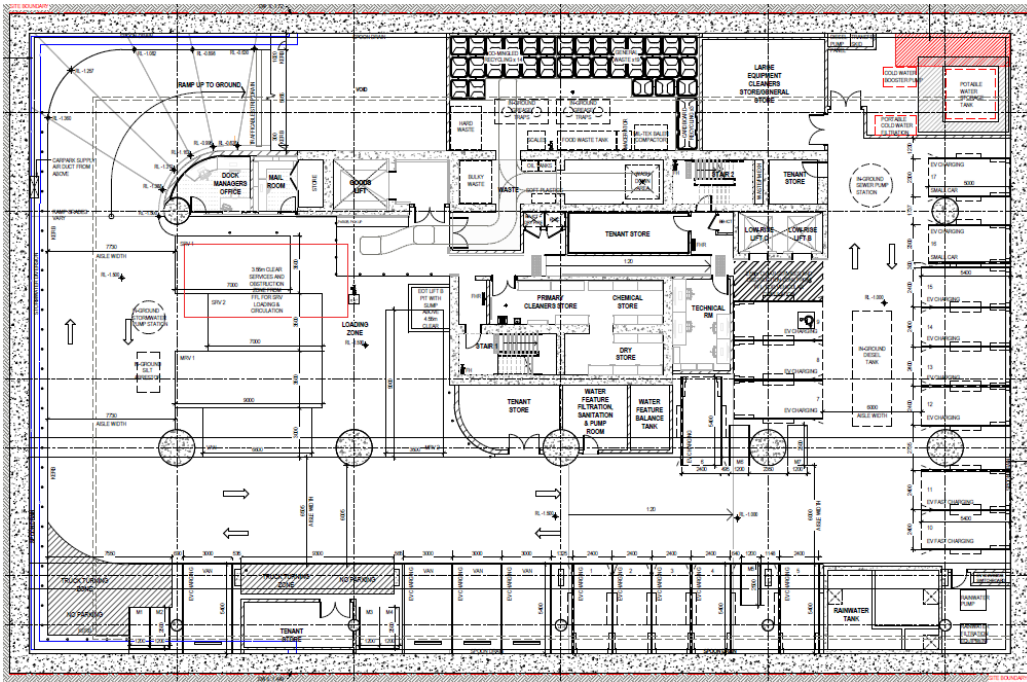


Picture 1 – Current Basement Level 2



Picture 2 – Current Basement Level 1

Source: Architectus



Picture 3 – Proposed Basement Level 1

Source: Architectus

3.2 End of Trip Facilities

The proposed amendments include a revised arrangement for the approved end-of-trip (EOT) facilities to better integrate bicycle parking, changing facilities and associated lobby functions within the lower levels of the building.

The approved active EOT arrangement is proposed to be relocated from the lower ground level to the new Upper Ground level. This amended arrangement allows the end-of-trip facilities to be consolidated within a more efficient lower-level layout, while maintaining convenient access for cyclists and building occupants.

The revised design maintains a dedicated EOT facility arrangement, now located within the Upper Ground and Level 1. This includes the relocation of the wellness EOT facilities from Level 3 to Level 1, supporting the ongoing operation of the development as a high-density commercial tower and maintaining a strong active transport focus within the CBD context.

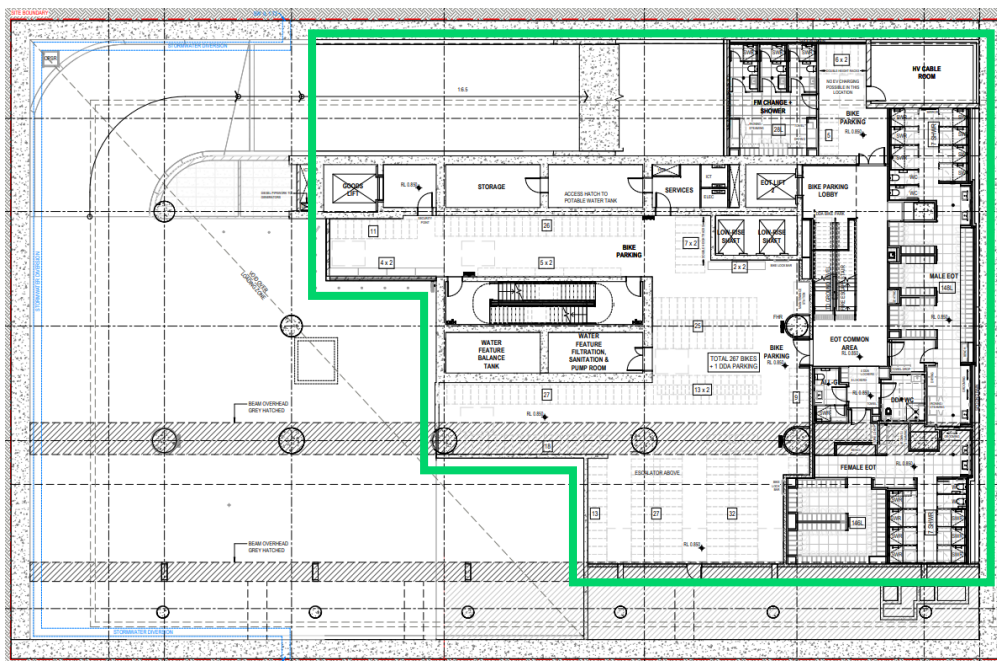
The proposed amendments also result in an increase to the overall EOT provision, including:

- bicycle parking increasing from 268 spaces to 302 spaces;
- showers increasing from 31 to 33; and
- lockers increasing from 606 to 628.

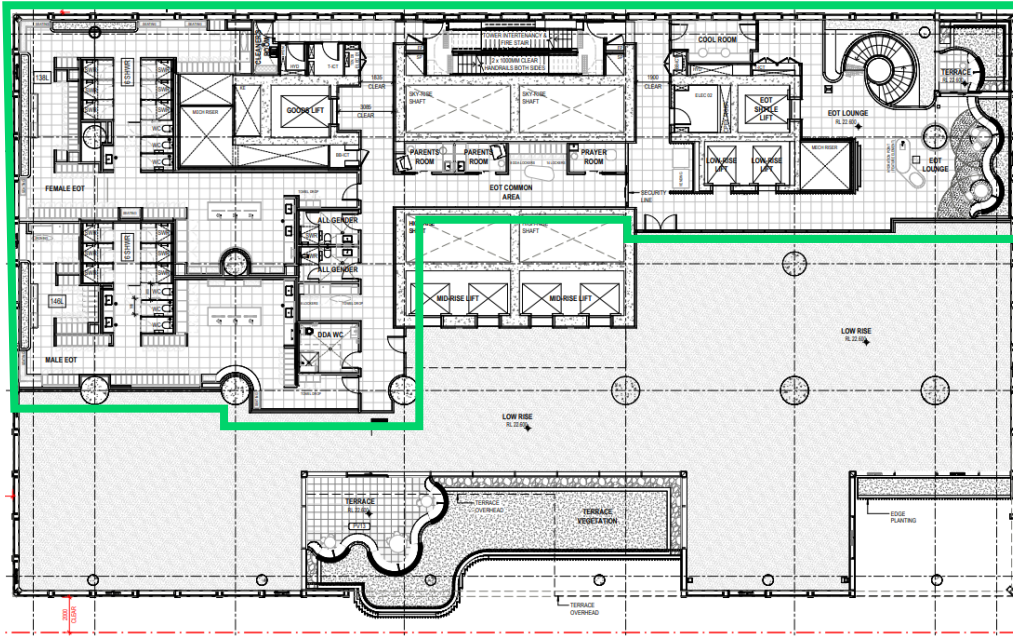
Figure 4 provides a comparison between the approved and proposed EOT facility arrangement.

The amended EOT arrangement maintains the intent of the approved development by continuing to support active transport use and providing high-quality facilities for future occupants. The changes are limited to the location, configuration and quantum of EOT facilities, and do not alter the approved commercial use or broader operational intent of the development.

Figure 4 – Comparison of Approved & Proposed EOT Layout (Marked in green)

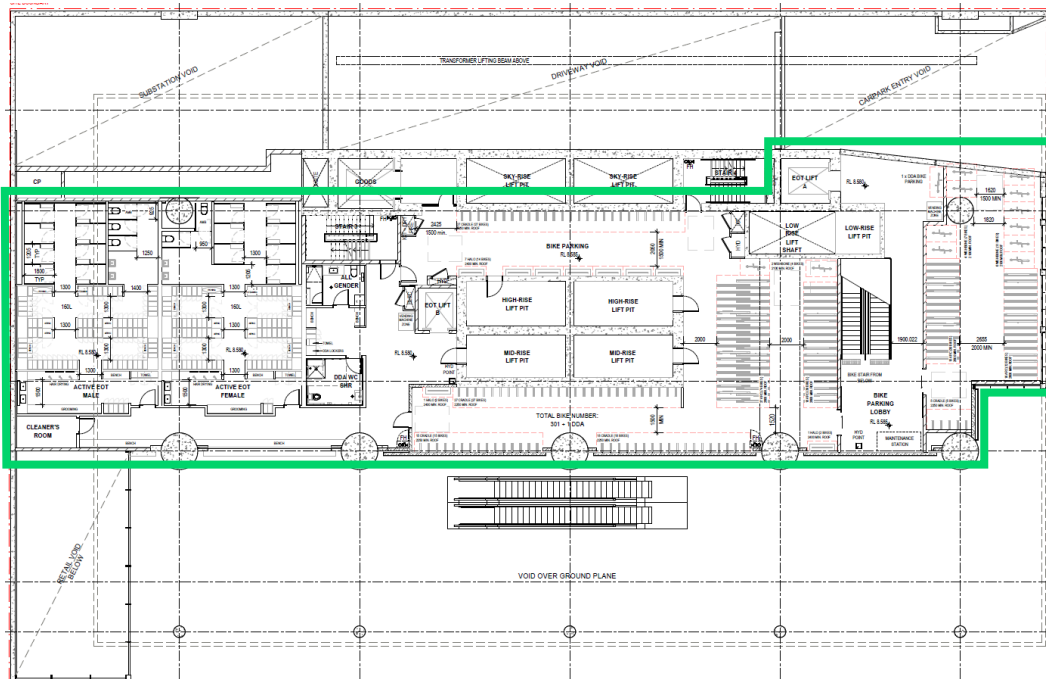


Picture 4 – Current EOT Bikes (Level Ground)

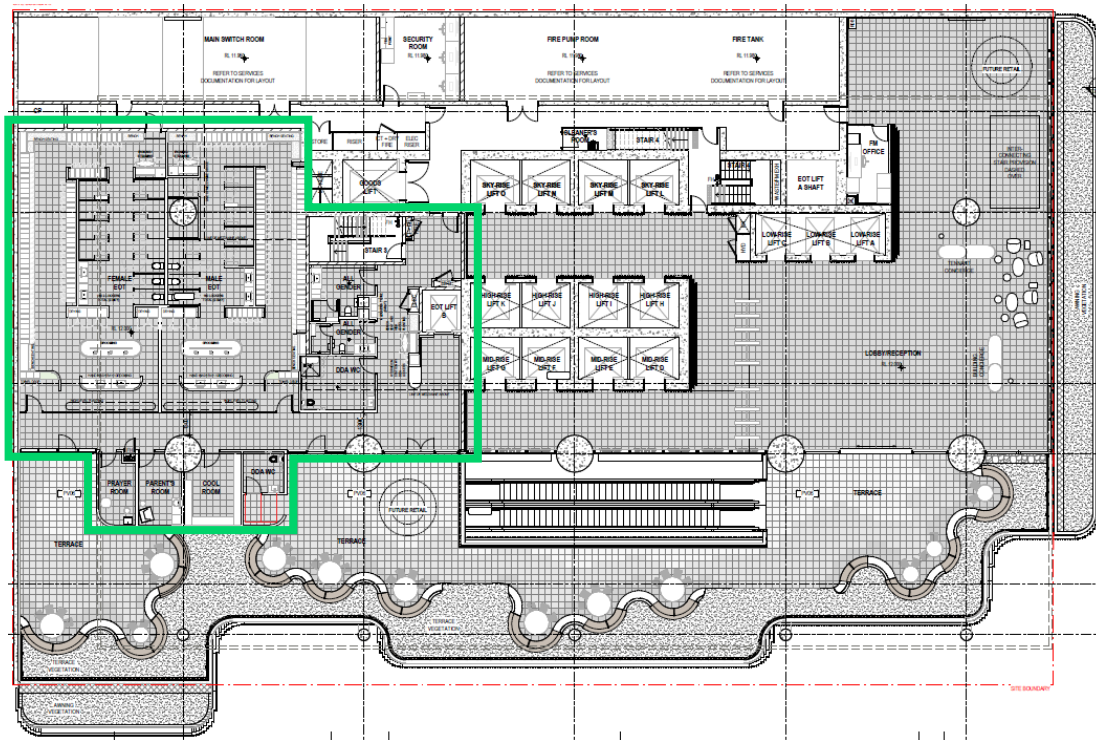


Picture 5 – Current EOT (Level 03)

Source: Architectus



Picture 6 – Proposed EOT (Upper Ground)



Picture 7 – Proposed EOT Wellness (Level 01)

Source: Architectus

3.3 Ground Plane and Lower Levels

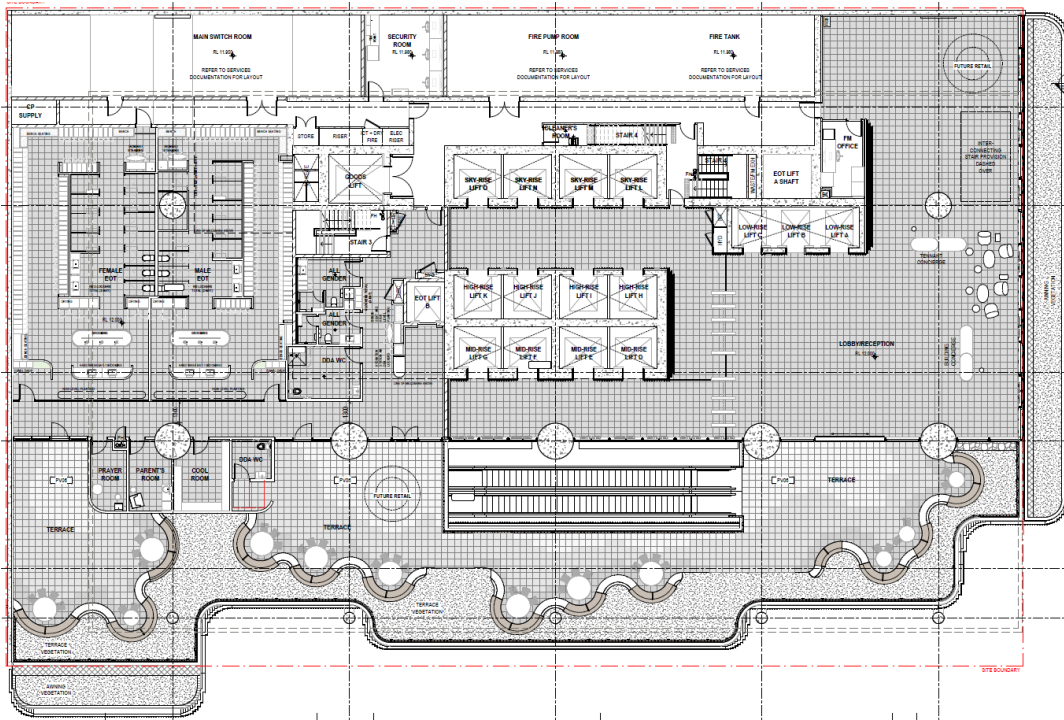
The overall design of the building remains consistent with the existing approval, with the architectural form, materiality and presentation to the public realm generally maintained. The proposed amendments are limited to refinements to the internal organisation of the lower levels, specifically the ground floor, Level 01 and Level 02, as part of the continued resolution of the building through detailed design. The updated design continues to provide a high-quality ground plane with a high degree of permeability, openness and subtropical character.

At the ground floor, the approved layout has been generally retained, with minor adjustments to respond to the amended lift and stair core arrangement. The escalators have also been re-oriented to improve their visibility and strengthen the connection between the ground plane and Level 01, particularly from the preferred pedestrian movement route associated with the future Cross River Rail station and the existing Queen Street Mall bus station. The external ground plane remains substantially as approved, with minor refinements to the central water feature (water wall), planting zone and visitor bicycle parking. These changes retain the approved intent for an activated and landscaped ground plane, while maintaining the building's interface with the surrounding streets and pedestrian areas.

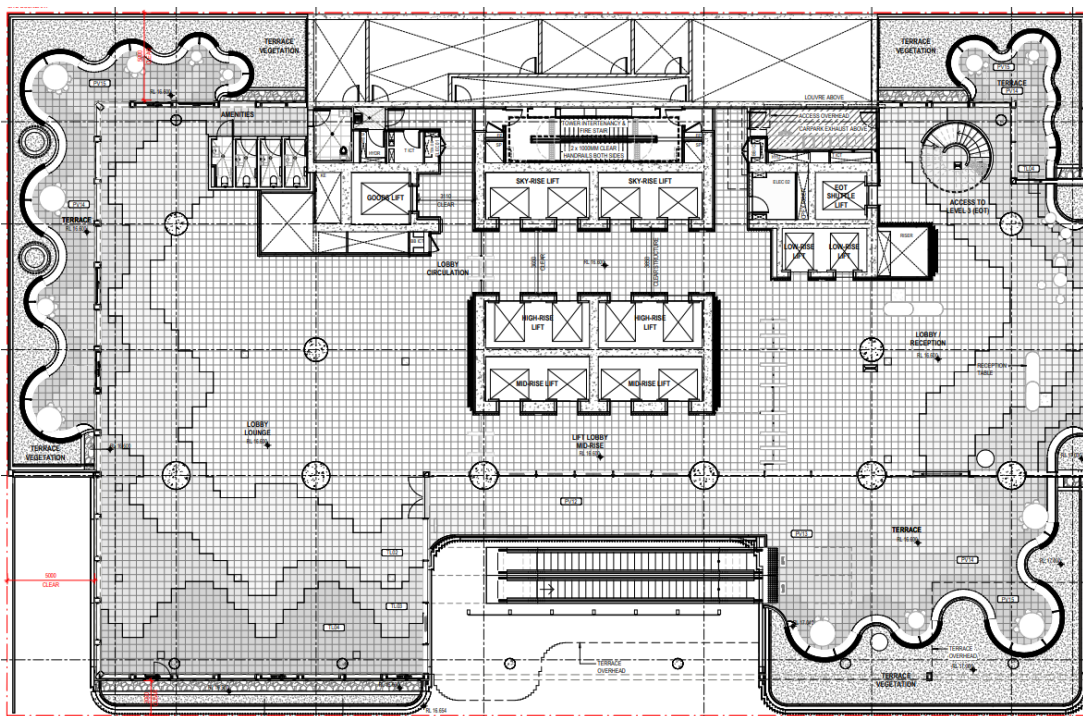
Level 01 has been reconfigured to accommodate the main building lobby, which has been relocated from Level 02 to Level 01. This change brings the lobby closer to the ground plane and provides a clearer, more

[illegible]

LTR_101 Albert St., Brisbane City_Change Application_ 260622



Picture 11 – Proposed Level 01 (Office Lobby)



Picture 12 – Approved Level 02 (Office Lobby)

Source: Architectus

The amended design refines the approved landscaping, terrace and public realm strategy to respond to the ongoing resolution of the building through detailed design. The amendments have been informed by tenant requirements, construction efficiency and delivery considerations, while maintaining the key public-facing landscape outcomes established under the current approval.

Accordingly, while the reduction in landscaped area is acknowledged, it does not materially diminish the public realm outcome or the way the development will be experienced from Albert Street and the surrounding pedestrian network. The areas subject to the greatest reduction will also function as private

areas associated with the operation and occupation of the building once the development commences use.

A particular focus has been placed on retaining, and where possible enhancing, the quality and presentation of the building at the ground plane. The lower levels continue to provide a permeable, inviting and generous public realm interface, with the landscape provision at the ground plane increasing to approximately 206m². This is an important outcome given the site's prominent frontage to Albert Street and its relationship to the expanded Albert Street Mall. The amended design maintains the approved intent for a premium, activated and landscaped street interface that contributes positively to the pedestrian experience.

The key amendments include:

- removal of the central water feature (water wall) at the ground floor;
- reconfiguration of the water features and planting zone at the ground floor;
- minor changes to external seating areas and visitor bicycle parking;
- revision to the Level 01 plaza arrangement, including bringing the plaza closer to the front site boundary;
- reduction and reconfiguration of selected terrace and landscaped areas across the lower and upper activated levels; and
- amendments to the rooftop terrace and landscape areas as part of the updated upper-level arrangement.

At the ground floor and Level 01, the proposed amendments continue to provide meaningful landscape and public realm outcomes. In some areas, the external terrace spaces have been extended forward, strengthening the relationship between the building and the adjoining frontage. The ground plane remains the most publicly visible and accessible component of the landscape strategy and continues to support activation, permeability and visual amenity at the pedestrian level.

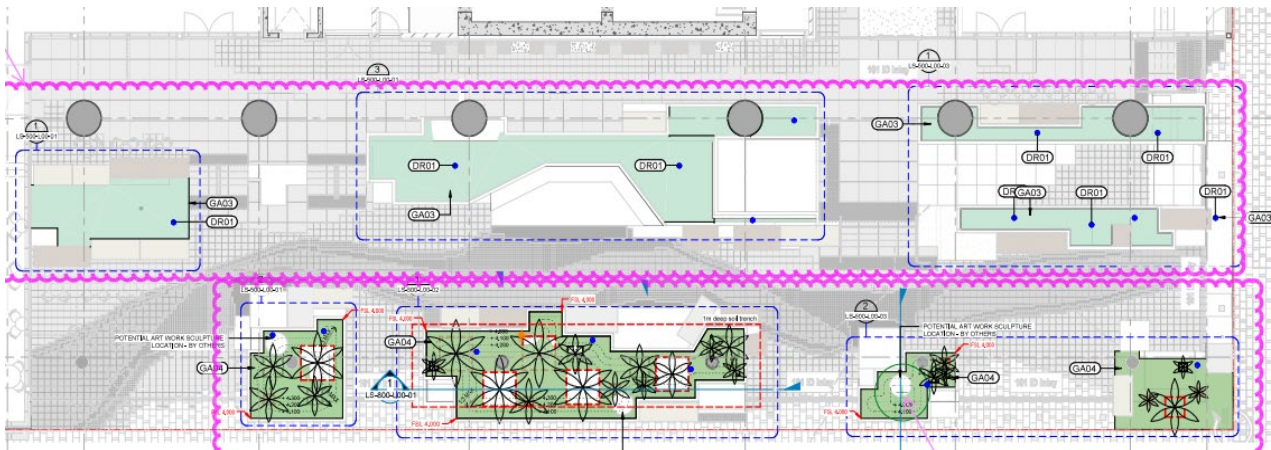
The amended design also rationalises landscaping on Levels 5 to 9 and at the rooftop. While these areas formed part of the approved landscape strategy, the changes respond to tenant requirements for floor consistency, additional office floor space and a more practical delivery outcome. The proposed amendments therefore recalibrate the extent of upper-level landscaping to better align with the functional requirements of the building, while retaining the overall landscape and public realm principles that underpin the approved design.

Importantly, the reduction in upper-level and rooftop landscaping does not alter the fundamental landscape intent of the development. The building will continue to present as a landscaped and subtropical commercial tower, with the most critical public-facing elements retained at the lower levels where they will have the greatest contribution to streetscape character, pedestrian amenity and the Albert Street experience.

The architectural and landscape design teams have worked together to ensure the amended landscape strategy continues to deliver a high-quality outcome. The proposed amendments are supported by the

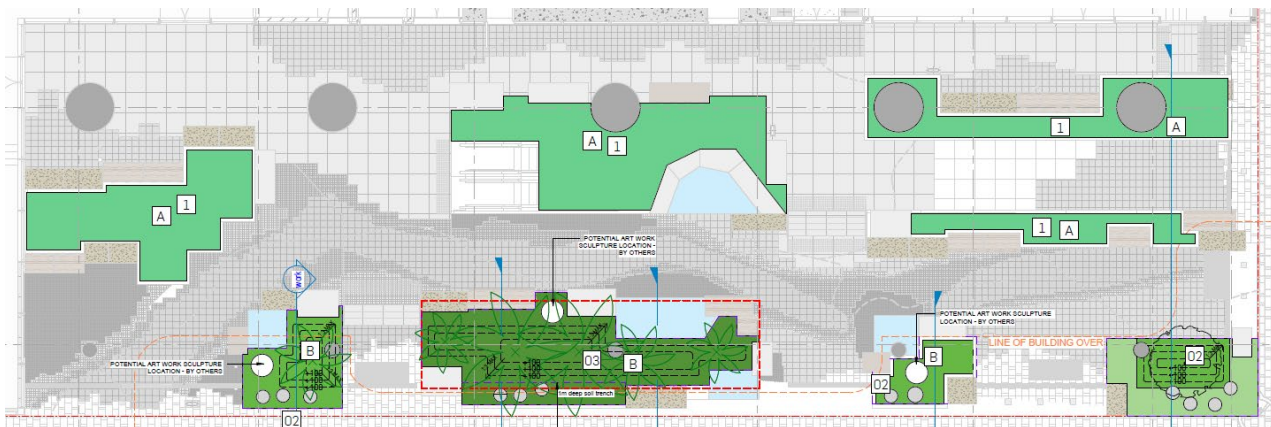
updated Landscape Concept Report provided at **Attachment H**, with a comparison of the approved and proposed landscaping, terrace and public realm arrangements provided at **Figure 6**.

Figure 6 – Comparison of Approved and Proposed Landscaping



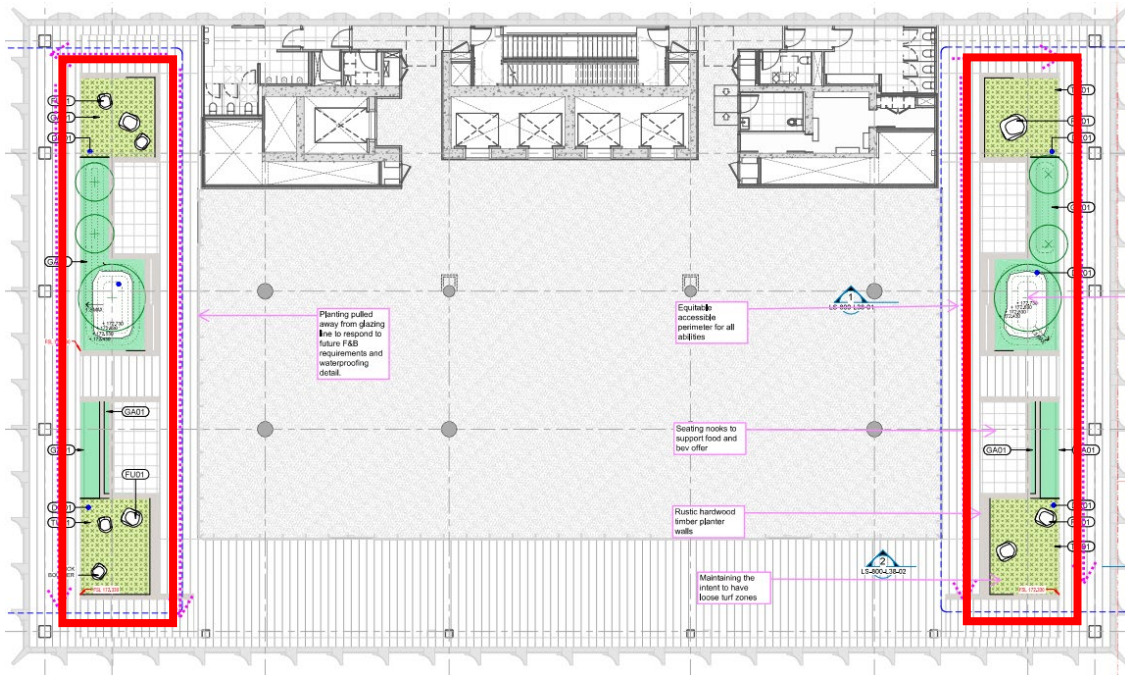
Picture 14 – Approved Landscape Plan (Ground Floor)

Source: Architectus



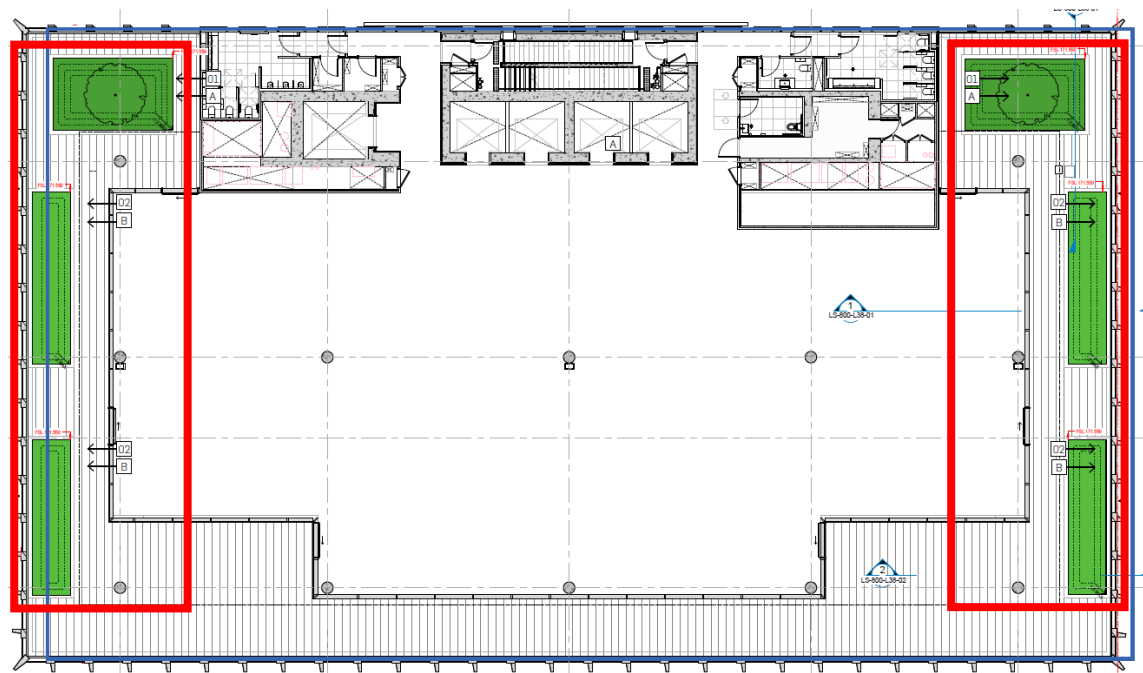
Picture 15 – Proposed Landscape Plan (Ground Floor)

Source: Architectus



Picture 16 – Approved Landscape Plan (Level 38) (Marked in red)

Source: Architectus



Picture 17 – Proposed Landscape Plan (Level 40) (Marked in red)

Source: Architectus

3.5 General Updates

In addition to the key amendments outlined above, the proposed change incorporates a number of general updates to the approved plans and development parameters. These updates primarily reflect the continued resolution of the design through detailed design, construction coordination and building services requirements.

The general updates include:

- an increase in overall Gross Floor Area (GFA) from 54,681m² to 60,272m²;
- minor increase of the overall refuse bin/equipment provisions;
- minor changes to internal floor areas across selected levels;
- minor updates to the location and arrangement of plant levels;
- a reduction in the maximum building height from RL187.230m to RL185.950m;
- updated distribution of uses within the lower levels, including office floor space commencing from Level 02; and
- consequential updates to the approved drawing package, including the removal and addition of relevant plan sheets to reflect the amended design.

These updates do not alter the approved use or overall intent of the development as a high-density commercial tower within the Brisbane CBD. Rather, they reflect the ongoing refinement of the approved building to respond to design development, construction coordination and operational requirements.

The amended plans continue to maintain the key planning and design outcomes established under the current approval, including an activated lower-level interface, a strong presentation to Albert Street, and a commercial office use that supports the role and function of the Brisbane CBD.

4 Approval Package Amendments

The following sections provide a summary of amendments which are required to the approval package to reflect the proposed changes.

4.1 Approved Plans and Documents

It is requested the table of Approved Plans and Documents be updated to reference the proposed Architectural Plans (dated May 2026) and associated technical reports. This documentation has been amended in accordance with the changes detailed in the above sections of this letter.

Note, an updated Cavern Assessment Report for Albert Street will be provided following lodgement in support of this minor change application. It is requested this update be incorporated as part of a decision package for this development.

For ease of reference, all proposed changes are ~~struck out in red~~ or in **green**.

Table 1 – Proposed Changes to Approved Plans and Documents

Approved Plans and Documents		Number	Date
1.	Cover sheet, issue 3 5, prepared by architectus	ALB-ARC-DRW- DA0000	24/04/2023
2.	Document and sheet list, issue 4 8, prepared by architectus	ALB-ARC-DWG- AR-DA0001	10/07/2024
3	Development schedule, issue 3 5, prepared by architectus	ALB-ARC-DWG- AR-DA0002	10/07/2024
4	Existing site survey plan, issue 1 3, prepared by architectus	ALB-ARC-DRW- DA0101	14/12/2022
5	Site plan, issue 1 3, prepared by architectus	ALB-ARC-DRW- DA0104	14/12/2022
6	Development boundary setback, issue 2 4, prepared by architectus	ALB-ARC-DWG- AR-DA0110	10/07/2024
7	Shadow study – summer solstice, issue 1 3, prepared by architectus	ALB-ARC-DRW- DA0111	14/12/2022
8	Shadow study – winter solstice, issue 1 3, prepared by architectus	ALB-ARC-DRW- DA0112	14/12/2022
9	Shadow study – autumn solstice, issue 1 3, prepared by architectus	ALB-ARC-DRW- DA0113	14/12/2022
10	Area Plans – GFA, issue 2 4, prepared by architectus	ALB-ARC-DWG- AR-DA0200	10/07/2024
11	Area Plans – Landscape, Issue 2 4, prepared by architectus	ALB-ARC-DWG- AR-DA0250	10/07/2024
12	Area Plans – GBA, issue 2 4, prepared by architectus	ALB-ARC-DWG- AR-DA0300	10/07/2024
13	Ground floor – Demo, issue 3 5, prepared by architectus	ALB-ARC-DRW- DA0500	24/04/2023
14	Level B2 – Carpark, issue 2, prepared by architectus	ALB-ARC-DWG- AR-DA1000	10/07/2024

15 14	Level B1 – Loading services, issue 3, prepared by architectus Level 00 – Ground Level, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1001	10/07/2024
16	Lower Ground – EOT bikes, issue 3, prepared by architectus	ALB-ARC-DWG- AR-DA1002	10/07/2024
17 15	Level 00 – Ground floor, issue 4, prepared by architectus Level 00 – Ground Level, issue 7, prepared by architectus	ALB-ARC-DWG- AR-DA1003	10/07/2024
16	LEVEL 00M – UPPER GROUND, issue 2, prepared by architectus	DA1003M	25/05/2026
18 17	Level 01 – Retail, issue 4, prepared by architectus Level 01 – Office Lobby, issue 7, prepared by architectus	ALB-ARC-DWG- AR-DA1004	10/07/2024
19 18	Level 01 – Retail, issue 4, prepared by architectus Level 01 – Mezzanine Services, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1004	10/07/2024
20 19	Level 02 – Office lobby, issue 4, prepared by architectus Level 02 – Low Rise, issue 7, prepared by architectus	ALB-ARC-DWG- AR-DA1006	10/07/2024
21 20	Level 03 – EOT, issue 4, prepared by architectus Level 03 – Low Rise, issue 7, prepared by architectus	ALB-ARC-DWG- AR-DA1007	10/07/2024
22 21	Level 04 – Low-rise, issue 4, prepared by architectus Level 04 – Low Rise, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1008	10/07/2024
23 22	Level 05 – Low-rise, issue 4, prepared by architectus Level 05 – Low Rise, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1009	10/07/2024
24 23	Level 06 – Low-rise, issue 4, prepared by architectus Level 06 – Low Rise, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1010	10/07/2024
25 24	Level 07 – Low-rise, issue 4, prepared by architectus Level 07 – Low Rise, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1011	10/07/2024

26 25	Level 08 – Low-rise, issue 4, prepared by architectus Level 08 – Low Rise, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1012	10/07/2024
27 26	Level 09 – Plant room, issue 2, prepared by architectus Level 10 – Plant, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1013	10/07/2024
28 27	Level 10 – Plant room, issue 2, prepared by architectus Level 11 – Plant, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1014	10/07/2024
29 28	Level 13 – Mid-rise (lower typical), issue 2, prepared by architectus Level 13 – Mid Rise Typical, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1015	10/07/2024
30 29	Level 15 – Mid-rise (typical), issue 2, prepared by architectus Level 15 – Mid Rise Typical, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1016	10/07/2024
31 30	Level 19 – High-rise (transfer), issue 2, prepared by architectus Level 20 – Mid Rise Transfer, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1017	10/07/2024
32 31	Level 20 – High-rise (lift overrun), issue 2, prepared by architectus Level 21 – High Rise Overrun, issue 5, prepared by architectus	ALB-ARC-DWG- AR-DA1018	10/07/2024
33 32	Level 21 – High-rise (overhead machine room) issue 2, prepared by architectus Level 22 – High Rise LMR, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1019	10/07/2024
34 33	Level 22 – High-rise (typical), issue 2, prepared by architectus Level 23 – High Rise Typical, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1020	10/07/2024
35 34	Level 29 – Plant room, issue 2, prepared by architectus Level 30 – Plant, issue 4, prepared by architectus	ALB-ARC-DWG- AR-DA1021	10/07/2024
36	Level 34 – Sky-rise (typical), issue 2, prepared by architectus Level 34 – Sky	ALB-ARC-DWG- AR-DA1022	10/07/2024

35	Rise Typical, issue 4, prepared by architectus		
37 36	Level 38 – Crown, issue 4, prepared by architectus Level 40 – Roof Terrace, issue 7, prepared by architectus	ALB-ARC-DWG- AR-DA1023	10/07/2024
38 37	Level 10 – High-rise (transfer), issue 2, prepared by architectus Level 41 – Plant, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1017	10/07/2024
39 38	Level 20 – High-rise (lift overrun), issue 2, prepared by architectus Level 43 – Crown, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1018	10/07/2024
40 39	Level 21 – High-rise (overhead machine room) issue 2, prepared by architectus North-West Elevation, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA1019	10/07/2024
41 40	South-eastern elevation, issue 4, prepared by architectus South-East Elevation, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA2001	10/07/2024
42 41	North-eastern elevation, issue 4, prepared by architectus North-East Elevation, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA2002	10/07/2024
43 42	South-west elevation, issue 4, prepared by architectus South-West Elevation, issue 6, prepared by architectus	ALB-ARC-DWG- AR-DA2003	10/07/2024
44 43	General arrangement sections – services core section, issue 46 , prepared by architectus	ALB-ARC-DWG- AR-DA2500	10/07/2024
45 44	General arrangement sections – building core section, issue 46 , prepared by architectus	ALB-ARC-DWG- AR-DA2501	10/07/2024
46 45	General arrangement sections – shuttle core section, issue 46 , prepared by architectus	ALB-ARC-DWG- AR-DA2502	10/07/2024
47 46	General arrangement sections – building longitudinal section, issue 47 , prepared by architectus	ALB-ARC-DWG- AR-DA2503	10/07/2024

48 47	General arrangement sections – basement entry section, issue 47 , prepared by architectus	ALB-ARC-DWG- AR-DA2505	10/07/2024
49 48	Podium section – basement ramp section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2600	10/07/2024
50 49	Podium section – eroded planter section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2601	10/07/2024
51 50	Detail section – ground retail section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2700	10/07/2024
52 51	Detail sections – ground deep planting zone section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2701	10/07/2024
53 52	Detail sections – ground deep planting zone section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2702	10/07/2024
54 53	Detail section – EOT planter zone section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2703	10/07/2024
55 54	Detail section – ground ramp and stair access section, issue 46 , prepared by architectus	ALB-ARC- DWG- AR-DA2704	10/07/2024
56 55	Perspectives – aerial, issue 14 , prepared by architectus	ALB-ARC-DRW- DA3601	14/12/2022
57 56	Perspectives – Albert St podium view, issue 35 , prepared by architectus	ALB-ARC-DRW- DA3602	24/04/2023
58 57	Perspectives – Albert & Mary podium view, issue 13 , 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 58	Perspectives – Tower 01, issue 13 , prepared by architectus	ALB-ARC-DRW- DA3606	14/12/2022

61 59	Perspectives – Tower 02, issue 13 , prepared by architectus	ALB-ARC-DRW- DA3607	14/12/2022
62 60	Perspectives – Tower 03, issue 13 , prepared by architectus	ALB-ARC-DRW- DA3608	14/12/2022
63 61	Perspectives – Tower 04, issue 13 , prepared by architectus	ALB-ARC-DRW- DA3609	14/12/2022
64 62	Perspectives – Tower 05, issue 13 , prepared by architectus	ALB-ARC-DRW- DA3610	14/12/2022
65 63	Podium elevation, issue 46 , prepared by architectus	ALB-ARC-DWG- AR-DA5001	10/07/2024
66 64	Traffic Engineering Report, Revision no. 34 , prepared by TTM	22BRT0276	10/07/2023 25/05/2026
67 65	Operational Waste Management Plan, Revision no. 3, prepared by TTM	22BRW0149 24BRW0056	21/12/2022 28/05/2026
68 66	Site services and Stormwater Management Report, Albert Street Commercial Tower, Issue: FG , prepared by Robert Bird Group	22131-RBG-ZZ-XX-RP-CV-00001	19/05/2023 23/05/2026
69 67	Geotechnical Engineering Report, Albert Street – Future Over Station Development, prepared by EDG Consulting	B01493-IAC	21/12/2022
70 68	Albert Street Cavern Assessment Report, Albert Street – Future Over Station Development, prepared by EDG Consulting	B01493-IAE	29/05/2023
71 69	101 Albert Street – Flood Engineering, version 5, prepared by Bligh Tanner	2202.0408	31/07/2023
72 70	101 Albert Street, Landscape Concept Report, Rev (DF), prepared by Urbis	-	24/04/2023, amended in red 18/06/2025 26/05/2026
72A	101 Albert Street Landscape Documentation – General Arrangement Plan – Ground	ALB-URB-DWG-LS-200-L00-00	28/06/2024

72B	101 Albert Street Landscape Documentation – General Arrangement Plan – Level 38 – Plant	ALB-URB-DWG-LS-200-L38-00	28/06/2024
73	Design Note, Issue S03, prepared by Robert Bird Group	RBG-DN-S-002	24/07/2023
74 71	Sustainability Strategy Report, revision 05, prepared by ADP Consulting	BNE0776	08/12/2022
75 72	Design Criteria Report, Albert Street OSD, Issue: E, prepared by Robert Bird Group	22131S-RBG-ZZ-XX-RP-ST-00001	21/12/2022
76 73	Schematic Design Report, Albert Street OSD, Issue: E, prepared by Robert Bird Group Schematic Design Report, Issue: B, prepared by Hera Engineering	22131S-RBG-ZZ-XX-RP-ST-00003 24111-RE-001_B_	21/12/2022 29/05/2026
76A	Design Note – 101 Albert Street Tenant Changes, issue P04, prepared by Robert Bird Group	22131-RBG-ZZ-XX-DN-00003	12/03/2025
77 74	Review of Piling Activities for Lot 2 Above the Cross River Rail – Albert Street, prepared by Heilig & Partners Pty. Ltd.	-	May 2023
78	Design Note 101 Albert Street – Foundation and Retention System Changes, prepared by Robert Bird Group	ALB-RBG-DNT-ST-00-000-01, Revision T02	26/08/2025
79	Structural Design Brief – Raft Foundation Option, prepared by Robert Bird Group	ALB-RBG-REP-ST-00-000-04, Revision T01	21/03/2025
80	Design Development Report – Raft Foundation Option, prepared by Robert Bird Group	ALB-RBG-REP-ST-00-000-05, Revision T03	28/08/2025, amended in red on 31/10/2025
81	CRR Asset Proximity Plans Sheet 4, prepared by Robert Bird Group	ALB-RBG-DWG-ST-01-000-14, revision T01	24/02/2025
82	Shoring Sections Sheet 2, prepared by Robert Bird Group	ALB-RBG-DWG-ST-01-000-62, Revision T02	17/06/2024
83	Foundation Plan, prepared by Robert Bird Group	ALB-RBG-DWG-ST-03-BC2-01, Revision T04	09/08/2024
84	Basement Sections Sheet 1, prepared by Robert Bird Group	ALB-RBG-DWG-ST-03-BC2-31, revision T03	09/08/2024
85	Footing Plan Raft Option, prepared by Robert Bird Group	ALB-RBG-DWG-ST-03-BC2-51, revision T05	24/02/2025

86	Basement Sections Raft Option Sheet 1, prepared by Robert Bird Group	ALB-RBG-DWG-ST-03-BC2-81, revision T04	24/02/2025
87	General Arrangement — Sections — Services Core Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2500, Issue 5	28/02/2025
88	General Arrangement — Sections — Building Core Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2501, Issue 5	28/02/2025
89	General Arrangement — Sections — Shuttle Core Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2502, Issue 5	28/02/2025
90	General Arrangement — Sections — Building Longitudinal Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2503, Issue 5	28/02/2025
91	General Arrangement — Sections — Basement Entry Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2505, Issue 5	28/02/2025
92	Podium Section — Basement Ramp Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2600, Issue 5	28/02/2025
93	Podium Section — Eroded Planter Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2601, Issue 5	28/02/2025
94	Detail Section — Ground Retail Section, prepared by Henning Larson and Architectus	ALB-ARC-DWG-AR-DA2700, Issue 5	28/02/2025
95	Detail Section — Ground Ramp and Stair Access Section	ALB-ARC-DWG-AR-DA2704, Issue 5	28/02/2025

4.2 PDA Development Conditions

To support the abovementioned changes, it is proposed to amend the timing triggers for several approved development conditions.

The proposed amendments have been informed by recent engagement with EDQ regarding the sequencing of early site establishment activities and the need to clearly distinguish between low-risk preparatory works and the main constructions works associated with the approved development. In response to EDQ's feedback, the proposed condition changes adopt a clearer distinction between **Early Works** and **Main Works**.

The intent of this revised approach is to allow low-risk site establishment activities to occur in advance of the broader compliance assessment requirements that relate to the delivery of the final built form. Any works that form part of the permanent building works, including excavation, retention, structural works or other substantive construction activities, will continue to be captured within the Main Works phase and remain subject to the relevant compliance assessment requirements.

To support this approach, it is proposed to include the following new definitions in the Decision Notice:

Early Works includes:

- Site shed installation
- Temporary site services and lighting
- Site hoarding/fencing installation
- Signage installation
- Deliveries for site set up activities
- Installation of vibration/ acoustic monitoring equipment
- Dilapidation surveys
- Clearing and grubbing

Main Works means any works that are not Early Works.

The updated definitions list proposed will assist with ensuring timing triggers are clear and able to facilitate an efficient construction programme, where early works are able to be carried out quickly.

4.2.1 Specific Updates to Condition Wording

For ease of reference, all proposed changes are ~~struck out in red~~ or in **green**.

Table 2 - Proposed Changes to Conditions

Condition No.	Condition Requirement	Timing
3	Geotechnical, Shoring and Design Report (GSDR) – Compliance Assessment 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: i) a Geotechnical Investigation Plan and Geotechnical Analysis including: 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: 1. considerations of seasonality, tidal effects, possible fractured ground at depth; 2. impact of dewatering and potential drawdown effects of	a) Prior to commencing construction work Prior to commencement of Main Works

- 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:
 - 1. a dilapidation survey of buildings and Heritage Places (comprising structures);
 - 2. an assessment of potential impacts to public utilities and how potential impacts will be avoided and/or mitigated;
- iv) confirmation that works are designed to meet the following *Australian Standards*:
 - 1. *AS1726 Geotechnical Site Investigation*;
 - 2. *AS2159 Piling – Design and Installation*;
 - 3. *AS4678 Earth Retaining Structures*;
- v) assessments of construction methodology impacts, including:
 - 4. 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); impact of dewatering and potential drawdown effects of construction and/or changed water table levels during demolition;
 - 5. temporary decommissioning of basement pumps, all construction phases and the ultimate development;
- vi) analysis and measures to minimise impacts to existing buildings and public utilities, based on:
 - 1. a dilapidation survey of buildings and Heritage Places (comprising structures);
 - 2. an assessment of potential impacts to public utilities and how potential impacts will be avoided and/or mitigated;
- vii) confirmation that works are designed to meet the following *Australian Standards*:
 - 1. *AS1726 Geotechnical Site Investigation*;
 - 2. *AS2159 Piling – Design and Installation*;
 - 3. *AS4678 Earth Retaining Structures*;
- viii) assessments of construction methodology impacts, including:
 - 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; - design drawings and technical specifications, including any temporary and permanent structures; - groundwater chemistry assessment and proposed on-site treatment prior to discharge from site; - 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); - evidence that groundwater quality has been properly analysed and evidence that it complies with ANZECC standards for groundwater quality; vi) an analysis of the durability aspects for buried concrete and reinforcement of areas that will be incorporated into the approved development. b) Construct the approved development in accordance with the GSDR certified under part a) of this condition. <i>Note: The extent of the dilapidation surveys and impacts on the surrounding assets to be determined by the certifying RPEQ.</i>	b) At all times
4	Acid Sulfate Soils (ASS) 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). 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. 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.	a) Prior to commencement of or during earthworks Prior to commencement of Main Works b) Prior to commencement of building works At all times during construction c) Within 20 business days after completion of earthworks
5	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	Prior to commencing construction work Prior to

	suitability statement must be prepared by a suitably qualified person and be certified by an approved auditor in accordance with the EP Act. <i>Note 1: For the purpose of this condition a suitably qualified person is defined in the EP Act.</i> <i>Note 2: A list of approved auditors can be found at the following website: https://www.qld.gov.au/environment/pollution/management/contaminated-land/auditor-engagement.</i>	commencement of Main Works
6	Validation of the Impact Assessment on Surrounding Infrastructure including Cross River Rail – Compliance Assessment 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 3 – Geotechnical, Shoring and Design report, and is to include the following as a minimum: 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: 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; 5. establishment of the in-situ ground stress conditions prior to commencement of the proposed development; 6. building basement excavation and support system 7. location and type of building foundations; 8. effect of building structure foundation and basement stiffness on the distribution of building lateral loads to the ground; x) description and summary of the model calibration process; xi) description of the sensitivity studies undertaken including variations in the following parameters: 1. building structure foundation loads; 2. groundwater conditions;	a) Prior to commencing construction work Prior to commencement of Main Works

	3. ground relaxation; 4. rock and soil geotechnical properties; 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; 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); xiv) identify the key geotechnical risks associated with the work and construction activities and the proposed mitigation measures; 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. b) Construct the approved development generally in accordance with the impact assessment report endorsed under part a) of this condition.	b) At all times during construction
7	Validation of the development's structural design in relation to State transport interests (CRR) – Compliance Assessment 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: i) reference documents and standards used which must include the Department of Transport and Main Roads February 2021); 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: 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;	a) Prior to commencing construction work Prior to commencement of Main Works

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;

B. a building foundation scheme based on the following conceptual reporting and associated technical and design notes for piled and/or raft foundation options, where modifying the documents specified in 7a)(iii)A:

1. Design Note 101 Albert Street – Foundation and Retention System Changes, prepared by Robert Bird Group, dated 26 August 2025, document reference ALB-RBG-DNT-ST-00-000-01, revision T02;
 2. Basement Sections Sheet 1, prepared by Robert Bird Group, dated 13 June 2025, drawing number ALB-RBG-DWG-ST-03-BC2, revision T05;
 3. Foundation Plan, prepared by Robert Bird Group, dated 13 June 2025, drawing number ALB-RBG-DWG-ST-03-BC2-01, revision T05;
 4. Shoring Sections Sheet 2, prepared by Robert Bird Group, dated 17 July 2024, drawing number ALB-RBG-DWG-ST-01-000-62, revision T02;
 5. Design Development Report – Raft Foundation Option, prepared by Robert Bird Group, dated 28 August 2025, document reference ALB-RBG-REP-ST-00-000-05, revision T03, excluding Appendix F – Heilig and Partners Vibration Assessment Reports;
 6. Structural Design Brief – Raft Foundation Option, prepared by Robert Bird Group, dated 21 March 2025, document reference ALB-RBG-REP-ST-00-000-04, revision T01;
 7. Architectural drawing numbers ALB-ARC-DWG-AR-DA2500-DA2503, DA2505, DA2600, DA2601, DA2700 and DA2704, all prepared by Henning Larson and Architectus, dated 28 February 2025, revision 5;
 8. Basement Sections Raft Option Sheet 1, prepared by Robert Bird Group, dated 13 June 2025, drawing number ALB-RBG-DWG-ST-03-BC2-81, revision T05;
 9. Footing Plan Raft Option, prepared by Robert Bird Group, dated 13 June 2025, ALB-RBG-DWG-ST-03-BC2-51, revision T06;
 10. CRR Asset Proximity Plans Sheet 4, prepared by Robert Bird Group, dated 13 June 2025, drawing number ALB-RBG-DWG-ST-01-000-14, revision T02
- 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: 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: 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: 1. foundations; 2. basement retention system in both the temporary and permanent conditions; 3. core walls; 4. floor plans for all levels; 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; xiii) Any as-constructed CRR project design and any associated design criteria or guidance; xiv) Detailed investigations regarding groundwater and flooding levels. b) Construct the approved development generally in accordance with the impact assessment report endorsed under part a) of this condition. 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	b) At all times c) Prior to the commencement of use
8	Excavation and basement design – Compliance Assessment a) Submit to the EDQ DA, for Compliance Assessment, an Excavation and Basement Report prepared and certified by an RPEQ, including: i) confirmation of design and performance criteria including standards and supporting documents used for the basis of design; ii) demonstration of consistency with: 1. Australian Standard AS3798 – Guidelines on Earthworks for Commercial and Residential Developments;	a) Prior to commencing work Prior to commencement of Main Works

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;
- 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:
 - 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.

	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; xii) 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. 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 c) Submit to EDQ IS: 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. 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.	b) At all times c) Prior to commencement of use
10	Structural monitoring and vibration report – Compliance Assessment 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: 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: 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	a) Prior to commencing work Prior to commencement of Main Works

	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: 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: 1. proximate Heritage Places and other sensitive assets, including: 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, retention, excavation and groundwater drawdown (both short and long term); e. determine limits for vibration, retention wall movements and groundwater movements for Heritage Places within the proximity of the site; f. points a. to e. above are to be considered in the design of the construction methodology proposed shoring, underpinning and stabilisation methods; and 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;	
	b) Carry out construction work in accordance with the certified SMVR endorsed under part a) of this condition.	b) At all times
	c) Submit to the EDQ IS RPEQ certified post-development dilapidation surveys of proximate Heritage Places and other sensitive assets.	c) Within 20 business days of

	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: i) undertake all necessary rectification works at their expense; ii) submit RPEQ certification, including supporting documentation, to EDQ IS confirming that all necessary rectification works have been completed.	completion of works d) Within 40 business days, or an agreed period authorised by the relevant asset owner
11	Railway Vibration Monitoring – Compliance Assessment 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: 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: 2. be placed to record track condition, including settlement, horizontal and vertical alignments, rail twist and vibration; 3. 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 4. 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; i. 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	a) Prior to commencing work Prior to commencement of Main Works

	corridor affected by any construction works, including earthworks and demolition. The level of acceptable movement, trigger levels and monitoring accuracy must be addressed; ii. The requirement to provide the findings from control monitoring to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within TMR; iii. 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; iv. 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; v. The requirement for mitigation measures to be employed during the works to manage vibration impacts; vi. 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: 5. alignment and vibration monitoring using relevant instrumentation; 6. continuous monitoring of displacement and vibrations at all locations determined in part (i) of this condition from construction, including any demolition and earthworks; 7. 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 (Metropolitan.IDAS@tmr.qld.gov.au) within TMR within 1 business day; b) Construct the approved development generally in accordance with TSMP endorsed under part a) of this condition.	b) At all times during construction
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	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.	c) Prior to commencement of use
12	Instrumentation and monitoring plan (IMP) – Compliance Assessment 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: 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 Design Criteria for Bridges and Other Structures (February 2021); iii) relevant requirements in accordance with Section 8.6 – Vibration of Transport and Main Roads Specifications MRTS51 Environmental Management; 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; i) the requirement for the monitoring to be automated using a 24/7 system; ii) the requirement to agree with TMR as to the level of acceptable movement and trigger levels; iii) 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); iv) 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 for each, the notification process, lines of communication, and stop work procedure;	a) Prior to commencement of work Prior to commencement of Main Works

	v) the requirement to provide the overall monitoring results to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within TMR. b) The construction of the development must be in accordance with the Instrumentation and Monitoring Plan required in part (a) of this condition. 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.	b) At all times during construction c) Prior to commencement of use
13	Groundwater management strategy a) Submit to EDQ IS an RPEQ certified Groundwater Management Strategy (GMS), prepared by a suitably qualified and experienced person, incorporating at a minimum: 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 Australian Groundwater Modelling Guidelines, 2012; 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 Australian and New Zealand Environment and Conservation Council Guidelines. 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; c) Construct the approved development in accordance with the GMS accepted under part a) of this condition.	a) Prior to commencing work Prior to commencement of Main Works b) Prior to commencing work Prior to commencement of Main Works c) At all times

14	Groundwater management and monitoring plan (GMMP) for State transport interests – Compliance Assessment 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: 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' Design Criteria for Bridges and Other Structures (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. b) Construct the development in accordance with the GMMP endorsed under part (a) of this condition. 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.	a) Prior to commencing work Prior to commencement of Main Works b) At all times c) Prior to commencement of use
19	Dilapidation Surveys – Rail Transport Infrastructure 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 Manual, Design Criteria for Bridges and Other Structures (February 2021). 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	a) Prior to commencing works Prior to commencement of Main Works b) Within 40 business days of completion of work

	on by demolition and construction works in accordance with Chapter 17 of the Department of Transport and Main Roads Manual, Design Criteria for Bridges and Other Structures (February 2021). 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: 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.	c) Within 40 business days, or an agreed period authorised by the relevant asset owner
20	Erosion and sediment management 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: i) construction phase stormwater management design objectives of the State Planning Policy 2017 (Appendix 2 Table A); ii) Healthy Land and Water Technical Note: Complying with the SPP – Sediment Management on Construction Sites; iii) Site Services and Stormwater Management Report, Albert Street Commercial Tower, issue F, prepared by Robert Bird Group, dated 19 May 2023. b) Implement the certified ESCP submitted under part a) of this condition.	a) Prior to commencing works Prior to commencement of Main Works b) During Construction
21	Traffic and haulage management plan (THMP) 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: 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; 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;	a) Prior to commencing works Prior to commencement of Main Works

	vii) ongoing monitoring, management review and certified updates (as required); and viii) Traffic Guidance Scheme (TGS), prepared in accordance with Austroads Guide to Temporary Traffic Management, for any temporary part or full road closures. 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. 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. <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>	b) Prior to commencing work c) During construction
22	Construction noise management plan (CNMP) 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 Australian Standard AS2436-2010 as they relate to the site and construction activities: 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 v) section 5.0 – Methods for Measurement of Noise and Vibration, including noise measurement and monitoring strategy. b) Carry out construction work generally in accordance with the certified CNMP required under part a) of this condition c) Where requested by EDQ, submit to EDQ IS noise monitoring reports, certified by a suitably qualified acoustic engineer, and evidence of	a) Prior to commencing works Prior to commencement of Main Works b) During construction c) Within 5 business days of the request

	compliance with the community relations elements of the CNMP required under part a) of this condition.	Within 10 business days of the request
37	Flood Emergency Management Plan – Compliance Assessment 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: i) Any relevant requirements of the The requirement for the building to be designed in accordance with the flood levels defined in the Flood Engineering Report prepared by Bligh Tanner, version 5, dated 31 July 2023, at all times; 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): 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 b) Implement and maintain the FEMP approved under part a) of this condition.	a) Prior to commencement of building works Prior to commencement of use b) At all times following commencement of use
38	Streetscape works – Compliance Assessment 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: i) Design of street lighting including location and type of street lighting in accordance with AS1158 – ‘Lighting for Roads and Public Spaces’ 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	a) Prior to commencement of streetscape works b) Prior to commencement of use

	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.	c) Prior to commencement of use d) Prior to commencement of use Within 20 business days of completion of streetscape works
39	Landscape works 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. b) Construct landscape works generally in accordance with the certified plans submitted under part a) of this condition.	a) Prior to commencement of work Prior to commencement of landscape works b) Prior to commencement of use

The changes proposed to the conditions of the approval do not affect how the overall intent of the development and how it will be delivered. More so, the changes to the conditions, particularly in relation to timing, are to support an efficient development program that minimises construction disruption to the extent practicable.

5 Assessment of Minor Change

In accordance with Section 99(2) of the ED Act, a request to Change a PDA Development Approval may be granted where MEDQ is satisfied the change would not result in the relevant development being 'substantially different'.

As the ED Act does not define 'substantially different', it is considered relevant to adopt the definition of 'substantially different development' as defined in Schedule 1 of the *Development Assessment Rules* ('**DA Rules**'). Relevantly, this definition is utilised as a benchmark to determine whether a proposed change (under the *Planning Act 2016*) can be defined as a 'minor change'.

The below table provides an assessment of the proposed development against 'substantially different development' criteria of the DA Rules. The assessment demonstrates the proposed development does not **result in 'substantially different' development and can be approved by MEDQ.**

Table 3 – Assessment against Substantially Different Development Criteria

Guidelines Criteria	Response
<i>Involves a new use</i>	The proposal does not involve any alteration to the uses of the development.
<i>Results in the application applying to a new parcel of land</i>	The proposal does not involve any changes to the land involved with the development.
<i>Dramatically changes the built form in terms of scale, bulk or appearance</i>	Whilst the changes proposed do involve an updated appearance of the development, the changes do not result in a dramatic or adverse change to the built form. The changes proposed are modest in context of the overall scale of the development. Through the detailed design process, the design of the ground plane has been able to remain permeable, inviting, and generous public realm interface. This is an important outcome given the site's prominent location fronting Albert Street and its relationship to the expanded Albert Street Mall. The lower levels of the building will continue to be experienced primarily at the pedestrian scale and remain the most important part of the development in terms of streetscape presentation, activation and public realm contribution. The amended design maintains this intent by continuing to provide a legible, open and landscaped ground plane that supports pedestrian movement, visual interest and a positive interface with the street. The most notable changes are for levels 3-6 of the development – which sit above the primary pedestrian experience. These changes involve a rationalisation of the built form that is necessary to improve to construction efficiency. Notwithstanding the necessity of the changes mentioned above, the overall intent of the development and how it presents to the public realm has been retained. The lowest levels of the development continue to include substantial provision of soft landscaping that will increase the sense of greenery experienced along the newly expanded Albert Street Mall. Key features of this landscape impact are retained, including the provision of trees amongst Albert Street, landscape areas that providing landscaping that spills over edges and grow vertically, and a planting palette

	that is characteristic of Brisbane's urban landscape environment. The proposal does not involve a change to the overall setbacks of the development or its site coverage. When viewed from a distance and within the broader city context, the development will continue to present as a modern and slender commercial tower. In view of the above, the proposed changes do not result in a built form that is dramatically different in terms of scale, bulk or appearance.
<i>Changes the ability of the proposed development to operate as intended</i>	The proposal does not involve adjustments to how the development is intending to operate. The development will continue to operate as intended.
<i>Removes a component that is integral to the operation of the development</i>	The proposal does not involve any removal of elements that are integral to the operation or function of the development. The changed development will continue to operate as a high rise commercial tower in the city. The access, servicing, overall built form, and general scale of the development remains comparable to the approval.
<i>Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site</i>	The proposal does not involve any changes to the mobility aspects of the development. There will be no changes to traffic flow and the transport network.
<i>Introduces new impacts or increase the severity of known impacts</i>	The proposal will not change the severity of known impacts of the development. The impacts of the development, particularly in relation to how it is constructed in proximity of the future Albert Street station and Cross River Rail line, are not adversely impacted by the change.
<i>Removes an incentive or offset component that would have balanced a negative impact of the development</i>	The development was not subject to any clearly identified incentive or offset components.
<i>Impacts on infrastructure provisions</i>	The development will not adversely impact infrastructure provision. The development has been designed to accord with the engineering context and requirements associated with the future Albert Street station.

The above response table demonstrates that the proposed changes will not result in a substantially different development.

6 Land Owner's Consent

Landowner's consent to make this change application is included as **Attachment A**.

7 Conclusion

In summary, the assessment outlined in this letter demonstrates the proposed changes to the PDA development approval are not 'substantially different'. It is therefore recommended the proposed changes are endorsed by MEDQ.

The proposed changes to the development are made in order to ensure the development can be efficiently carried out. Most significantly is that the changes proposed to the design are resultant from detailed design exercises and necessary for the deliverability and efficiency of the project.

We trust the information supplied to accompany this change application is sufficient in order for MEDQ to undertake an assessment of this request. If you require any further information, please don't hesitate to contact the undersigned, **Sam Robinson (Senior Consultant)**, or **Karan Rao (Consultant)** on (07) 3007 3800.

Kind regards,

A handwritten signature in dark ink, appearing to read "P Douglas", with a small flourish at the end.

Penny Douglas
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