DELIVERING FOR QUEENSLAND | Queensland Government

Economic Development Queensland

Our ref: DEV2017/846/166

12 October 2026

Sarah Davies
Associate Director
Urbis
sjdavies@urbis.com.au

Dear Applicant

Changed PDA Decision Notice
Notices given for the purposes of section 99 of the Economic Development Act 2012

Priority Development Area (PDA): **Queens Wharf Brisbane**

PDA Development Type: **PDA DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE IN ACCORDANCE WITH A PLAN OF DEVELOPMENT (POD) FOR BAR, CENTRE ACTIVITIES (CHILD CARE CENTRE, CLUB, COMMUNITY USE, EDUCATIONAL ESTABLISHMENT, FOOD AND DRINK OUTLET, FUNCTION FACILITY, HEALTH CARE SERVICE, INDOOR SPORT AND RECREATION, OFFICE, PARKING STATION, SALES OFFICE, SERVICE INDUSTRY, SHOP, SHOPPING CENTRE, SHORT-TERM ACCOMMODATION, SUBSTATION, TELECOMMUNICATIONS FACILITY, THEATRE), ENVIRONMENT FACILITY, HIGH IMPACT INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), HOTEL, LANDING, LOW IMPACT INDUSTRY (MICROBREWERY), MAJOR SPORT, RECREATION AND ENTERTAINMENT FACILITY, MARKET, MEDIUM IMPACT INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), MULTIPLE DWELLING, NIGHTCLUB ENTERTAINMENT FACILITY, OUTDOOR SPORT AND RECREATION, PARK, PARKING STATION, PORT SERVICE, RESORT COMPLEX, SHOWROOM, SPECIAL INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), TOURIST ATTRACTION AND UTILITY INSTALLATION, AND FOR DEVELOPMENT THAT IS PDA-ASSOCIATED**

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DEVELOPMENT FOR AREA A: QUEEN STREET PUBLIC REALM IMPROVEMENT WORK AND WATER CONNECTION SERVICES WORK AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-1 DATED 12 MARCH 2017 ("AREA A") AND AREA B: PEDESTRIAN BRIDGE AND FOOD AND DRINK OUTLET AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-2 DATED 12 MARCH 2017 ("AREA B"), AND

BUILDING WORK IN ACCORDANCE WITH A POD INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER) AND AREA C: TRUNK SEWER AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-3 DATED 12 MARCH 2017 ("AREA C"), AND

OPERATIONAL WORK IN ACCORDANCE WITH A POD -

- **INCLUDING FOR FILLING OR EXCAVATION, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD, AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER),**
- **FOR TIDAL WORKS, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE, AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER),**
- **FOR WORKS IN A COASTAL MANAGEMENT DISTRICT, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE, AND / OR ON A LOCAL GOVERNMENT ROAD, AND INCLUDING FOR DEVELOPMENT**

THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER),

- **FOR PLACING ADVERTISING DEVICES INCLUDING WHERE ON A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER),**
- **FOR TAKING OR INTERFERING WITH WATER FROM A WATERCOURSE, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER),**
- **FOR CLEARING VEGETATION, INCLUDING THE REMOVAL, DESTRUCTION OR DAMAGE OF SIGNIFICANT VEGETATION AND MARINE PLANTS AND INCLUDING THE CLEARING OF SUCH VEGETATION, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER),**
- **INCLUDING FOR WORKS IN, ON OR UNDER PREMISES THAT MATERIALLY AFFECTS PREMISES OR THEIR USE, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER), AND**
- **FOR ROADWORKS ON A LOCAL GOVERNMENT ROAD INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR**

	AREAS A, B AND C (AS DESCRIBED EARLIER).
Property Location:	**40, 80, 100-102, 142, 144, 144A AND 144B GEORGE STREET; 75, 75B, 99, 115, 127, 122A, 148A, 159, 159A AND 169A WILLIAM STREET; 15 AND 25 QUEENS WHARF ROAD; 100A NORTH QUAY; 3A, 11A, 31C, 59 AND 59A GARDENS POINT ROAD; 21 QUEEN STREET; 2A, 4A ELIZABETH STREET; 8B, 50A AND 50B MARGARET STREET; 153 AND 153A STANLEY STREET, SOUTH BRISBANE; WILLIAM STREET, MARGARET STREET, GEORGE STREET, ELIZABETH STREET, ALICE STREET, QUEEN STREET, AND NORTH QUAY ROAD RESERVES; BRISBANE RIVER AND NEVILLE BONNER BRIDGE**
Property Description:	**LOT 208 ON SP289467, LOT 706 ON SP289470, LOT 707, 223 AND 645 ON SP289469, LOT 532 ON SP289470, LOT 227 AND 228 ON SP322273, LOT 414 ON SP312028, LOT 492 ON CP855445, LOT 202 AND 203 ON SP289463, LOT 403 ON SP326633, LOT 406 AND 407 ON SP333542, 409 ON SP312024, LOT 402 ON SP326633, LOT 200 ON SP289462, LOT 410 AND 411 ON SP312024, LOT 3 ON CP882348, LOT 682 ON CP855445, LOT 303 ON CP866933, LOT 111 ON SP328325, LOT 112 ON SP328325, LOT 533 ON SP231897, LOT 101 ON CP905886, LOT 206 ON SP289468, LOT 100 ON CP898752, LOT 12 ON B32389, LOT 304 ON CP866934, LOT 9 ON B32389, LOT 301 ON CP866931, LOT 300 ON CP866930, LOT 10 ON B31753, LOT 207 ON SP289465, LOT 209 ON SP289465, LOT 408 ON SP312023, LOT 587 AND 588 ON SL10897, LOT 233 ON SP322278, LOT 232 AND 902 ON SP322277, LOT 234 ON SP338045, LOT 404 ON SP312021, LOT 230 ON SP322274, LOT 231 ON SP322275, LOT 229 ON SP322276, LOT 934 ON SP339628, LOT 10 ON CP866932 AND LOT 235 ON SP339628, LOT 501 ON SP326623, LOT 601 ON SP326623; COMMON PROPERTY LOTS 1, 801-814, 901-914, 1001-1014, 1101-1114, 1201-1214, 1301-1314, 1401-1414, 1501-1514, 1601-**

1614, 1701-1714, 1801-1814, 1901-1903, 2001-2013, 2101-2113, 2201-2213, 2303-2313, 2401-2410, 2501-2510, 2701-2713, 2801-2813, 2901-2913, 3001-3013, 3103-3113, 3201-3212, 3301-3312, 3401-3412, 3501-3512, 3601-3612, 3701-3712, 3801-3812, 3901-3913, 4001-4013, 4101-4113, 4201-4213, 4303-4313 and 4401-4413 ON SP312026; COMMON PROPERTY LOTS 4501-4511, 4601-4610, 4701-4710, 4801-4810, 4901-4910, 5001-5010, 5201-5210, 5301-5310, 5401-5410, 5501-5510, 5601-5610, 5701-5710, 5801-5810, 5901-5910, 6001-6010, 6101-6110, 6201-6210, 6301-6310, 6401-6405, AND 6407-6410 ON SP312027

On 12 October 2026, Economic Development Queensland (EDQ) decided to approve **all** of the Amendment Application for the above PDA Development Approval subject to PDA Development Conditions in accordance with the attached Changed Decision Notice.

The Changed Decision Notice and approved plans and documents can also be viewed on EDQ's website at Current applications and approvals.

If you require any further information, please contact Elizabeth Piper, Manager – Established Growth on (07) 3452 7454 or by email at Elizabeth.Piper@edq.qld.gov.au.

Yours sincerely

Beatriz Gomez
Director – Established Growth
Development Services
Economic Development Queensland

Cc: Brisbane City Council

Changed Decision Notice

Site information		
Name of priority development area (PDA)	Queens Wharf Brisbane	
Site address	40, 80, 100-102, 142, 144, 144A AND 144B GEORGE STREET; 75, 75B, 99, 115, 127, 122A, 148A, 159, 159A AND 169A WILLIAM STREET; 15 AND 25 QUEENS WHARF ROAD; 100A NORTH QUAY; 3A, 11A, 31C, 59 AND 59A GARDENS POINT ROAD; 21 QUEEN STREET; 2A, 4A ELIZABETH STREET; 8B, 50A AND 50B MARGARET STREET; 153 AND 153A STANLEY STREET, SOUTH BRISBANE; WILLIAM STREET, MARGARET STREET, GEORGE STREET, ELIZABETH STREET, ALICE STREET, QUEEN STREET, AND NORTH QUAY ROAD RESERVES; BRISBANE RIVER AND NEVILLE BONNER BRIDGE	
Lot on plan description	**Lot number**	**Plan description**
	LOT 208	SP289467
	LOT 706	SP289470
	LOT 707	SP289469
	LOT 223	SP289469
	LOT 645	SP289469
	LOT 532	SP289470
	LOT 227	SP322273
	LOT 228	SP322273
	LOT 414	SP312028
	LOT 492	CP855445
	LOT 202	SP289463
	LOT 203	SP289463
	LOT 403	SP326633
	LOT 406	SP333542
	LOT 407	SP333542
	LOT 409	SP312024
	LOT 402	SP326633
	LOT 200	SP289462
	LOT 410	SP312024
	LOT 411	SP312024

	LOT 3	CP882348
	LOT 682	CP855445
	LOT 303	CP866933
	LOT 111	SP328325
	LOT 112	SP328325
	LOT 533	SP231897
	LOT 101	CP905886
	LOT 206	SP289468
	LOT 100	CP898752
	LOT 12	B32389
	LOT 304	CP866934
	LOT 9	B32389
	LOT 301	CP866931
	LOT 300	CP866930
	LOT 10	B31753
	LOT 207	SP289465
	LOT 209	SP289465
	LOT 408	SP312023
	LOT 587	SL10897
	LOT 588	SL10897
	LOT 233	SP322278
	LOT 232	SP322277
	LOT 902	SP322277
	LOT 234	SP338045
	LOT 404	SP312021
	LOT 230	SP322274
	LOT 231	SP322275
	LOT 229	SP322276
	LOT 934	SP339628
	LOT 10	CP866932
	LOT 235	SP339628
	LOT 501	SP326623
	LOT 601	SP326623
	COMMON PROPERTY	SP312026

	LOTS 1, 801-814, 901-914, 1001-1014, 1101-1114, 1201-1214, 1301-1314, 1401-1414, 1501-1514, 1601-1614, 1701-1714, 1801-1814, 1901-1903, 2001-2013, 2101-2113, 2201-2213, 2303-2313, 2401-2410, 2501-2510, 2701-2713, 2801-2813, 2901-2913, 3001-3013, 3103-3113, 3201-3212, 3301-3312, 3401-3412, 3501-3512, 3601-3612, 3701-3712, 3801-3812, 3901-3913, 4001-4013, 4101-4113, 4201-4213, 4303-4313 and 4401-4413	
	COMMON PROPERTY LOTS 4501-4511, 4601-4610, 4701-4710, 4801-4810, 4901-4910, 5001-5010, 5201-5210, 5301-5310, 5401-5410, 5501-5510, 5601-5610, 5701-5710, 5801-5810, 5901-5910, 6001-6010, 6101-6110, 6201-6210, 6301-6310, 6401-6405, AND 6407-6410	SP312027

PDA Development Approval details	
DEV Reference No.	DEV2017/846/166
Original Approval details	PDA Development Approval for: • MATERIAL CHANGE OF USE IN ACCORDANCE WITH A PLAN OF DEVELOPMENT (POD) FOR BAR, CENTRE ACTIVITIES (CHILD CARE CENTRE, CLUB, COMMUNITY USE, EDUCATIONAL ESTABLISHMENT, FOOD AND DRINK OUTLET, FUNCTION FACILITY, HEALTH CARE SERVICE, INDOOR SPORT AND RECREATION, OFFICE, PARKING STATION, SALES OFFICE, SERVICE INDUSTRY, SHOP, SHOPPING CENTRE, SHORT-TERM ACCOMMODATION, SUBSTATION, TELECOMMUNICATIONS FACILITY, THEATRE), ENVIRONMENT FACILITY, HIGH IMPACT

	INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), HOTEL, LANDING, LOW IMPACT INDUSTRY (MICROBREWERY), MAJOR SPORT, RECREATION AND ENTERTAINMENT FACILITY, MARKET, MEDIUM IMPACT INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), MULTIPLE DWELLING, NIGHTCLUB ENTERTAINMENT FACILITY, OUTDOOR SPORT AND RECREATION, PARK, PARKING STATION, PORT SERVICE, RESORT COMPLEX, SHOWROOM, SPECIAL INDUSTRY (FUEL BURNING FOR STANDBY POWER GENERATORS), TOURIST ATTRACTION AND UTILITY INSTALLATION, AND FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREA A: QUEEN STREET PUBLIC REALM IMPROVEMENT WORK AND WATER CONNECTION SERVICES WORK AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-1 DATED 12 MARCH 2017 ("AREA A") AND AREA B: PEDESTRIAN BRIDGE AND FOOD AND DRINK OUTLET AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-2 DATED 12 MARCH 2017 ("AREA B"), AND • BUILDING WORK IN ACCORDANCE WITH A POD INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER) AND AREA C: TRUNK SEWER AS DESCRIBED IN THE PDA-ASSOCIATED DEVELOPMENT DECLARATION QWB-2017-3 DATED 12 MARCH 2017 ("AREA C"), AND • OPERATIONAL WORK IN ACCORDANCE WITH A POD - ○ INCLUDING FOR FILLING OR EXCAVATION, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD, AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER),

	○ FOR TIDAL WORKS, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE, AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER), ○ FOR WORKS IN A COASTAL MANAGEMENT DISTRICT, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE, AND / OR ON A LOCAL GOVERNMENT ROAD, AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER), ○ FOR PLACING ADVERTISING DEVICES INCLUDING WHERE ON A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER), ○ FOR TAKING OR INTERFERING WITH WATER FROM A WATERCOURSE, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A AND B (AS DESCRIBED EARLIER), ○ FOR CLEARING VEGETATION, INCLUDING THE REMOVAL, DESTRUCTION OR DAMAGE OF SIGNIFICANT VEGETATION AND MARINE PLANTS AND INCLUDING THE CLEARING OF SUCH VEGETATION, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER), ○ INCLUDING FOR WORKS IN, ON OR UNDER PREMISES THAT MATERIALLY AFFECTS PREMISES OR THEIR USE, INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND / OR ON A

	LOCAL GOVERNMENT ROAD AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER), AND ○ FOR ROADWORKS ON A LOCAL GOVERNMENT ROAD INCLUDING WHERE ON OR ADJACENT TO A HERITAGE PLACE AND INCLUDING FOR DEVELOPMENT THAT IS PDA-ASSOCIATED DEVELOPMENT FOR AREAS A, B AND C (AS DESCRIBED EARLIER).
Change to Approval Decision	EDQ has decided to grant **all** of the changes to the PDA Development Approval applied for, **subject to** PDA Development Conditions forming part of this Changed Decision Notice. The approval is for changes to the following: • *Asset Register Defined Area* definition added to the decision; • Condition 70 (Ecologically Sustainable Development Report) part b) timing changed from 12 months to 18 months; • Condition 92 (No Refund) amended; • Table 38 of Volume 2: Plan of Development amended to include *Indoor Sport and Recreation* use in Sub-precinct 1h
Original Decision date	21 December 2017
1st Change to approval date	24 May 2018
2nd Change to approval date	7 August 2018
3rd Change to approval date	28 March 2019
4th Change to approval date	4 June 2019
5th Change to approval date	21 January 2020
6th Change to approval date	7 July 2020
7th Change to approval date	22 September 2020
8th Change to approval date	4 March 2021
9th Change to approval date	11 June 2021
10th Change to approval date	8 December 2021
11th Change to approval date	31 March 2022
12th Change to approval	20 December 2022
13th Change to approval date	24 September 2024

14th Change to approval date	12 October 2026
Currency Period	30 years from the Original decision date

Plan/Document Name		Reference No.	Date
1.	Queen's Wharf Brisbane Plan of Development, Volume 2: Plan of Development, prepared by Urbis	-	01.12.2017 (as amended in red 12/10/2026)
Plans and documents previously approved on 24 September 2024		**Number**	**Date**
2.	PoD Volume 3: Attachment B: PoD Landscape Concept Report, prepared by Urbis and CUSP	URB-RPT-LAN-PWD-00001 Revision 29	07.03.2022 (as amended in red 24.09.2024)
Plans and documents previously approved on 11 June 2021		**Number**	**Date**
3.	PoD Volume 3: Attachment H: Infrastructure Master Plan, prepared by Urbis Pty Ltd, TTM Consulting, Rider Levett Bucknall, Bornhorst and Ward, and Cusp	Revision 28	24.03.2021
Plans and documents previously approved on 7 July 2020		**Number**	**Date**
4.	South Bank Bridge Landing Design Guideline, Queen's Wharf, prepared by South Bank Corporation	n/a	06.03.2020
Plans and documents previously approved on 21 December 2017		**Number**	**Date**
5.	PoD Volume 3: Attachment D.1: Former DPI Building Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 13	24.11.2017 (as amended in red 14.12.2017)
6.	PoD Volume 3: Attachment D.2: Former Government Printing Office Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 12	24.11.2017 (as amended in red 14.12.2017)
7.	PoD Volume 3: Attachment D.3: State Library Building Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 13	24.11.2017 (as amended in red 14.12.2017)
8.	PoD Volume 3: Attachment D.4: Former Treasury Building Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 13	24.11.2017 (as amended in red 14.12.2017)
9.	PoD Volume 3: Attachment D.5: Harris Terrace Conservation Management Plan, prepared by Urbis Pty	Revision 12	24.11.2017 (as amended

	Ltd		in red 14.12.2017)
10.	PoD Volume 3: Attachment D.6: Queens Gardens Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 12	24.11.2017 (as amended in red 14.12.2017)
11.	PoD Volume 3: Attachment D.7:The Commissariat Store and Miller Park Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 12	24.11.2017 (as amended in red 14.12.2017)
12.	PoD Volume 3: Attachment D.8: The Mansions Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 13	24.11.2017 (as amended in red 14.12.2017)
13.	PoD Volume 3: Attachment D.9: William Street and Queens Wharf Road Retaining Walls Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 13	24.11.2017 (as amended in red 14.12.2017)
14.	PoD Volume 3: Attachment D.10: Former Land Administration Building Conservation Management Plan, prepared by Urbis Pty Ltd	Revision 15	24.11.2017 (as amended in red 14.12.2017)
15.	PoD Volume 3: Attachment H: Infrastructure Master Plan, prepared by Urbis Pty Ltd, TTM Consulting, Rider Levett Bucknall, Bornhorst and Ward, and Cusp	Revision 13	29.11.2017 (as amended in red 14.12.2017)
16.	PoD Volume 3 Attachment K: Hydraulic Assessment Report, prepared by Arup	ARP-RPT-HYD-PWD-00002 Revision 10	29.05.2017
17.	PoD: Lighting Management Plan, prepared by WSP	WSP-PLN-ELE-PWD-00001 Revision F	12.05.2017 (as amended in red 14.12.2017)
18.	PoD Volume 3 Attachment N: Air Quality Assessment, prepared by ASK Consulting Engineers	8413 Revision 6	12.05.2017

Other plans and documents			
The following plans and documents are referred to in the PDA development conditions in this PDA decision notice but are not Approved plans and documents.			
19.	PoD Volume 3: Attachment E: Archaeological Management Plan, prepared by Urbis Pty Ltd	Revision 11	04.12.2017
20.	PoD: Volume 3 Attachment O: Equitable Access Assessment, prepared by Morris-Goding Accessibility Consulting	Revision 7	12.05.2017

Other plans and documents			
21.	DBC QWB PDA: Erosion and Sediment Control Framework, Prepared by Arup	Revision 5	10.03.2017
22.	Riverside Expressway (REX), Analysis of Impacts – Project wide, prepared by ARUP	Revision 5	14.11.2017
23.	PoD Volume 3: Attachment W: Heritage Interpretation Strategy, prepared by Urbis Pty Ltd	Revision 8	23.05.2017
24.	PoD Volume 3: Acoustic Assessment, prepared by Acoustic Logic	Revision 10	10.05.2017
25.	Queen's Wharf Brisbane Integrated Resort Development, Plan of Development information request response, prepared by TTM Consulting Pty Ltd	n/a	21.08.2017
26.	PoD Volume 3: Attachment F: Environmental Assessment Report, prepared by Arup	ARP-RPT-PLA-PWD-00003 Revision 8	10.05.2017
27.	DBC QWB PDA Environmental Management Plan Framework, prepared by Arup	ARP-RPT-PLA-PWD-00004 Revision 8	10.05.2017
28.	PoD Volume 3: Attachment I: Civil Works and Infrastructure, prepared by Bornhorst and Ward	Revision K	09.05.2017
29.	Response to DILGP Letter, Ref. DEV2017/846, D17/159138 dated 27.06.2017, prepared by Arup	ARP-RPT-HYD-PWD-00009 Revision 4	31.07.2017
30.	PoD Volume 3 Attachment L: Geotechnical, Contamination and Acid Sulfate Soils Report, prepared by Butler Partners	Version 7	9.05.2017
31.	PoD Volume 3 Attachment X: Foreshore Environmental Management Plan and Basis of Design, prepared by Arup	Revision 8	10.05.2017
32.	PoD Volume 3: Attachment: Structural Monitoring Report, prepared by DBC	Revision G	10.05.2017
33.	PoD Volume 3: Attachment: Geotechnical, Contamination and Acid Sulfate Soils Report, prepared by Butler Partners	Version 7	09.05.2017
34.	QWB PoD Volume 3; Attachment: Traffic Engineering Report	Revision 9	09.05.2017
35.	URB-SKT-LAN-PWD-20004 – Revision 1 (Sheet 1 only)	Revision 1	-

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 EDQ 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 Services Fees and Charges Schedule[1] (as amended from time to time).

ii) submit to EDQ a duly completed Compliance Assessment form[2].

iii) submit to EDQ the documentation as required under the relevant condition.

b) Where EDQ is satisfied the documentation submitted for Compliance Assessment complies with 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) the Applicant submits items required under a) above to EDQ 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) 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 MEDQ notifies the Applicant as stated under iv) 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.

Submitting documentation to EDQ

Where a condition of this approval requires documentation to be submitted to EDQ, use the

[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.

following submission pathways:

a) For conditions requiring Compliance Assessment via the EDQ Customer Portal or via developmentservices@edq.qld.gov.au.

b) For conditions requiring the submission of material related to the Certification Procedures Manual (CPM) process via the CPM Digital Submission system.

Definitions and Abbreviations

For the purposes of interpreting the PDA Development Conditions, the following is a list of definitions and abbreviations utilised:

24/7 stands for 24 hours a day, seven days a week.

Advice note is identified by the title 'Advice note' and means a note that is provided to assist in the interpretation of a condition.

AILA means the Australian Institute of Landscape Architects.

AMP means Archaeological Management Plan.

ANZECC stands for the Australian and New Zealand Environment and Conservation Council.

Approved IMP means the document titled PoD Volume 3: Attachment H: Infrastructure Master Plan, revision 22, prepared by Urbis, TTM Consulting, Rider Levett Bucknall, Bornhorst & Ward, and Cusp, dated 24.03.2021, and amended in red on 11.06.2021.

Approved LCR means the document titled PoD Volume 3: Attachment B: PoD Landscape Concept Report, revision 28, reference number URB-RPT-LAN-PWD-00001, prepared by Urbis and CUSP, dated 24.03.2021, and amended in red on 20.12.2022.

Approved Plans and Documents means the plans and documents listed in the table under the heading Approved plans and documents, as varied by a PDA development condition. A reference to the approved plans and documents means all of those documents. A reference to an approved plan or document means any of those documents.

Approved PoD means the document titled *Queen's Wharf Brisbane Plan of Development, Volume 2: Plan of Development*, prepared by Urbis, dated 01.12.2017, and amended in red on 20.12.2022.

ASS stands for Acid Sulfate Soils.

Asset Register Defined Area means the following areas depicted on the plans in Annexure A of the Public Realm Long Term Lease:

- Queens Wharf Road
- Brisbane Steps
- Queen's Wharf Plaza
- Surrender Areas

Building Work means all Development described as Building Work approved under this PDA development approval, listed in the description of proposal applied for in the table of this PDA decision notice titled 'PDA development application details'.

Brisbane River means the area below the High-water Mark referred to as the Brisbane River.

Certification Procedures Manual (CPM) stands for Certification Procedures Manual and means the document titled *Certification Procedures Manual*, prepared by the Department of Infrastructure, Local Government and Planning, Version 4, effective 16 October 2017.

Compliance Approval means a written notice issued by the MEDQ, or delegate, following completion of the Compliance Assessment Process, where it is confirmed that the submitted plans, documents and supporting information achieve compliance with the relevant PDA development condition(s) or the relevant element of the PDA development condition(s).

Compliance Assessment means the process undertaken by the MEDQ, or delegate, to decide whether the submitted plans or documents for the Works adequately achieve compliance with the relevant PDA development condition(s).

Compliance Assessment Process means the process for Compliance Assessment set out in this PDA decision notice.

CMP stands for Conservation Management Plan.

Contaminated land register (CLR) stands for Contaminated Land Register and has the meaning given in the *Environmental Protection Act 1994.*

Council means the Brisbane City Council.

CPM Certifier has the meaning of certifier given in Section 6 the CPM.

CSMP stands for Construction and Site Management Plan.

DBC stands for Destination Brisbane Consortium, and is made up of the following three entities:

i) Destination Brisbane Consortium Integrated Resort Operations Pty Ltd ACN 608 538 638 as trustee for the Destination Brisbane Consortium Integrated Resort Operating Trust;
ii) QWB Residential Precinct Operations Pty Ltd ACN 608 792 329 as trustee for the QWB Residential Precinct Operations Trust; and
iii) The Star Entertainment Qld Limited ACN 010 741 045.

DBH stands for diameter at breast height, which is a standard method of expressing the measurement for the diameter of the trunk of a standing tree.

DDA stands for the *Disability Discrimination Act 1992*.
DES stands for the Department of Environment and Science, or any other department administering the *Environmental Protection Act 1994* and *Queensland Heritage Act 1992*.

Development means all approved development that is the subject of this PDA development

approval, listed in the description of proposal applied for in the table of this PDA decision notice titled 'PDA development application details'.

Development Infrastructure means the infrastructure described as Public Realm, transport and Stormwater Infrastructure in Sections 7.1, 7.2 and 7.3 of the Approved IMP, or the applicable provisions of an amended IMP approved under condition 88 titled Compliance Assessment – Amended Infrastructure Master Plan.

DSDMIP stands for the Department of State Development, Manufacturing, Infrastructure and Planning, or any other department administering the *Economic Development Act 2012*.

DITIDCG stands for the Department of Innovation, Tourism Industry Development and the Commonwealth Games, or any other department administering integrated resort developments.

DTMR stands for the Department of Transport and Main Roads, or any other department administering the *Transport Infrastructure Act 1994*.

Earthworks means carrying out any Works that are for Filling or Excavation.

EDQ means Economic Development Queensland, Development Assessment, DSDMIP, or as otherwise named.

Energex means the subsidiary of Energy Queensland Limited, a State government-owned corporation, which is responsible for building, operating and maintaining the electricity distribution network in South East Queensland which includes Brisbane, Gold Coast, Sunshine Coast, Logan, Ipswich, Redlands and Moreton Bay, or as otherwise named.

Endorsed by the TTWG means a tripartite endorsement of the specified document(s) or drawings(s) by the three entities which make up the TTWG.

Environmental Management Register (EMR) stands for the Environmental Management Register and has the meaning given in the *Environmental Protection Act 1994*.

Excavation means carrying out any Works involving the removal of material from the Land that will change the ground level.

Filling means carrying out any Works involving the importation and placement of material on the Land that will change the ground level.

Foreshore means that part of the Land located between the Brisbane River side of the buildings fronting William Street (i.e. the rear of the building) and the High-water Mark.

GFA stands for Gross Floor Area, as defined in the Approved PoD.

HAT stands for Highest Astronomical Tide.

Heritage Building means the former Department of Primary Industries (DPI) Building, the former Government Printing Office Buildings, the former State Library of Queensland, the former Treasury Building, Harris Terrace, the Commissariat Store, The Mansions and the former Land Administration Building, as identified in Figure 22 of the Approved PoD.

Heritage Place means a Queensland Heritage Place or Local Heritage Place.

Heritage Kerb means kerbs, crossovers, channel stones, margin stones or other stone features that are made from Brisbane Tuff, porphyry or granite.

High-water Mark means the ordinary high-water mark at spring tides.

HMP stands for Haulage Management Plan.

Hoarding means site fencing erected for the duration of the Operational Work or Building Work, consisting of durable MR plywood, upon which advertising devices may be affixed (subject to relevant approvals), attached to any of the following:

i) precast relocatable footings with a rigid steel frame;
ii) concrete blocks with a timber or steel frame and bracing;
iii) concrete road barriers with a timber or steel frame;
iv) bored pier footings with a timber or steel frame; or
v) as otherwise endorsed by the MEDQ in accordance with condition 17, titled Compliance Assessment – Hoarding and Placing of Advertising Devices.

IA stands for Infrastructure Agreement.

ICOP stands for Infrastructure Charging Offset Plan.

IMP stands for Infrastructure Master Plan.

Interim Use or Temporary Use is as defined in the Approved PoD.

IRD stands for the integrated resort development, located in Sub-precinct 1a.

Land means the land the subject of this PDA development approval, listed in the lot on plan description in the table of this PDA decision notice titled 'Site information'.

Local Heritage Place has the meaning given in the *Queensland Heritage Act 1992*.

Major Event means an entertainment event with 2,000 or more people expected to attend at which entertainment is provided to the public on a one off or irregular basis whether from an entertainment venue or from some other place.

Mangrove Walk means the Maritime Structure for pedestrian movements located between Waterline Park and the Goodwill Bridge.

Maritime Structure means a structure built below the High-water Mark of the Brisbane River.

Maritime Works means carrying out any Works below the High-water Mark of the Brisbane River, and includes Reclamation Works.

MEDQ means the Minister for Economic Development Queensland established under the *Economic Development Act 2012*, or the relevant delegate of the MEDQ under a current instrument of delegation or sub-delegation.

MUTCD means the Manual of Uniform Traffic Control Devices, prepared by DTMR, dated 2017.

New Built Form means carrying out Building Works where related to the construction or erection of a new building, structure or an addition / extension to an existing building, but does not include Building Work inside an existing structure or building on a Heritage Place.

Operational Work means all Development described as Operational Work approved under this PDA development approval, listed in the description of proposal applied for in the table of this PDA decision notice titled 'PDA development application details'; and for the purposes of administering this PDA decision notice, is referred to as:

i) Earthworks;
ii) Maritime Works;
iii) Pedestrian Bridge Works;
iv) Public Realm Works;
v) Reclamation Works;
vi) Roadworks;
vii) Sewer Works;
viii) Site Establishment Works;
ix) Streetscape Works;
x) Stormwater Works; and
xi) Water Works,

noting that this is not an exhaustive list of all the aspects of Development described as Operational Works approved under this PDA development approval.

Out-of-Hours means carrying out Works outside of the ordinary construction hours of Monday to Saturday 6:30am to 6:30pm, excluding public holidays.

PDA stands for priority development area.

Pedestrian Bridge means the bridge for pedestrians spanning across the Brisbane River between the IRD and South Bank Parklands, including the pier(s) and landing areas at each end, located in Sub-precinct 4a.

Pedestrian Bridge Works means carrying out any Works to construct the Pedestrian Bridge.

Peer Reviewer means a suitably qualified and experienced RPEQ in the nominated field, who is independent to the entity who prepared the original report referred to under part a) of the relevant PDA development condition.

PoD stands for plan of development.

Practical Completion means the point in time where all Works are complete or all but completed, in accordance with the approved Plans and Documents, and the Works are reasonably fit for occupation or use.

Principal Contractor is the single entity who has responsibility for the oversight and management of the Works on the Land.

Precinct means a precinct identified in Figure 10 of the Approved PoD.

Project Auditor has the meaning given in Section 6 of the CPM.

Project Coordinator has the meaning given in Section 6 the CPM.

Public Asset means any item located or constructed in Road, as controlled by Council, including underground and overhead services.

Public Realm means any area identified in Figure 4.7 of the Approved LCR, where the legend label has 'public access' in the title, with the exception of the public verge / footpath areas, as that is Road.

Public Realm Works means carrying out any Works in Public Realm areas.

Public Utilities means Works for the supply of drainage, electricity, gas, sewerage, telecommunications or water.

QASSIT means the Queensland Acid Sulfate Soil Technical Manual, Soil Management Guidelines, prepared by the Department of Science, Information Technology, Innovation and the Arts, version 4.0, dated June 2014.

QHC stands for the Queensland Heritage Council.

Queensland Heritage Place has the meaning given in the *Queensland Heritage Act 1992*.

QUDaPP means the Queensland Urban Design and Places Panel, which is an advisory body that provides the government with independent expert advice on the design of major infrastructure and urban planning projects in Queensland.

QUT means the Queensland University of Technology Gardens Point campus.

QUU means the Central SEQ Distributor-Retailer Authority trading as Queensland Urban Utilities.

QWB stands for Queen's Wharf Brisbane.

Queensland Police Service is the law enforcement agency responsible for policing the state of Queensland, or as otherwise named.

Queen's Wharf Brisbane ICOP means the Queen's Wharf Brisbane Priority Development Area Infrastructure Charging Offset Plan dated 20 December 2017 as at the date of this PDA decision notice.

Queen's Wharf Brisbane PDA Development Scheme means the document titled, *Queen's Wharf Brisbane Priority Development Area Development Scheme'*, dated January 2016, prepared by the Queensland Government, Department of Infrastructure, Local Government and Planning.

Queen's Wharf Road comprises Queens Wharf Private Road and Queens Wharf Shared Zone.

Queens Wharf Private Road as depicted on URB-SKT-LAN-PWD-20004 – Revision 1 (Sheet 1 only).
Queens Wharf Share Zone as depicted on URB-SKT-LAN-PWD-20004 – Revision 1 (Sheet 1 only).

RAIA stands for the Royal Australian Institute of Architects.

Reclaimed Land means land created by carrying out Reclamation Works.

Reclamation Works means carrying out any Works to create land above the High-water Mark.

Regional Harbour Master means a person who is appointed under the *Transport Operations (Marine Safety) Act 1994* as a harbour master.

REX stands for the Riverside Expressway.

Road means:

i) an area of land dedicated to public use as a road; or
ii) an area that is open to or used by the public and is developed for, or has as 1 of its main uses, the driving or riding of motor vehicles; or
iii) a public verge or footpath,

but does not include a bridge, culvert, ferry, ford, tunnel, viaduct, or the Bicentennial Bikeway. For the avoidance of any doubt, Queens Wharf Road is a Road and its verges and footpaths are part of the Road.

Roadworks means carrying out Works within existing and proposed Road, to a depth of 1.5m measured from the top of kerb, and includes Streetscape Works.

RPEQ stands for Registered Professional Engineer of Queensland.

Sewer Works means carrying out any Works related to the provision of Waste Water Infrastructure.

Significant Vegetation has the meaning given in the Queen's Wharf Brisbane PDA Development Scheme.

Site Establishment Works means carrying out any Works associated with:

i) mobilising equipment to site;
ii) establishment of site sheds and project office;
iii) temporary lighting locations and details certified by a suitably qualified and experienced RPEQ; and
iv) scaffold stairs and temporary access.

SMP stands for Stakeholder Management Plan.

Stage means the stage as nominated in the applicable Staging Plan submitted to the MEDQ under condition 4, titled Relevant Conditions, Staging and Scope of Works.

Streetscape Works means carrying out any Works within the footpath of a Road related to landscape treatments, including footpath surface treatments, street furniture, street lighting and street trees.

Stormwater Infrastructure means the stormwater infrastructure described in Section 7.3 of the Approved IMP, or the applicable provisions of an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan.

Stormwater Works means carrying out any Works related to the provision of Stormwater Infrastructure.

Sub-precinct means a sub-precinct identified in Figure 11 of the Approved PoD.

Taxi Council Queensland means the peak industry body for taxis in Queensland, representing all involved in the taxi industry including drivers, owners, operators and booking companies.

TGS stands for Traffic Guidance Scheme and is a plan or drawing providing a visual representation of the traffic control devices to be implemented to change existing Road conditions so that an area can be isolated for contractors to carry out works.

TGSI stands for tactile ground surface indicators, and is a system of textured ground surface markers found on footpaths and stairs to assist pedestrians who are visually impaired.

TMP stands for Traffic Management Plan.

Translink means the division of the DTMR, with statewide responsibility for: buses, trains, ferries and trams across South East Queensland; buses in Cairns; buses in Mackay; buses in Toowoomba; regional services; demand responsive transit; active transport, such as cycling and walking; taxi regulation; and long distance rail, coaches and regional air.

Trunk Infrastructure means infrastructure which the MEDQ has identified in Section 10 of the Queen's Wharf Brisbane ICOP as trunk infrastructure or other infrastructure which the MEDQ has agreed in writing may be offset against an infrastructure charge.

TTWG stands for Transport and Traffic Working Group, and is a working group assembled to facilitate decision making for transport and traffic related matters for all Development the subject of this PDA decision notice, and consists of representatives from Council, DTMR (including TransLink) and DITIDCG.

VTS stands for Vessel traffic services which are a recognised aid for safe and efficient movement of vessels. Maritime Safety Queensland is the VTS Authority for VTS in Queensland. VTS centres monitor and communicate with vessels for safer navigation.

Water Works means carrying out any Works related to the provision of Water Infrastructure.

Waste Water Infrastructure means the waste water infrastructure described in Section 7.5 of the Approved IMP, or the applicable provisions of an amended IMP approved under condition 88 titled Compliance Assessment – Amended Infrastructure Master Plan.

Water Infrastructure means the water infrastructure described in Section 7.4 of the Approved IMP, or the applicable provisions of an amended IMP approved under condition 88 titled Compliance Assessment – Amended Infrastructure Master Plan.

Works means all Operational Work and Building Work approved under this PDA development approval.

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PDA Development Conditions		
No.	**Condition**	**Timing**
General		
1.	**Carry out the approved development** Carry out the approved Development in accordance with the Approved Plans and Documents; and where these may be amended in accordance with a PDA development condition, carry out the approved Development in accordance with the relevant updated approved plans and documents; or where plans and documents may be subject to Compliance Assessment, carry out the approved Development in accordance with the relevant Compliance Approval. To the extent of any inconsistencies between an Approved Plan and Document (including the Approved PoD) and a PDA development condition, the PDA development condition prevails.	At all times
2.	**Register of Interests**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Submit to the MEDQ a document (Register of Interests) that contains the following information: i) the current property description of all lots within the Land (the lots), separated into Sub-precincts; ii) the tenure of each of the lots; iii) the current owner(s) and occupier(s) of each lot; iv) the nature of the occupier(s) interests in each lot; and v) the date the interest was acquired by the owner of the relevant lot or the date the occupier entered into occupation of the relevant lot.	a) Within 5 business days of the date of this PDA decision notice and to be maintained at all times until commencing the first use in the relevant Sub-precinct (where not an Interim Use or Temporary Use)
	b) Written notice of any change that affects the Register of Interests will be provided to the MEDQ and include an updated Register of Interests.	b) Within 5 business days of any change affecting the Register of Interests, until commencing the first use in the relevant Sub-precinct (where not an Interim Use or Temporary Use)
	c) Provide to the MEDQ upon request a written notice confirming that the details contained in the Register of Interests are current and correct at any point in time.	c) Within 5 business days of receipt of a request
	d) Submit to the MEDQ a consolidated Register of Interests incorporating all changes made during the previous 6 months.	d) Every 6 months commencing from the date of this PDA decision notice until commencing the first use in the relevant Sub-precinct (where not an Interim Use or Temporary Use)
3.	**Stakeholder Management Plan**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Submit to the MEDQ a Stakeholder Management Plan (SMP) prepared with reference to the provisions of the Environmental Management Plan Framework, revision 8, prepared by Arup, dated 10.05.2017, and by a suitably qualified and experienced person, including at a minimum: i) Requirements to consult with all authorities, whose assets may be impacted by the Works (including Council, DTMR and Translink); and ii) A complaints procedure, and a requirement that the complaints procedure be established and maintained for the duration of the Development. b) Undertake all Works in accordance with the SMP submitted under part a) of this condition.	a) Prior to commencing Works b) At all times
4.	**Relevant Conditions, Staging and Scope of Works** a) Submit to the MEDQ: i) A Staging Plan for the Precinct, identifying the proposed sequence for carrying out the Development approved under this PDA decision notice for that Precinct, and any interface issues with adjoining land. To remove any doubt the Staging Plan may include Stages for Precinct 3 or Stages for a Sub-precinct, where agreed to in writing by the MEDQ; ii) Details of the extent of development, including scope of the Works where relevant, for the proposed Stage(s) in the relevant Precinct or Sub-precinct; and iii) A list of the relevant conditions to be complied with for the proposed Stages(s) for carrying out the Development for the relevant Precinct. To remove any doubt the relevant condition(s) may be complied with in a staged approach, where relevant to a particular Stage nominated in the Staging Plan. b) Where further or other Development is proposed for the Precinct, different to that which has previously been submitted to the MEDQ under part a), repeat part a) of this condition.	a) Prior to the earlier of commencing Compliance Assessment for a Precinct, or commencing Development in a Precinct (other than for Site Establishment Works) b) As required
5.	**Access to REX by Government Agencies** Provide access to the REX, for the purpose of emergency management, inspections, maintenance and repairs to DTMR and any other government entities. This may include access for heavy machinery if repair works are required.	At all times
6.	**Access to Council Infrastructure by Council** Provide access to any existing or future Council owned or operated infrastructure on the Land, for the purposes of emergency management,	At all times

PDA Development Conditions		
No.	**Condition**	**Timing**
	inspections, maintenance and repairs. Council infrastructure includes, ferry terminals, bus stops, Roads, drainage, footpaths, traffic signals, traffic signs, CityCycle stations and surveillance cameras.	
7.	**Certification of Certain Operational Work** a) Carry out all Operational Work related to: i) Maritime Works; ii) Pedestrian Bridge Works; iii) Roadworks; iv) Sewer Works; v) Stormwater Works; and vi) Water Works, in accordance with the relevant PDA development condition(s) and all requirements of the CPM. b) Submit to the MEDQ for approval, a nomination for Project Coordinator, CPM Certifier(s) and in the case of high-risk activities as defined in the CPM, Project Auditor. c) A CPM Certifier is to be engaged in accordance with the requirements of the CPM, for the Operational Work listed under part a) of this condition. All other certifications are to be in accordance with the requirements stated in the relevant PDA development condition(s). d) Where the Project Coordinator, CPM Certifier(s) or Project Auditor, as per part b) of this condition are changed, submit to the MEDQ for approval suitable replacement nominations, in accordance with the requirements of the CPM.	a) At all times during Works b) Prior to commencing the relevant Operational Work listed under part a) of this condition, for the relevant Precinct, Sub-precinct or Stage c) Prior to commencing the relevant Operational Work listed under part a) of this condition, for the relevant Precinct, Sub-precinct or Stage d) As required
8.	**Duration of use – Interim Use or Temporary Use**	a) At all times

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Maintain a register of the Interim Uses or Temporary Uses (Register of Interim/Temporary Uses) operating on any part of the Land. The Register of Interim/Temporary Uses is to identify the following for each use: i) The use and a reference name; ii) The current property description of the Land on which the use is located; iii) The date the use commenced; iv) The date the use is intended to cease and the period of time the use is intended to be operational; v) The date the use ceased operation, where relevant, and the period of time it was operational; vi) Whether there is any GFA associated with the use on the Land; vii) Whether or not there are any temporary buildings or site improvements related to the use, and specify what they are. b) Comply with the relevant period as nominated in the Approved PoD for each Interim Use or Temporary Use. c) Submit to MEDQ on request a copy of the current Register of Interim/Temporary Uses.	b) At all times c) Within 5 business days of receipt of a request
9.	**Temporary Buildings, Structures and Site improvements** Where a temporary building or structure has been erected on the Land, or a site improvement has been made (including infrastructure), to facilitate an Interim Use or Temporary Use, the Land is to be returned to its original state, unless otherwise agreed to in writing by the MEDQ.	Within 10 business days of the Interim Use or Temporary Use ceasing
10.	**Running Tally Spreadsheet – GFA** Submit to the MEDQ a GFA spreadsheet providing: i) The total approved GFA for each use, in each Precinct and Sub-Precinct; ii) As at the date of submission of this spreadsheet, the total GFA that has Compliance Approval for each use in each Precinct and Sub-Precinct; iii) As at the date of submission of this spreadsheet, the total GFA related to uses that have commenced under this PDA development approval for each use in each Precinct and Sub-Precinct; iv) The GFA for each use, by Precinct or Sub-precinct, proposed in a current Compliance Assessment; and v) The date and version of this GFA spreadsheet.	Prior to commencing Compliance Assessment for Development affecting GFA, and then updated with each subsequent Compliance Assessment for development affecting GFA
11.	**Running Tally Spreadsheet – Car parking** Submit to the MEDQ a car parking spreadsheet providing:	Prior to commencing

PDA Development Conditions		
No.	**Condition**	**Timing**
	i) The total approved car parking spaces under this PDA decision notice, ii) As at the date of submission of this spreadsheet, the number of car parking spaces that have Compliance Approval for each use in each Precinct and Sub-Precinct; iii) As at the date of submission of this spreadsheet, the number of operational car parking spaces for each use in each Precinct and Sub-Precinct; iv) The number of car parking spaces for each use, by Precinct or Sub-precinct, proposed in the current Compliance Assessment; and v) The date and version of this car parking spreadsheet.	Compliance Assessment for development comprising a use of premises, and then updated with each subsequent Compliance Assessment for development comprising a use of premises
12.	**Overall Documents Spreadsheet – Current Approved, Current Other and Current Submitted Documents** a) Submit to the MEDQ an overall documents spreadsheet, organised by reference to each PDA development condition, providing: i) A list of the Approved Plans and Documents under this PDA decision notice; ii) A list of the current 'other' documents, referred to in this PDA decision notice, as amended from time to time; iii) A list of the current Compliance Approved documents, plans and supporting information; iv) A list of the current submitted documents for conditions that state 'Submit to the MEDQ'; v) For each document or plan listed include the proper title, the current revision number, the date the report was produced, the date the report was approved by the MEDQ (where relevant) and the date the report was submitted to the MEDQ (where relevant); and vi) The date and version of this overall documents spreadsheet. b) Provide to the MEDQ upon request an updated overall documents spreadsheet, addressing each item of part a) of this condition, current as at the date of the response to the request.	a) Prior to commencing Compliance Assessment and updated with each subsequent Compliance Assessment for a Sub-precinct b) Within 5 business days of receipt of a request
Engineering		
Excavation and Construction		
13.	**Construction Hours** Unless otherwise agreed to in writing by the MEDQ, construction hours for Works will be limited to Monday to Saturday 6:30am to 6:30pm, excluding public holidays.	As indicated
14.	**Compliance Assessment – Out-of-Hours**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Submit to the MEDQ for Compliance Assessment all requests for Out-of-Hours Works. Requests must be in writing on the EDQ Out-of-Hours Application Form and must be accompanied by the following information: i) Reason for the request; ii) Site plan(s); iii) Reasons that the proposed Works can not reasonably or safely be undertaken within normal construction hours; iv) Potential adverse impacts and proposed mitigation strategies/ measures; v) A community engagement strategy and outcomes therefrom; and vi) All permits relating to other authorities (Council, DTMR or Queensland Police Service) for the proposed Works. b) Undertake all Out-of-Hours Works in accordance with the approval obtained under part a) of this condition.	a) No less than 10 business days prior to the proposed Works b) As indicated
15.	**Site Establishment Works** Submit to the MEDQ a Site Establishment Management Plan (SEMP) detailing at a minimum: a) A staging plan for the Site Establishment Works; b) Site sheds location and details; c) Temporary lighting locations and details; d) Location of scaffold stairs and temporary access; and e) Temporary fencing, to establish a secure construction site. Notwithstanding any other condition in this PDA development approval, Site Establishment Works may be undertaken upon submission of the SEMP, in accordance with the SEMP, which must be current and available on site at all times during those Works.	Prior to commencing Site Establishment Works for the relevant Precinct or Sub-Precinct
16.	**Compliance Assessment – Construction Management Structure** a) Submit to the MEDQ for Compliance Assessment a Construction Management Structure (CMS), providing at a minimum: i) A description of the roles and responsibilities of the Principal Contractor for the delivery of the overall Development; ii) For each significant Design and Construction (D&C) Contract, definition of the certification responsibilities for the Principal Contractor and the Principal Contractor's Consultants; iii) Details of how the Principal Contractor and the Principal Contractor's Consultants will ensure that the necessary certification is achieved across the relevant Precinct or Sub-Precinct, including draft wording for all certifications;	a) Prior to commencing Works in the relevant Precinct or Sub-precinct

PDA Development Conditions		
No.	**Condition**	**Timing**
	iv) A construction programme detailing the major D&C contracts including the principal components of the contracts and the extent of Works; and v) A complaints procedure for any Works within the relevant Precinct or Sub-Precinct, including escalation, to be established and maintained through the course of the Development. b) Where there are significant changes to the CMS approved under part a) of this condition, that will affect the management of Works, submit a revised CMS to the MEDQ for Compliance Assessment. c) Undertake all Works in accordance with the CMS as approved under parts a) or b) of this condition, as the case may be.	b) As required c) At all times
17.	**Compliance Assessment – Hoarding and Placing of Advertising Devices** a) Submit to the MEDQ for Compliance Assessment detailed plans of any proposed Hoarding, certified by a suitably qualified and experienced RPEQ, and any advertising devices to be placed on the proposed Hoarding. b) Erect the approved Hoarding in accordance with the plans approved under part a) of this condition.	a) As required, prior to commencing Works in the relevant Precinct or Sub-precinct b) As required, prior to commencing Works in the relevant Precinct or Sub-precinct
18.	**Stormwater Quality Management** a) Submit to the MEDQ a site based Stormwater Quality Management Plan (SWQMP), prepared with reference to the Environmental Management Plan Framework, revision 8, prepared by Arup, dated 10.05.2017, and certified by a suitably qualified and experienced RPEQ, addressing at a minimum: i) Management of stormwater flows around or through the site without increasing the concentration of total suspended solids or Prescribed Water Contaminants (as defined in the *Environmental Protection Act 1994*), causing erosion, creating any ponding and causing any actionable nuisance to upstream or downstream properties; and ii) Management (including monitoring) of stormwater discharge to the Brisbane River in accordance with the *Environmental Protection (Water) Policy 2009 Brisbane River Estuary Environmental Values and Water Quality Objectives*, prepared by the former Department of Environment and Resource Management, July 2010.	a) Prior to commencing any Works in the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	b) Implement the recommendations contained in the certified SWQMP required under part a) of this condition.	b) As required
	c) Submit to the MEDQ certification from a suitably qualified and experienced RPEQ that all treatments and measures recommended in the certified SWQMP, required under part a) of this condition have been implemented.	c) Within 20 business days of Practical Completion of the Works
	d) Submit to the MEDQ, on request by the MEDQ, stormwater quality monitoring results undertaken in accordance with the certified SWQMP as required under part a) of this condition.	d) Within 5 business days of the request
19.	**Erosion and Sediment Management**	
	a) Submit to the MEDQ, an overarching Erosion and Sediment Control Plan (ESCP), certified by a suitably qualified and experienced RPEQ and/or certified professional in erosion and sediment control. The overarching ESCP is to be prepared with reference to the provisions of the Erosion and Sediment Control Framework (ESCF), revision 5, prepared by Arup, dated 10.03.2017.	a) Prior to commencing Works
	b) Submit to the MEDQ, a works-specific ESCP certified by a suitably qualified and experienced RPEQ and/or certified professional in erosion and sediment control, identifying stockpile and storage areas, compounds and processing areas. The works-specific ESCP is to be prepared in accordance with the requirements of the overarching ESCP required under part a) of this condition.	b) Prior to commencing Works in the relevant Precinct, Sub-precinct or Stage
	c) Undertake all Works in accordance with the requirements of the ESCPs required under parts a) and b) of this condition.	c) At all times
	d) Submit to the MEDQ monthly reports detailing how compliance with all current ESCPs has been achieved.	d) As indicated
	e) Submit to the MEDQ, on request, any additional data or reports required for erosion and sediment control compliance purposes. The MEDQ may require third party auditing in the event of a failure of an erosion or sediment control device, or the provision of a progressive erosion and sediment control plan.	e) Within 5 business days of the request
	f) Submit to the MEDQ, on request, a report relating to the management of erosion and sediment control for the area under the REX for erosion attributable to the Excavation.	f) Within 5 business days of the request

PDA Development Conditions		
No.	**Condition**	**Timing**
	g) Rehabilitate affected areas in accordance with the relevant ESCPs prepared under parts a) and b) of this condition.	g) As required
20.	**Contaminated Land** a) For any part of the Land on the EMR or CLR, submit to the MEDQ a Contaminated Land Investigation Document (CLID), that addresses the management of that Land, including, at a minimum, the removal, treatment and placement of contaminated soil, the consideration of spoil and the management of polluted groundwater. The CLID is to be prepared by a suitably qualified and experienced person, and certified by an approved Queensland Auditor for contaminated land verifying that the CLID complies with subsections 389 (1) and (2) of the *Environmental Protection Act* 1994. b) Undertake all Works on any part of the Land on the EMR or CLR in accordance with the certified CLID report described under part a) of this condition. ***Advice note***— *Refer to the Geotechnical, Contamination and Acid Sulfate Soils Report, version 7, prepared by Butler Partners, dated 09.05.2017 for background information about this condition.* *Please refer to the following guideline for guidance on complying with this condition:* *https://www.qld.gov.au/environment/pollution/management/contaminated-land/auditor-engagement/)*	a) Prior to commencing Works on land on the EMR or CLR b) As required
21.	**Acid Sulfate Soils** a) Submit to the MEDQ an ASS Management Plan (ASSMP), prepared with reference to the provisions of the Environmental Management Plan Framework, revision 8, prepared by Arup, dated 10.05.2017, and certified by a suitably qualified and experienced RPEQ, or other suitably qualified and experienced person. The ASSMP is to be prepared in accordance with the requirements of the *State Planning Policy*, July 2017 and the *Queensland Acid Sulfate Soils Technical Manual*. b) Excavate, remove or treat on-site all ASS in accordance with the certified ASSMP as required under part a) of this condition.	a) Prior to commencing Earthworks for the relevant Precinct or Sub-precinct b) As required
22.	**Peer Review – Geotechnical, Shoring and Design Report** a) Prepare a Geotechnical, Shoring and Design Report (GSDR), by a suitably qualified and experienced RPEQ-geotechnical. The GSDR is to include at a minimum: i) Confirmation that the Works are to be designed to equivalent Australian Standards:	a) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) AS1726 Geotechnical Site Investigation; b) AS2159 Piling – Design and Installation; c) AS4678 Earth Retaining Structures; d) Any other applicable standard; ii) The basis of design for the design performance criteria, and interface with other disciplines; iii) The basis of design for the geotechnical design criteria; iv) An investigation plan that sets out the proposed geotechnical investigation including laboratory testing and intended purpose of the Work; v) An analysis of the existing geological conditions, including the stratigraphy and groundwater level, permanent Works outlines (based on the present available information), excavatability and profiling; vi) A table that sets out the geotechnical design parameters that have been used to undertake the detailed designs; vii) Where proposed excavations are mostly in rock, the assessment must define potential adverse defect mechanisms (joints, fault zones, volcanic intrusions and weak zones) which have been considered and detailed explanation of mitigation measure to avoid adverse impacts including the effects on adjacent assets; viii) An analysis of the durability aspects for buried concrete and reinforcement for all of the areas that will be retained and incorporated into the Development; ix) An analysis of groundwater hydrology taking into consideration seasonality, tidal effects, possible fractured ground at depth outlining the impact of dewatering and potential drawdown effects of construction activity and/or changed water table levels during demolition, temporary decommissioning of basement pumps, all interim construction phases and the final permanent solution. In addition, inflow rates into the IRD should be calculated and if need be associated mitigation measures defined to reduce these to manageable volumes/rates (for safe construction and if required holding/treatment of contaminated/ASS groundwater); x) A current dilapidation survey of each Heritage Place located within 50m of the proposed Works; xi) Evidence that the effects of the proposed Works on public utilities located within 20m of the proposed Works, have been assessed and how suitable measures were incorporated to provide protection, including how the requirements of the utility provider(s) will be achieved; xii) A Basement Retention and Foundation Assessment that details key aspects of the site, such as, rock excavatability, stability, rock and soil stress profile, groundwater modelling and assessment of seepages and possible dewatering;	precincts 1f and 1g)

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No.	**Condition**	**Timing**
	xiii) Critical geotechnical model sections of all proposed excavations must be provided in this GSDR, with reference to the geometry of the retention systems, load and design assumptions, load cases, structural section properties / material parameters, including analysis output (such as moment and shear envelopes and deflections, and changes to stress and groundwater levels during both temporary Stages and permanent configuration. In addition, an assessment of the installation of the retention system on adjacent properties should be included); xiv) Design drawings and technical specifications, including any temporary and permanent structures; xv) Details of groundwater chemistry assessment and proposed on-site treatment prior to discharge from site; xvi) Details of the basement ground water design philosophy including clarification as to whether the basements are fully tanked and designed for full hydrostatic groundwater pressure, or whether the ground water is collected via a subsoil collection system and pumped out. If groundwater is collected via subsoils drains and pumped out, provide details of where the collected groundwater is pumped to; and xvii) Evidence that that groundwater quality has been properly analysed and evidence that it complies with ANZECC standards for groundwater quality. b) Obtain certification of the GSDR by a Peer Reviewer with relevant geotechnical experience, certifying that the requirements of part a) of this condition have been achieved. c) Submit to the MEDQ a copy of the GSDR certified under part b) of this condition. d) Undertake all Works in accordance with the GSDR certified under part b) of this condition. ***Advice note**—Refer to the detailed Advice note attached to this PDA decision notice regarding the recommended approach for the peer review.*	b) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g) c) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-Precincts 1f and 1g) d) At all times
23.	**Noise Management Plan**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Submit to the MEDQ a Noise Management Plan for Works, certified by a suitably qualified and experienced RPEQ, or other suitably qualified and experienced person, including at a minimum: i) The process to be adopted for testing during Works to target noise levels; ii) Predicted zones of influence for the target noise levels outside of the Land where Works are being undertaken; iii) Identification of relevant sensitive receivers; iv) The approach to be taken to stakeholder engagement requirements in excessive noise circumstances; v) Significant equipment to be used and noise source levels; vi) Predicted impact and timeframes; vii) Proposed complaint handling and recording procedures; viii) Contingency plans for noise breaches; ix) Mitigation strategies and measures to be employed; x) Noise monitoring strategy outlining requirements for producing monthly Noise Monitoring Reports that record: A. The number of complaints received and their resolution; and B. Any incidents of exceeding the target noise levels, and the extent of exceedance.	a) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-Precincts 1f and 1g)
	b) Undertake Works in accordance with the certified Noise Management Plan required under part a) of this condition.	b) As indicated
	c) Submit to the MEDQ monthly Noise Monitoring Reports, certified by a suitably qualified and experienced RPEQ, or other suitably qualified and experienced person, confirming that the requirements of the certified Noise Management Plan required under part a) of this condition have been met.	c) As indicated
24.	**Peer Review – Structural Monitoring and Vibration Report** a) Prepare a Structural Monitoring and Vibration Report (SMVR), by a suitably qualified and experienced RPEQ-structural and vibration, addressing at a minimum: i) The process to be adopted for in-situ testing based upon actual construction equipment and methods and based upon actual geotechnical conditions onsite to forecast what vibration can be expected during all Works, including: A. Excavation of existing basement and shoring; B. New Excavation; C. Installation of new foundations (i.e. piling); D. Details of proposed methods to mitigate and control vibration and ground movements during construction; ii) An instrumentation and monitoring plan including drawings are to be provided with the design documentation. The	a) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g)

PDA Development Conditions		
No.	**Condition**	**Timing**
	instrumentation and monitoring plan and drawings must detail the frequency of monitoring, trigger levels and actions to be taken should the trigger levels be exceeded. As a minimum, the monitoring must commence before any Excavation, continue during Excavations and construction, and finish one month after the completion of the permanent Works; iii) Confirmation that the vibrations limits have been submitted to the adjacent utility providers; iv) Confirmation that DTMR has reviewed and endorsed the monitoring procedure for Works adjacent to the REX; v) Details for the anchors, including: A. Whether the anchors are temporary or permanent; B. The lifespan of the anchors; vi) Where appropriate, all necessary approvals for anchors from affected owners must be provided; vii) Details of the monitoring regime to be implemented for the Pedestrian Bridge; viii) A dilapidation survey for all surrounding assets and details of on-going monitoring of these assets. The extent of the existing assets to be monitored is to be determined from predictive modelling; ix) In relation to the existing Heritage Places in proximity to the Excavation, including Harris Terrace, The Mansions, the former Government Printing Office Buildings, and the former Department of Primary Industries (DPI) Building, the report is to provide: A. Existing footing information (i.e. footing construction, footing depth, footing width and founding soil type and consistency); 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 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, arising from building demolition, retention, Excavation and groundwater drawdown (both short and long term); E. Evidence that the limits for vibration, retention wall movements and groundwater movements for Heritage Places close to the top of the retention structures have been determined; F. Points A) to E) are to be considered in the design of the construction methodology proposed shoring, underpinning and stabilisation methods;	

PDA Development Conditions		
No.	**Condition**	**Timing**
	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 the existing condition of the Heritage Place; and H. Appropriate measures to ensure existing roof dormer structures and chimneys are protect from cracking due to building vibration.	
	b) Obtain certification of the SMVR by a Peer Reviewer with relevant structural and vibration experience, certifying that the requirements of part a) of this condition have been achieved.	b) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g)
	c) Submit to the MEDQ a copy of the SMVR certified under part b) of this condition.	c) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-Precincts 1f and 1g)
	d) Undertake all Works in accordance with the SMVR certified under part b) of this condition. ***Advice note**—Refer to the detailed Advice note attached to this PDA decision notice regarding the recommended approach for the peer review.* ***Advice note**—Refer to the Structural Monitoring Report, revision G, prepared by DBC, dated 10.05.2017 for background information for this condition.*	d) At all times
25.	**Groundwater Management Strategy** a) Submit to the MEDQ a Groundwater Management Strategy, certified by a suitably qualified and experienced person, incorporating at a minimum: i) Strategies for managing groundwater during the staged 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);	a) Prior to commencing Works Precincts 1 and 3 (excluding Sub-precincts 1f and 1g)

PDA Development Conditions		
No.	**Condition**	**Timing**
	iv) Details of the extent of drawdown including plots of groundwater contours and propose mitigation measures to reduce the impact of drawdown on existing infrastructure (i.e. buildings and services); v) Strategies for the collection and treatment of stormwater to ensure the stormwater discharge conforms with ANZECC guidelines; and vi) Supporting information to confirm that the Groundwater Management Strategy was prepared with reference to the relevant documentation prepared in accordance with other related PDA development conditions(s). b) Undertake all Works in accordance with the Groundwater Management Strategy certified under part a) of this condition.	b) At all times
26.	**Excavation and Basement Design Plans and Report** a) Submit to the MEDQ Excavation and Basement Design Concept Plans and Report, certified by a suitably qualified and experienced RPEQ, for the Excavation, addressing at a minimum: i) Reference design and performance criteria; ii) AS 3798, Guidelines on Earthworks for Commercial and Residential; iii) Compliance with the REX Analysis of Impacts Report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report; iv) Consistency with the following documents: A. The Approved PoD; B. The GSDR submitted under condition 22, titled Peer Review – Geotechnical, Shoring and Design Report; C. The SMVR submitted under condition 24, titled Peer Review – Structural Monitoring and Vibration Report; D. The Rock and Ground Anchor Report submitted under condition 28, titled Temporary Rock and Ground Anchors; v) The location of any cut or fill, and the associated character of material; vi) The quantity of fill to be deposited; vii) A maintenance regime for site access Roads to ensure that they remain free of all fill material and are cleaned as necessary; viii) The existing and proposed finished levels in reference to the Australian Height Datum (extending into the adjacent properties); ix) Protection of adjoining properties and Roads from ponding or nuisance from stormwater; x) Where Earthworks disturb potential contaminated land, evidence that the Excavation and Basement Design Concept Plans have been approved by a Suitably Qualified Person as defined by Chapter 7 Part 8 of the *Environmental Protection Act 1994* and certified by a Contaminated Land Site Auditor (Ref:	a) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g)

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No.	**Condition**	**Timing**
	https://www.qld.gov.au/environment/pollution/management/contaminated-land/auditor-engagement/); xi) Where Earthworks disturb or come within 2.0m of the REX piers, endorsement from DTMR is required for the proposed design; xii) All relevant standards and codes referred for the basis of design; and xiii) Reference supporting documentation used to inform the design plans. b) Submit to the MEDQ Detailed Design and Construction Plans, including sequencing and staging, for Excavation and basement design, certified by a suitably qualified and experienced RPEQ, supported by a letter from DBC confirming that the Detailed Design and Construction Plans are in accordance with the certified Excavation and Basement Design Concept Plans submitted under part a) of this condition. c) Undertake Works in accordance with the certified Detailed Design and Construction Plans submitted under part b) of this condition. d) Notify the MEDQ in writing, of Practical Completion of the Works identified in this condition. e) Submit to the MEDQ the following: i) Certification from a suitably qualified and experienced RPEQ that all Works have been undertaken in accordance with part b) of this condition; and ii) Written certification from a suitably qualified and experienced RPEQ for the as-constructed drawings. Without limiting the form of certification, one letter / certificate listing all applicable drawings, signed by the appropriate RPEQ for each field of engineering, is required.	b) Prior to commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g) c) As indicated d) As indicated e) Within 20 business days of Practical Completion of the Works
27.	**Compliance Assessment – Construction and Site Management Plan** a) Submit to the MEDQ for Compliance Assessment, a Construction and Site Management Plan (CSMP), for the Excavation and Building Works for the IRD and Precinct 3, and the Works for the Public Realm, Development Infrastructure, Water Infrastructure and Waste Water Infrastructure, prepared by the principal site contractor, that provides at a minimum: i) Evidence of consultation with Council regarding the local road network and infrastructure, and DTMR regarding the state-controlled road infrastructure, to confirm that the proposed CSMP does not adversely impact on the relevant network or infrastructure. The evidence is to include the date(s) of consultation, information supplied to Council and DTMR, a list of persons consulted, comments received from Council and DTMR	a) Prior to commencing Work in the relevant Precinct, Sub-precinct or Stage (excluding Sub-precincts 1f and 1g)

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No.	**Condition**	**Timing**
	(both written and verbal), and a response to the comments received; ii) A detailed Works construction program identifying the principal Work packages and the areas of activity associated with the Works package; iii) Identifying whether the proposed Works are within the zone of influence of the REX and compliance with the REX Analysis of Impacts report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report; iv) Removed – Condition part no longer in use; v) A site layout plan superimposed on the Road plan identifying the areas to be affected by the construction and access activities; vi) Loading and unloading locations for materials; vii) On-site storage and placement of materials, structures, plant and equipment on site, during Works being undertaken; viii) If applicable, any proposed arrangement utilising any part of the Road for construction related activities; ix) Location of proposed external Hoardings (ultimate) and gantries; x) Location of perimeter fencing; xi) Management of dust generated from the site during and outside of construction hours in accordance with the *Environmental Protection Act 1994*; xii) Any public utilities or Public Assets located within or external to the site that are affected by staged Works are to be managed in accordance with the relevant utility provider or owner's requirements; and xiii) Any services or other authority's assets within and external to the site to be affected by the different phases of the Works, (assets include water, sewer, stormwater, street trees, kerb-side allocation signs, line marking, bus stops, loading zones, parking meters and ticket dispensers) the proposed management. and responsible entity for the required approvals to undertake adjustments to the identified asset and the approximate timing of the required adjustment.	
	b) Where there are significant changes to the CSMP approved under part a) of this condition, submit to the MEDQ for Compliance Assessment, a revised CSMP achieving the requirements of part a) of this condition.	b) As required
	c) Undertake all Works in accordance with the CSMP approved under part a) or b) of this condition, as the case may be, which must be available on site at all times during Works. ***Advice note****—This PDA development approval does not authorise/approve any Hoarding (ultimate) or gantry to be located or*	c) At all times

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No.	**Condition**	**Timing**
	erected on any part of the REX. A proposal for a Hoarding or gantry on the REX will require approval of a separate, specific application to DTMR under the Transport Infrastructure Act 1994.	
28.	**Temporary Rock and Ground Anchor Report** a) Submit to the MEDQ a Temporary Rock and Ground Anchor Report (TRGAR), prepared and certified by a suitably qualified and experienced RPEQ addressing at a minimum: i) Approval from DTMR if temporary rock and ground anchors are proposed to be installed in the REX zone of influence, as identified in the REX Analysis of Impacts Report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report; ii) Evidence of consultation with Council and any relevant service authorities if rock and ground anchors are proposed to be installed in Road, confirming that the location of anchors is acceptable. The evidence is to include the date(s) of consultation, the information supplied to Council and each entity, a list of persons consulted, the comments received from Council and each entity (both written and verbal), and a response to the comments received; iii) Approval from adjoining land owners if rock and ground anchors are proposed to be installed under adjoining privately owned land; and iv) Geotechnical certification that the construction phase loads will not impact or endanger Heritage Buildings and adjoining infrastructure. This will involve demonstrating the effect of the load imposed pressure bulb, both prior to the de-stressing of the temporary ground anchors and upon final completion of the building. b) Design and construct all Works in accordance with the certified RGAR required under part a) of this condition. c) Submit to the MEDQ as-constructed drawings and associated test documentation for all rock and ground anchors certified by a suitably qualified and experienced RPEQ that all rock and ground anchors have been constructed in accordance with the RGAR required under part a) of this condition. The as-constructed drawings and documentation is to include at a minimum: i) Locality, site, layout and section/elevation plans depicting the anchoring system details including position, length, inclination angle, lock-off load and typical anchor block; ii) Location of all bored piers, shoring and bored piling in plan and elevation views together with shoring and bored piling details; iii) Construction methodology used during the installation process and the results of any tests undertaken;	a) Prior to the commencing Works in Precincts 1 and 3 (excluding Sub-precincts 1f and 1g) b) At all times c) Within 20 business days of Practical Completion of Works involving rock and ground anchors

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No.	**Condition**	**Timing**
	iv) A survey plan of existing Heritage Building foundations and infrastructure (water, stormwater, sewer, street trees, signs and markings) and utility services (telecommunications, electricity, and gas) and adjacent foundation details; and v) The surveyed location of all Council pipe lines and maintenance holes (including depths of maintenance holes and clearances to anchors) in public/private properties plotted on the shoring plan and wall sections.	
	d) Submit to the MEDQ certification by a suitably qualified and experienced RPEQ that the basement design has been constructed in compliance with any relevant approved engineering drawings and this condition.	d) Within 20 business days of Practical Completion of Works involving rock and ground anchors
	e) Submit to the MEDQ certification by a suitably qualified and experienced RPEQ, that all anchors have been de-stressed.	e) As required
29.	**Public Infrastructure: Protection, Damage, Repairs and Relocation**	
	a) All Works must not damage or compromise the function or performance of any existing public infrastructure.	a) At all times during Works
	b) Should the Development be required to provide alterations to utility mains, services, Roads, bikeways and footpaths, or other installations, notify the relevant infrastructure provider prior to Works commencing.	b) As indicated
	c) Repair any damage to existing public infrastructure that occurs during Works carried out in association with the Development, within or external to the site, in compliance with the relevant standards and infrastructure provider's requirements, and no later than 20 business days after damage occurs during Works, unless otherwise agreed to in writing by the MEDQ.	c) As indicated
	d) Costs associated with the alteration, repair of any damage incurred, or relocation must be met and carried out in accordance with the relevant infrastructure provider's standards and requirements.	d) As required
Transport		
30.	**Consultation with Council** All Works within the Road outside the PDA boundary and the PDA associated land that impact on the Council Road network, are to be endorsed by Council prior to commencing the Works.	At all times

PDA Development Conditions		
No.	**Condition**	**Timing**
31.	**Compliance Assessment – REX Analysis of Impacts Report**	
	a) Submit to the MEDQ for Compliance Assessment a REX Analysis of Impacts Report, certified by a suitably qualified and experienced RPEQ, and approved by DTMR. The REX Analysis of Impacts Report is to contain details of all Works, activities and operations associated with the Development that have the potential to cause impact to the REX. The REX Analysis of Impacts Report is to be prepared with reference to the *Riverside Expressway (REX), Analysis of Impacts – Project wide* report, revision 5, prepared by ARUP, dated 14.11.2017. The REX Analysis of Impacts Report must demonstrate compliance with the DTMR criteria for the interaction between all Development the subject of this PDA decision notice and the REX, and detail the acceptable REX impact limits and tolerances.	a) Prior to commencing Works in the relevant Precinct or Sub-precinct
	b) Design and construct all Development, where applicable, to achieve compliance with the REX Analysis of Impacts Report approved under part a) of this condition.	b) At all times during Works
32.	**REX Construction Management and Monitoring Plan**	
	a) Prepare a REX Construction Management and Monitoring Plan (REX CMMP) to address Works that may influence the REX impact limits and tolerances, as identified in the REX Analysis of Impacts Report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report. Undertake consultation with DTMR to confirm that the REX CMMP achieves DTMR's operational and statutory requirements for the REX.	a) Prior to commencing Works in the relevant Precinct or Sub-precinct
	b) Submit to the MEDQ each REX CMMP prepared in accordance with part a) of this condition, supported by evidence of consultation with DTMR including the date(s) of consultation, the information supplied to DTMR, a list of persons consulted, the comments received from DTMR (both written and verbal), and a response to the comments received.	b) Prior to commencing Works in the relevant Precinct or Sub-precinct
	c) Submit to the MEDQ written advice, certified by a suitably qualified and experienced RPEQ, who meets the DTMR pre-qualifications, confirming that all Works: i) Achieve the design criteria as identified in the REX Analysis of Impacts Report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report; ii) Are designed in accordance with the relevant REX CMMP submitted to the MEDQ under part b) of this condition, and have considered the current structural integrity of the REX, existing geotechnical conditions, Works completed to date, RPEQ	c) Prior to commencing Works in the relevant Precinct or Sub-precinct

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	certification process, any relevant baseline monitoring and any relevant findings from ongoing structural monitoring and vibration analysis; and iii) Will not adversely affect the structural integrity of the REX. d) Carry out all relevant Works in accordance with the documentation referenced in parts a), b) and c) of this condition.	 d) At all times
33.	**Traffic Management Plan** a) Submit to the MEDQ a Traffic Management Plan (TMP) prepared by a suitably qualified traffic engineer holding a current Traffic Management Design qualification, with all drawings certified by a suitably qualified and experienced RPEQ, and Endorsed by the TTWG. The TMP is to include at a minimum: i) Description of Works and identification of corresponding Sub-precincts to be governed by the TMP; ii) Provision for the management of traffic around and through the site during and outside of construction work hours for all road users with consideration provided to nearby property accesses; iii) Detailed drawings confirming the adequacy of design solutions, including sight distances and manoeuvring; iv) Proposed restricted work zones on the Road, and evidence of written agreement from Council and DTMR to the relaxation of clearway hours and resolution of alternate kerbside allocations including bus zones; v) Proposed alteration to kerb-side allocation signs and line marking (such as bus stops, loading zones and parking meters and or ticket dispensers); vi) Acknowledgement that no on-site parking for construction workers is to be provided; vii) Loading/unloading locations and volumes of heavy vehicles for materials delivery during and outside of construction work hours; viii) Pedestrian, cycling and vehicle management including alternative pedestrian and cycling routes and vehicle movement, past or around the site with consideration provided to ensure continuing access to buildings/properties and ferry terminals proximate to the site; ix) Acknowledgement that the Bicentennial Bikeway and Clem Jones Promenade are to remain open and operational where safe and practicable during construction activities, unless otherwise agreed to in writing by the TTWG; x) Management of pedestrian diversion via Stephens Lane, which is to remain operational at all times where safe and practicable at a similar standard to existing; xi) Vehicular access points for loading and unloading;	a) Prior to commencing a Compliance Assessment for a Precinct or commencing Development in a Precinct (other than Site Establishment Works), whichever is the earlier

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	xii) Procedure of the ongoing monitoring, management review and certified update requirements of the TMP; xiii) Monitoring Works, or for updates, changes and non-compliance of any traffic management activities outlined in the TMP; xiv) Long term TGS prepared in accordance with the MUTCD for activities located within the Road, including wayfinding signage; xv) TGS for all temporary Road closures at all Stages of Works including the requirement for closure of Margaret Street, including the section west of George Street and the ramps from the REX; in accordance with relevant Council and DTMR permits; xvi) Lighting arrangements with no net loss of lighting in corridors where public access will continue; xvii) Vehicle cross overs in accordance with the approved plans and designed and constructed in accordance with Council adopted standards*;* xviii) No net loss of motorcycle parking, on-street parking or kerbside uses, unless as otherwise agreed to in writing by the TTWG, or as otherwise approved through Council's standard permitting processes; xix) Methodology, staging and timing of all Road closure implementations; xx) Details of pedestrian footpath alterations/widenings; and xxi) Arrangements for continued pedestrian access to ferry terminals.	
	b) Where there are significant changes to the TMP Endorsed by the TTWG under part a) of this condition, submit to the MEDQ a new or revised TMP, prepared by a suitably qualified traffic engineer holding a current Traffic Management Design qualification, with all drawings certified by a suitably qualified and experienced RPEQ, and Endorsed by the TTWG. The new or revised TMP is to include at a minimum: i) The specific requirements identified under part a) of this condition; and ii) Confirmation of coordination between other current TMPs which have been Endorsed by the TTWG (if required).	b) Within 5 business days of the TTWG endorsement
	c) Undertake all Works in accordance with the relevant TMP, as Endorsed by the TTWG, which must be current and available on site at all times. ***Advice note—****Traffic operational changes such as temporary and permanent lane modifications, relaxation of clearway zone hours, footpath closures and alternative kerbside parking allocations, including bus zones on Roads adjoining the site will require separate approval from Council or DTMR as applicable.*	c) At all times

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34.	**Haulage Management Plan** a) Submit to the MEDQ a Haulage Management Plan (HMP) prepared by a suitably qualified and experienced person holding current Traffic Management Design qualifications, with all drawings certified by a suitably qualified and experienced RPEQ, and Endorsed by the TTWG. The HMP is to include at a minimum: i) Heavy vehicle size and load limits; ii) An estimate of the quantity of excavated / demolition material to be removed and the approximate number of heavy vehicle movements per day, including destinations for loads; iii) Load in/out facility locations, operation and access / egress; iv) Designated haulage route(s) including contingency haulage for all stages of the Works, both inside and outside of the CBD; v) Haulage times; vi) Number of heavy vehicle movements; vii) GPS provision on heavy vehicles to enable tracking and compliance reporting and maintain a register of vehicle type with identification; viii) Details of a suitable compliance strategy to control the weight of vehicles entering and leaving the site to the satisfaction of DTMR and Council; ix) An auditable process to manage, monitor and report on the compliance with the 42.5 tonne total GML (General Mass Limit) of vehicles unless otherwise permitted by DTMR; x) Monitoring arrangements, daily metric reporting and monthly reporting to manage load limit compliance; xi) Relevant actions and procedures identifying how loads will be appropriately secured, managed and loaded. Haulage vehicles are to be spaced 200 metres apart when departing the site onto the REX and the Captain Cook Bridge; xii) Contingency planning for non-standard operations and unpredicted impacts, including a safety management protocol (e.g. for loss of load or heavy vehicle breakdown on the REX); and xiii) A communication strategy (including a community engagement plan) for routes and corridors that are being utilised for the transportation of material(s), with provision for a complaints register, and the ability to identify relevant trucks or drivers in relation to a complaint received. b) Where there are significant changes to the HMP Endorsed by the TTWG under part a) of this condition, submit to the MEDQ a new or revised HMP which is prepared by a suitably qualified and experienced person with current Traffic Management Design Qualifications, with all drawings certified by a suitably qualified and	a) Prior commencing Compliance Assessment for a Precinct, prior to development commencing in a Precinct (other than Site Establishment Works), whichever is the earlier b) Within 5 business days of TTWG endorsement

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	experienced RPEQ, and Endorsed by the TTWG. The new or revised HMP is to include at a minimum: i) The specific requirements identified under part a) of this condition; and ii) Confirmation of coordination between other current HMPs which have been Endorsed by the TTWG (if required). c) Undertake all haulage in accordance with the relevant HMP, as Endorsed by the TTWG, which must be current and available on site at all times. d) Submit to the MEDQ on a monthly basis, or as requested by the MEDQ, HMP monitoring results certified by a suitably qualified and experienced person to be in compliance with the relevant HMP as Endorsed by the TTWG.	c) At all times d) As indicated during Operational Work and Building Work
35.	**Temporary Vehicle Crossings** Temporary vehicle crossings providing ingress/egress to the Land must be designed and constructed in such a manner so as to provide protection to the Heritage Kerbs as identified in condition 101, titled Heritage Kerbs.	At all times
36.	**Compliance Assessment – Pedestrian Movements Technical Note** a) Submit to the MEDQ for Compliance Assessment a Pedestrian Movements Technical Note, Endorsed by the TTWG, certified by a suitably qualified and experienced person, including at a minimum: i) Additional modelling of pedestrian movements, based on generally accepted pedestrian modelling methodologies, considering: A. The capacity of the existing public footpaths and their current business as usual level of service (LOS); B. Maintenance of a minimum footpath width of 3.75m, in accordance with Council standards, unless where adjoining a Heritage Building then the existing footpath width is to be maintained, or unless otherwise agreed to in writing by the MEDQ; C. Future pedestrian movements, based on the proposed Brisbane Metro and the Development; D. The capacity of the existing public footpaths to accommodate the future pedestrian movements, the target LOS, as described further below, and mitigation strategies to achieve the target LOS; E. The below listed target LOS, for the business as usual case: I. LOS B for all public footpaths in the Road;	a) Prior to commencing Roadworks for the relevant Precinct or Sub-precinct (excluding Sub-precincts 1f and 1g)

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	II. LOS D for pedestrian crossings and pedestrian queuing areas at intersections; III. LOS A for pedestrian paths in the Public Realm and Foreshore areas, where not otherwise listed above; ii) A summary of the additional pedestrian modelling undertaken, such as: A. Inputs and assumptions used to form the basis of the pedestrian model; B. Confirmation that the ultimate Development, and any staged arrangements were incorporated; C. Updated results provided in a suitable diagram format; and D. Details of any mitigating works required to achieve the target LOS; iii) Details of the location of pedestrian connections demonstrating that the Development provides safe and suitable pedestrian access; iv) A schedule of all pedestrian paths relied upon in the additional pedestrian modelling, with supporting dimensioned diagrams for footpath and thoroughfare widths; and v) Details of timing for when pedestrian connections will be provided or will be restricted based on staging of the Development and Works. b) Design the Development in accordance with the Pedestrian Movements Technical Note approved under part a) of this condition. ***Advice note**—Refer to the Traffic Engineering Report, revision 9, prepared by TTM, dated 09.05.2017 for background information for this condition.*	b) At all times
37.	**Compliance Assessment – Servicing and Access Technical Note** a) Submit to the MEDQ for Compliance Assessment a Servicing and Access Technical Note, certified by a suitably qualified and experienced RPEQ, that includes or addresses at a minimum: i) Any required turn-around provision within Queens Wharf Shared Zone for the periods when access is restricted from the northern end of Queens Wharf Shared Zone, including concept drawings; ii) Adequate servicing arrangements for the Development; iii) All on-site servicing areas, existing and proposed loading dock capacities, on-site circulation, manoeuvring and loading bays (i.e. swept paths for largest design vehicle, and coaches where applicable), including concept designs; iv) The Management of access and servicing on the Land, in accordance with the MUTCD including a service vehicle management plan that:	a) Prior to commencing Works for the relevant Precinct or Sub-precinct

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	A. Details responsibility for the overarching management of service vehicles, their access and operations for the Development; B. Details service vehicle management principles and objectives, including operational days and times; C. Demonstrates loading bay provisions meet demands for the total Development; D. Provides for the safe movements of service vehicles through the Public Realm; and E. Details of security arrangement to prevent unauthorised vehicles within the Public Realm. b) Submit to the MEDQ a Servicing and Access Technical Note, certified by a suitably qualified and experienced RPEQ, and endorsed by the TTWG, that includes or addresses at a minimum: i) Compliance with Figure 132: Vehicle Access Points, of the Approved PoD, in relation to access locations; ii) For Queens Wharf Shared Zone: A. Access at the northern end of the Queens Wharf Shared Zone is to be limited to service vehicles between the hours of 12:30am and 6.30am daily, to respond to the operational requirements of the Brisbane Metro project; B. The ability to access Queens Wharf Shared Zone during hours outside of those specified in b) ii. A. of this condition (above) is to be identified through a management strategy which details alternate service access arrangements to the whole site; C. Enter into a management plan with Council where operating hours are proposed outside the hours nominated under part b) ii A. of this condition; D. A Management Plan that: I. Details responsibility for the overarching management of service vehicles, their access and operations on Queens Wharf Shared Zone; II. Details service vehicle management principles and objectives, including operation days and times; III. Demonstrates loading bay provisions meet demands for the total overall development; IV. Provides for the safe movement of service vehicles through the Public Realm; V. Details of security arrangements to prevent unauthorized vehicles within the Public Realm; iii) Analysis of proposed options for IRD ingress routes as nominated in the Information Request response, prepared by TTM Consulting Pty Ltd dated 21.08.2018 including concept plans, detailed analysis and modelling;	b) Prior to commencing works in the relevant precinct or sub-precinct

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	iv) The management of access and servicing on the Land, in accordance with the MUTCD, including details of access routes to and from the service vehicle facilities; v) Arrangements for refuse collection for the Development, including access, location of the collection points and compliance with Council requirements. c) Design and construct the Development in accordance with the Servicing and Access Technical Notes approved under part a) and b) of this condition. d) Submit to MEDQ certification by a suitably qualified and experienced RPEQ that all works have been undertaken in accordance with this condition. ***Advice note**—Refer to the Traffic Engineering Report, revision 9, prepared by TTM, dated 09.05.2017 for background information for this condition.*	c) At all times d) Within 20 business days of Practical Completion of the relevant works
38.	**Compliance Assessment – Parking, Access and Public Transport Technical Note** a) Submit to the MEDQ for Compliance Assessment a Parking, Access and Public Transport Technical Note, certified by a suitably qualified and experienced RPEQ, that addresses as a minimum: i. Car park design, layout and operation in accordance with AS2890.1 and Brisbane City Plan 2014 Transport, Access, Parking and Servicing Planning Scheme Policy; ii. Schedule of parking provisions including parking numbers per building (residential and visitors), to confirm the supply and location of on-site parking; iii. Demonstrate how parking supply and management arrangements meet demands for the different uses in the Development; iv. Location and provision for taxi and bus set down, drop off/pick up and parking facilities, including concept design of facilities and capacity to accommodate for expected peak demands. Include evidence of consultation with the Taxi Council Queensland about the design and provision of taxi (including limousine) pick up and set down; v. Demonstrate adequate provision for on-site queuing for the Development to ensure no impacts on the Road network and the Public Realm, including turn around facilities where applicable. b) Submit to the MEDQ for Compliance Assessment a Parking, Access and Public Transport Technical Note, certified by a suitably qualified	a) Prior to commencing Works in the relevant Precinct or Sub-precinct b) Prior to commencing

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	and experienced RPEQ and Endorsed by the TTWG, that addresses at a minimum: i. The Margaret Street short lane access ramp at the William Street and Margaret Street intersection, and the design requirements; ii. Access design and operation of all vehicles, including service vehicles; iii. Compliance with Figure 132: Vehicle Access Points, of the Approved PoD, in relation to access locations; iv. Parking supply in accordance with the following: A. Multiple dwelling 0.5 spaces per bedroom (maximum); B. Short-term accommodation 0.25 spaces per room (maximum); C. Uses other than Multiple dwelling and Short-term accommodation (new) 2,300 spaces (maximum); D. Uses other than Multiple dwelling and Short-term accommodation (existing) 620 spaces (maximum); v. Visitor parking for residential uses in Precinct 3 to be provided at 1 space per 20 units; vi. Details of planned new bus stops and proposed bus stops to be upgraded, including location, signage and structures. Bus stops are to be designed as premium bus stops, are to comply with Council bus stop design standards, and the location and design of new bus stops; vii. Details of proposed locations of signage to notify drivers of car park access restrictions from the Road network.	Works in the relevant Precinct or Sub-precinct
	c) Submit to the MEDQ for Compliance Assessment details of the car park management scheme, certified by a suitably qualified and experienced RPEQ including: i. Proposed circulation and signage concept strategy and supporting plan(s) for the entry and exit to the on-site car parking areas, drop off zones and porte cocheres; ii. Demonstrate on-site arrangements with the location and operation of boom gates, reserved/allocated parking areas, and analysis of internal site queuing for car park exit(s) to accommodate peak car park exit demands and that internal queuing does not block or restrict internal circulation and access that may result in additional queuing to the site ingress driveway(s); iii. Turn around facilities and/or demonstrate how (non-casino member) drivers will be able to exit the car park under the 10-minute complimentary period. d) Submit to the MEDQ details of the car park management scheme, including signage plans and line marking plans for all on-site car parking areas certified by a suitably qualified and experienced RPEQ.	c) Prior to commencing Works in the relevant Precinct or Sub-Precinct (excluding works associated with part of Sub-Precinct 1a IRD Basement Footings as agreed to in writing by the MEDQ). d) Prior to commencing the use in the relevant precinct

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		or sub-precinct and at all times
	e) Design the Development in accordance with the Parking, Access and Public Transport Technical Note approved under part a) and b) and the car park management scheme approved under part c) and d). ***Advice note***—*Refer to the Traffic Engineering Report, revision 9, prepared by TTM, dated 09.05.2017 for background information for this condition.*	e) At all times
39.	**Compliance Assessment – Roadworks Design Plans** a) Submit to the MEDQ Roadworks Functional Layout Plans for Compliance Assessment, certified by a suitably qualified and experienced RPEQ, and Endorsed by the TTWG, for any public transport infrastructure or Works to be completed within an existing or proposed Road. The submission is to include at a minimum: i) Functional Layout Plans for the following intersection modifications at a minimum: A. William Street and Margaret Street intersection, including: I. Removal of the left turn slip lane from the Margaret Street approach; II. Additional short left turn and through lane on the REX southbound off-ramp at the Margaret Street approach, including the access ramp to the IRD basement carpark; III. Exit lane on Margaret Street departure to form the access to the IRD basement car park; IV. Associated modifications to adjacent pedestrian footpaths; B. Alice Street and William Street intersection, including: I. Additional right turn lane on the William Street approach; II. Associated modifications to adjacent pedestrian footpaths; C. The access between Queens Wharf Road and Margaret Street, including realignment and configuration of Queens Wharf Road approach; D. Vehicle access configurations at William Street, Margaret Street and Alice Street; ii) Demonstration that no further intersection modifications are required; iii) Functional Layout Plans for the following Road corridors at a minimum: A. William Street, including: I. Horizontal and vertical alignment, lane widths, footpath widths, pavement depth, service corridors and access points; II. Central median treatment;	a) Prior to commencing Works for the relevant Precinct or Sub-precinct

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	B. Removed – Condition part no longer in use; C. All other Roads in the QWB PDA; and iv) Functional Layout Plans of planned new bus stops and proposed bus stops to be upgraded, as nominated in the Parking, Access and Public Transport Technical Note approved under condition 38, titled Compliance Assessment – Parking, Access and Public Transport Technical Note. b) Submit to the MEDQ Roadworks Functional Layout Plans for Compliance Assessment, certified by a suitably qualified and experienced RPEQ for the following at a minimum: A. Queens Wharf Road, including: I. Any proposed shared zone(s); II. Horizontal and vertical alignment, pavement depth, service corridors, access points, cross sections, signage and servicing; III. The function of this facility as a shared zone for pedestrians, cyclists and vehicles; IV. Clear sight lines to ensure legibility and visibility for all users; V. Best practice wayfinding techniques delivered through visual and textural cues including paving, materiality, lighting, planting, bollards and signage to clearly define the function road and the use of both the shared zone and private road; VI. Appropriate design controls to achieve a safe environment for all users including path widths and design principles to address conflict between pedestrians, cyclists and vehicles and measures to control speed; VII. The historical alignment of Brisbane's first Street; VIII. DTMR Endorsement of the alignment Queens Wharf Road between the REX Piers; IX. BCC Endorsement of the intersection of Queens Wharf Road and the Victoria Bridge. c) For any additional Works or significant variations to the Works described under part a) i) and ii) of this condition, submit supporting intersection analysis (using SIDRA Intersection), Endorsed by the TTWG, with the Functional Layout Plans required under part a) of this condition. d) Submit to the MEDQ the following information in support of the Functional Layout Plans required under part a) of this condition: i) Demonstration of compliance with the recommendations of the: A. Pedestrian Movements Technical Note approved under condition 36, titled Compliance Assessment – Pedestrian Movements Technical Note;	b) Prior to commencing Roadworks in the relevant Precinct or Sub-precinct c) Prior to commencing Roadworks in the relevant Precinct or Sub-precinct d) i)-v) Prior to commencing Roadworks in the relevant Precinct or Sub-precinct

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	B. Servicing and Access Technical Note approved under condition 37, titled Compliance Assessment Servicing and Access Technical Note; C. Parking, Access and Public Transport Technical Note approved under condition 38, titled Compliance Assessment – Parking, Access and Public Transport Technical Note; ii) Details of all relevant standards / codes referred to as the basis of design; iii) Reference design and performance criteria; iv) Reference supporting documentation used to inform design plans; v) Confirmation that all Works within Queens Wharf Private Road are in accordance with Council design and public realm standards; and vi) Confirmation that all Works within an existing or proposed Road, including William Street (excluding Queens Wharf Road) are in accordance with Council design and public realm standards. OR The applicant is to submit an executed Management Agreement between the relevant entity and Council that details the maintenance, replacement, security, and insurance requirements for the installation of all Works that are inconsistent with Council standards.	d) vi) Prior to the commencement o the use of the public Road within the relevant precinct, sub-precinct or stage
	e) Following approval of the Functional Layout Plans, submit to the MEDQ for Compliance Assessment Detailed Design, Signal Plans and Construction Plans for the Roadworks identified under part a) of this condition, certified by a suitably qualified and experienced RPEQ and Endorsed by the TTWG.	e) As indicated
	f) Following approval of the Functional Layout Plans, submit to the MEDQ for Compliance Assessment Detailed Design, Signal Plans and Construction Plans for the Roadworks identified under part b) of this condition, certified by a suitably qualified and experienced RPEQ and including: i) DTMR Endorsement of the alignment between the REX Piers; ii) BCC Endorsement of the intersection of Queens Wharf Road and the Victoria Bridge.	f) As indicated
	g) Undertake Works in accordance with the Detailed Design, Signal Plans and Construction Plans approved under part e) and f) of this condition.	g) At all times
	h) Submit to the MEDQ written evidence of the Practical Completion date of the Works identified in this condition.	h) As required
	i) Submit to the MEDQ the following:	i) Prior to commencement

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	i) Certification from a suitably qualified and experienced RPEQ that all Works have been undertaken in accordance with the Detailed Design, Signal Plans and Construction Plans approved under part e) and f) of this condition; ii) All documentation as required by the CPM; iii) Certified as-constructed drawings, by a suitably qualified and experienced RPEQ. Without limiting the form of certification, one letter / certificate listing all applicable drawings, signed by a suitably qualified and experienced RPEQ for each field of engineering; and iv) Certified as-constructed drawings, by a suitably qualified and experienced RPEQ, an asset register and test results in accordance with the relevant service provider's current adopted standards. ***Advice note***—*Refer to the Traffic Engineering Report, revision 9, prepared by TTM, dated 09.05.2017 for background information for this condition.*	of the use of the road within the relevant Precinct or Sub-precinct
40.	**Compliance Assessment – Service Vehicle Entry Plan** a) Submit to the MEDQ for Compliance Assessment, a Service Vehicle Entry Plan identifying all service vehicle entry/exit access points for the Development, including at a minimum: i) An assessment demonstrating compliance with the Servicing and Access Technical Note approved under condition 37, titled Compliance Assessment Servicing and Access Technical Note; ii) An assessment demonstrating compliance with Figure 132 of the Approved PoD; iii) Incorporation of appropriate transitions at crests and sags for access gradients, as certified by a suitably qualified and experienced RPEQ to be compliant with design vehicle ground clearance templates; iv) Evidence that all design vehicle manoeuvring templates / swept paths can be achieved, as certified by a suitably qualified and experienced RPEQ; and v) Evidence of acceptable sight distances at each service vehicle entry/exit access point, in consideration of pedestrians, cyclists and other vehicles, in accordance with *Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy*. b) Design and construct all relevant Development in accordance with the Service Vehicle Entry Plan approved under part a) of this condition.	a) Prior to commencing Roadworks in the relevant Precinct, Sub-precinct or Stage b) At all times
41.	**Removed – condition no longer in use** Condition deleted 9th Change to the Approval on 11 June 2021	

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Maritime Works and Reclamation Works		
42.	**Compliance Assessment – Overarching Maritime Works and Reclamation Works Management Plan** a) Submit to the MEDQ for Compliance Assessment an Overarching Maritime Works and Reclamation Works Management Plan (OMWRWMP), prepared with reference to the provisions of the Foreshore Environmental Management Plan and Basis of Design, revision 8, prepared by Arup, dated 10.05.2017, certified by a suitably qualified and experienced RPEQ, addressing at a minimum: i) The certification procedures process for all Maritime Works and Reclamation Works, including details of the consultation requirements with respect to the relevant maritime authorities including the Regional Harbour Master, with respect to maritime safety and operations, and the chief executive administering the *Fisheries Act 1994*, with respect to marine plants and fisheries; ii) Evidence of consultation on the OMWRWMP with the following entities regarding the suitability of the proposed Works: A. The Regional Harbour Master with respect to navigation, maritime safety and operations; B. DTMR as owner of the REX, specifically if there is placement of any material on the REX volumetric lot; C. Council with respect to their requirements for CityCat and ferry operations; D. The chief executive administering the *Fisheries Act 1994* with respect to marine plants and fisheries; The evidence is to include the date(s) of consultation, the information supplied to the entities, a list of persons consulted, comments received from the entities (both written and verbal), and a response to the comments received; iii) The design basis and performance criterion for the proposed Maritime Works and Reclamation Works; iv) Borehole information for the Maritime Works, including at a minimum, full thickness of soil and residual soil stratigraphy (including piston sampling), borehole shear vane profiles (soft and firm clays); v) Geotechnical and structural monitoring procedures, including for soil settlement; vi) How the impact of settlement on existing structures, REX foundations and utilities has been managed and mitigated; vii) Where the construction methodology incorporates piles, the basis of design, performance criterion and pile testing requirements; viii) How the requirements of the other related investigations and studies undertaken in accordance with other relevant PDA development conditions have been met or are to be me through further detailed investigation or design, including:	a) Prior to commencing Maritime Works or Reclamation Works in the relevant Precinct, Sub-precinct or Stage

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	A. The REX Analysis of Impacts Report approved under condition 31, titled Compliance Assessment – REX Analysis of Impacts Report; B. The ASSMP submitted under condition 21, titled Acid Sulfate Soils, including using data compiled from soil logs and laboratory data for ASS, and confirming that all sample testing for ASS are consistent with QASSIT and state regulations; C. The Hydraulic Model Reset Report approved under condition 47, titled Compliance Assessment – Hydraulic Model Reset Report; and ix) How the continued operation of the CityCat ferry terminals will be achieved during the Works. b) If, after undertaking further detailed investigations, changes are required to the information or recommendations contained in the OMWRWMP approved under part a) of this condition, submit to the MEDQ for Compliance Assessment an updated OMWRWMP in compliance with the requirements of part a) of this condition. c) Design all relevant Maritime Works and Reclamation Works in accordance with the OMWRWMP approved under part a) of this condition, or as amended from time to time under part b) of this condition.	b) As required c) At all times
43.	**Compliance Assessment – Geotechnical Investigations for Maritime Works and Reclamation Works** a) Submit to the MEDQ for Compliance Assessment Geotechnical Investigations for the Maritime Works and Reclamation Works, certified by a suitably qualified and experienced RPEQ, addressing at a minimum: i) The recommendations in the Foreshore Environmental Management Plan and Basis of Design, revision 8, prepared by Arup, dated 10.05.2017; ii) Where dredging is proposed: A. Practicality of dredging and handling of dredged materials; B. Stability of dredged batters and revetments; iii) Design of pile foundations, where applicable; iv) The settlement characteristics of filled areas. Incorporate an assessment of potential ground settlement as a result of the Development, including consideration of the impact on adjacent structures and Public Assets. Should the potential settlement cause adverse impacts, include a ground improvement design demonstrating how the adverse impact of the Works have been reduced; v) Design of high level foundations;	a) Prior to commencing Maritime Works or Reclamation Works in the relevant Precinct, Sub-precinct or Stage

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	vi) Design details of the geotechnical model, design parameters, assessment of likely settlement, design and drawings of the ground improvement method proposed, and monitoring requirements; vii) ASS where materials are proposed to be dredged, through a risk assessment and management plan; and viii) Anaerobic bacteria, through a risk assessment and management plan. b) Design the relevant Maritime Works and Reclamation Works in accordance with the relevant Geotechnical Investigations approved under part a) of this condition.	b) At all times
44.	**Compliance Assessment – Maritime Structures and Reclamation Works Report and Design Plans** a) Submit to the MEDQ for Compliance Assessment a Maritime Structures and Reclamation Works Report (MSRWR) and Concept Design Plans, certified by a suitably qualified and experienced RPEQ, including at a minimum: i) A letter from DBC confirming that the MSRWR and Concept Design Plans are in accordance with the OMWRWMP approved under condition 42, titled Compliance Assessment – Overarching Maritime Works and Reclamation Works Management Plan and the Hydraulic Model Reset Report approved under condition 47 Compliance Assessment – Hydraulic Model Reset Report; ii) User requirement specifications for each Maritime Structure and Reclaimed Land; iii) The basis of design detailing the design and performance criteria, and assumptions relevant to the design of each element of the Maritime Structure and Reclamation Works, including permanent and pop up structures. This document must establish the basis for determining the design life of each element, the average return interval of ultimate design events and service load criteria, to ensure an acceptably low probability that the design events will not be exceeded; iv) A list of the standards, codes and guidelines used for the design, in accordance with relevant Australian and New Zealand standards. Where there is no relevant Australian and New Zealand standard, international standards, codes and guidelines published by recognized organizations, relevant to the design being undertaken, are to be adopted; v) Construction methodology, including staging details, construction process, and recommendations for the management of marine sediments and contamination; vi) Evidence of consultation with the Regional Harbour Master for the proposed Maritime Works and Reclamation Works. The purpose of the consultation is to obtain the Regional Harbour	a) Prior to commencing Maritime Works or Reclamation Works in the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	Master's confirmation that the design of the Maritime Works and Reclamation Works complies with the relevant requirements for maritime safety and operations. The evidence is to include the date(s) of consultation, the information supplied, a list of the persons consulted (in addition to the Regional Harbour Master), the comments received (both written and verbal), and a response to the comments received; vii) Provision of CAD drawings of all proposed Maritime Structures, Maritime Structures and Reclamation Works; viii) How the proposed Maritime Structures and Reclamation Works are in accordance with all relevant requirements and recommendations of the following documents: A. The OMWRWMP approved under condition 42, titled Compliance Assessment – Overarching Maritime Works and Reclamation Works Management Plan; B. The relevant Geotechnical Investigation approved under condition 43, titled Compliance Assessment – Geotechnical Investigations for Maritime Works and Reclamation Works; C. The Hydraulic Model Reset Report approved under condition 47, titled Compliance Assessment – Hydraulic Model Reset Report; D. The Groundwater Management Strategy required under condition 25, titled Groundwater Management Strategy; E. The relevant works-specific Erosion and Sediment Control Plan required under condition 19, titled Erosion and Sediment Management; F. The GSDR required under condition 22, titled Peer Review – Geotechnical, Shoring and Design Report; G. The relevant contaminated land documents, required under condition 20, titled Contaminated Land; H. The ASSMP required under condition 21, titled Acid Sulfate Soils; ix) Where dredging is proposed, a dredging management plan addressing all relevant provisions and requirements of the overarching ESCP and relevant works-specific ESCP required under condition 19, titled Erosion and Sediment Management; x) A constructability report investigating the constructability of the proposed design for each element of the Maritime Structures and Reclamation Works. The Cooperative Research Centre for Construction Innovation document titled, *The Guide to Best Practice for Safer Construction*, Engineers Australia, 2007, is to be used to guide the detailed design; xi) A safety in design report which is to include a safety in design risk register. Residual risks at the completion of the design phase are to be identified as such on the register and communicated to affected parties;	

PDA Development Conditions		
No.	**Condition**	**Timing**
	xii) Documentation in response to the environment and sustainability requirements of the Environmental Management Plan Framework, revision 8, prepared by Arup, dated 10.05.2017. Include proposed methods to refurbish, demolish and recycle the Maritime Structures at the end of their design life; xiii) Demonstration that the Maritime Structures and Reclamation Works are adequately designed for: A. Vessel impact, with an allowance for impacts by vessels up to 150 tonnes displacement, such as barges; B. Vehicle loads appropriate for all required emergency vehicles; C. Flood loads appropriate for each Maritime Structure and Reclaimed Land; D. Vessel wakes (bow and stern waves); E. Wave climate due to wind waves; F. Wave action on rock revetments; G. Wave run-up on beaches and ramps; H. Wave loadings on piles; I. Wave loadings on vertical walls; J. Wave loadings on soffits of decks, boardwalks and the underside of decks and beams; xiv) Demonstration that the Maritime Structures and Reclamation Works adequately consider vessels proposed to use the facility, including: A. Particulars of each vessel type; B. Fender requirements; C. Mooring arrangements; D. Access requirements; E. Characteristics of the wake; xv) A durability and asset management plan (DAMP), which is to provide evidence demonstrating all materials used in the Maritime Structures and Reclamation Works comply with the relevant design life and maintenance regime requirements. The DAMP is to document at a minimum the: A. Design life for individual elements; B. Protective coating and maintenance requirements; C. Corrosion protection systems, including cathodic protection systems; D. Requirements for maintenance (whole of life including minor and major) during the operational life of the Maritime Structure and Reclaimed Land; E. Whole of life cost, including a forecast of major and minor maintenance costs; F. Ownership or management transfer timeline for each Maritime Structure or Reclaimed Land; G. Methods to demolish and recycle the Maritime Structures at the end of their design life; and	

<table>
<tr><th colspan="4">PDA Development Conditions</th></tr>
<tr><th>No.</th><th colspan="2">Condition</th><th>Timing</th></tr>
<tr><td></td><td colspan="2">xvi) Adequate information addressing the topics outlined in the table immediately below:</td><td></td></tr>
<tr><td></td><td>Scope of design package</td><td>Shore protection and retaining structures</td><td>Services design</td></tr>
<tr><td></td><td>Basis of design</td><td>Description of structure</td><td>Durability and asset management plan</td></tr>
<tr><td></td><td>Geotechnical design, including the following:</td><td>Functionality of the design</td><td>Design discipline coordination</td></tr>
<tr><td></td><td>• Slope stability of revetment structure</td><td>Method of construction</td><td>Construction specification</td></tr>
<tr><td></td><td>• Settlement of revetment structure</td><td>Physical and numerical modelling</td><td>Safety in design</td></tr>
<tr><td></td><td>Structures design, including the following:</td><td>Design performance and benefits</td><td>Sustainability considerations</td></tr>
<tr><td></td><td>• Description of structure</td><td>Construction and resting requirements</td><td>Environmental considerations</td></tr>
<tr><td></td><td>• Functionality of the design</td><td>Interfaces with other structures and facilities</td><td>Operations and maintenance</td></tr>
<tr><td></td><td>• Method of construction</td><td>Standards of quality and finishes</td><td>Approvals</td></tr>
<tr><td></td><td>• Design performance and benefits</td><td>Temporary works and constructability</td><td>Design certification</td></tr>
<tr><td></td><td>• Berthing and mooring analysis</td><td></td><td>Stakeholder review comments</td></tr>
<tr><td></td><td>• Interfaces with other structures</td><td></td><td></td></tr>
<tr><td></td><td>• Standards of quality and finishes</td><td></td><td></td></tr>
<tr><td></td><td>• Temporary works and constructability</td><td></td><td></td></tr>
<tr><td></td><td colspan="2">b) Submit to the MEDQ for Compliance Assessment Detailed Design and Construction Plans for each Maritime Structure and Reclamation Works, certified by a suitably qualified and experienced RPEQ,</td><td>b) Prior to commencing Maritime Works</td></tr>
</table>

PDA Development Conditions		
No.	**Condition**	**Timing**
	supported by a letter from DBC confirming that the Detailed Design and Construction Plans are in accordance with the MSRWR and Concept Design Plans approved under part a) of this condition.	or Reclamation Works in the relevant Precinct, Sub-precinct or Stage
	c) Undertake the Works in accordance with the Detailed Design and Construction Plans approved under part b) of this condition.	c) At all times
	d) Submit to the MEDQ: i) Certification from a suitably qualified and experienced RPEQ, confirming that all Maritime Works and Reclamation Works have been undertaken in accordance with the Detailed Design and Construction Plans approved under part b) of this condition and that the Maritime Structures and Reclaimed Land are suitable for the intended use and are structurally sound; ii) Certified as-constructed drawings by a suitably qualified and experienced RPEQ of all new Maritime Structures and Reclaimed Land as PDF files (PDF files generated from reduced / scaled drawings will not be acceptable). Without limiting the form of certification, one letter or certificate listing all applicable drawings, signed by a suitably qualified and experienced RPEQ for each field of engineering is required; and iii) All documentation required by the CPM.	d) Within 20 business days of Practical Completion
45.	**Maritime Execution Plan** a) Submit to the MEDQ a Maritime Execution Plan (MEP), prepared and certified by a suitably qualified and experienced person, and evidence of consultation with the Regional Harbour Master, that addresses the following: i) Forecast end dates of the Works; ii) Hours of work; iii) General methodology overview; iv) Name of principal barges and marine equipment involved; v) Barge mooring layout; vi) Risk assessment regarding passing vessels and wash (i.e. do marine traffic management controls need to be established), including: A. Extreme weather contingency plans; B. 24/7 point of contact to ensure timely communication with VTS during extreme weather and other maritime emergencies; C. Vessel traffic management plan to allow safe passing of vessels, including marking of navigation hazards; vii) Consideration for vessels navigating the Brisbane River during Works, in particular: A. Particulars of vessels; and	a) Prior to commencing Maritime Works or Reclamation Works in the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	B. Characteristics of wake. b) Undertake all Works in accordance with the certified MEP required under part a) of this condition.	 b) At all times
46.	**Compliance Assessment – Maritime Construction Management Plan** a) Submit to the MEDQ for Compliance Assessment a Maritime Construction Management Plan (MCMP), prepared and certified by a suitably qualified and experienced person, addressing at a minimum: i) Evidence of consultation with the Regional Harbour Master for proposed Maritime Works and Reclamation Works. The purpose of the consultation is to obtain the Regional Harbour Master's confirmation that the design of all Maritime Works complies with the relevant requirements for maritime safety and operations. The evidence provided is to include the date(s) of consultation, the information supplied to the Regional Harbour Master, a list of persons consulted (in addition to the Regional Harbour Master), the comments received (both written and verbal), and a response to the comments received; ii) How safe movement of ferries and other vessels using the Brisbane River during the Works will be considered, monitored and achieved. This will include consultation with ferry and vessel owners and operators, including Council; iii) The construction methodology for the construction of temporary and permanent edge treatments or bunding; iv) Adequate scour protection measures where scour may occur as outlined in the Hydraulic Model Reset Report approved under condition 47, titled Hydraulic Model Reset Report; v) How all temporary structures or items are to be removed from the Land at the completion of the Works, unless otherwise agreed to in writing by the MEDQ; vi) How all waste is to be collected from the Land and disposed of at a licensed waste facility; vii) Barge management, including a requirement that once a barge has berthed, the vessel's propulsion system is to be minimised to the extent practicable and safe, in order to reduce the risk of disturbance to the seabed during construction, loading/ unloading operations; viii) How all material is to be removed from the Land, other than that from authorised activities that is deposited outside of the alignment of the Works shown on the approved plans, or any debris that falls or is deposited on tidal lands or into tidal waters as a result of construction of the Works; ix) Reasonable and practicable measures to be taken to prevent polluting adjacent waters as a result of silt run-off, oil and grease spills from machinery, and concrete truck washout. Concrete	a) Prior to commencing Maritime Works in the relevant Precinct or Sub-precinct

PDA Development Conditions		
No.	**Condition**	**Timing**
	agitator wash out must only be conducted in a specified area to facilitate reuse or the removal of waste concrete from the area to landfill. Wastewater from cleaning equipment must not be discharged directly or indirectly to any watercourse or stormwater system unless otherwise authorised; x) How the Works are to be carried out using suitable plant and equipment, and that measures are taken to limit turbidity in tidal waters as a result of the Works; xi) Measures to limit the disturbance to the bed and banks of the waterway, and any marine plants; xii) In regard to the existing marine plants located on the Land, how the proposed impacts and mitigation measures align with those referenced in the *Environmental Assessment Report, revision 8, prepared by ARUP, dated 10.05.2017*; xiii) How the Brisbane River bank is to be restored to its former condition and what Work may be required to ensure the stability of the bank, if as a result of carrying out the Works, or any other cause attributable to the Works, any river bank adjacent to the Works is displaced or affected by erosion; xiv) Ensure measures are in place to minimise sediment disturbance and discharge into waterways during Maritime Works; and xv) Propose measures to mitigate impacts on marine wildlife. b) Undertake all Works in accordance with the MCMP approved under part a) of this condition, which must be current and available on site at all times during the construction period.	b) At all times
Hydrology		
47.	**Compliance Assessment – Hydraulic Model Reset Report** a) Submit to the MEDQ for Compliance Assessment a Hydraulic Model Reset Report which incorporates a revised 'existing case' and 'post-development case' flood model, to that which is documented in the Hydraulic Assessment Report, revision 10, prepared by Arup, dated 29.05.2017. The revised flood model is to include inflows and boundary conditions extracted from the approved Brisbane River Catchment Flood Study, May 2017 (BRCFS) and the detailed design Development. The Hydraulic Model Reset Report is to be certified by a suitably qualified and experienced RPEQ, and is to address at a minimum: i) Validation of the revised flood model to the 2011 flood event, such that peak flood levels are within ±150mm, noting some relaxation similar to that provided to the BRCFS may be acceptable; ii) Confirmation of acceptance by the MEDQ, prior to proceeding to design runs, of a refined 'existing case' flood model;	a) Prior to commencing Maritime Works in the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	iii) Inclusion in the 'post-development case' flood model the impacts of 3.0m depth debris mat, vessel impacts, fully blocked Mangrove Walk, with and without backflow devices, Pedestrian Bridge pier water flows in normal tidal range as well as during flood event, justification of model representation of the marine structures and associated energy losses, additional sensitivity scenarios including roughness parameters, alternative bridge loss methods with justification of adopted methodology and downstream boundary levels; iv) Results of the revised flood modelling, including: A. Pre-and post-development plots of peak water level, depths, velocities, hazard (velocity x depth product) and bed shear stress for the 5%, 2%, 1%, 0.2%, 0.05% AEP events and the 2011 designed modelled event; B. Absolute impact plots for each event listed above of peak water levels and velocities. Flood level impacts to be shown using the >10mm criteria threshold. If relative impact plots are to be provided for sensitivity scenarios, flood level impacts to be shown in mm. Velocity impact plots to use the ±0.10m/s threshold; C. Tidal scenarios; v) How the acceptable impact criteria, listed below, for outside of the PDA boundary is achieved: A. An increase of up to 30mm on peak flood levels within the Brisbane River; B. ≤ 17mm increase in peak flood level elsewhere (i.e. on developed land; C. ≤ 0.5m/s increase in peak velocity; and vi) Interim flood impacts for Works Stages that has the potential to result in adverse impacts beyond that predicted for the ultimate scenario. b) Design and construct all Development, where applicable, to achieve compliance with the Hydraulic Model Reset Report approved under part a) of this condition.	b) At all times
48.	**Compliance Assessment – Basement Impacted by Design Flood Level (DFL)** a) Submit to the MEDQ for Compliance Assessment a Basement Impacted by DFL Report detailing mitigation options for basement(s) impacted by the DFL, certified by a suitably qualified and experienced RPEQ, addressing at a minimum: i) Compliance with the requirements of the Hydraulic Model Reset Report approved under condition 47, titled Hydraulic Model Reset Report; ii) Details of proposed flood barriers, automatic mechanical flood barrier system is preferred;	a) Prior to commencing use of the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	iii) Confirmation that ventilation openings are above the DFL; iv) Confirmation that essential electrical services are above the DFL; and v) Confirmation that all wall penetrations below the DFL are watertight. b) Design all relevant Development in accordance with the Basement Impacted by DFL Report approved under part a) of this condition.	b) At all times
49.	**Compliance Assessment – Scour Assessment Report** a) Submit to the MEDQ for Compliance Assessment a Scour Assessment Report, detailing the assessment procedure and design of adequate scour protection for Maritime Structures and ensuring the Brisbane River bed is suitably protected from excessive scour due to the Development. Scour assessments are to be based on two-dimensional modelling, providing that the bed material properties are accurately defined with respect to the critical bed shear stress for mobilisation. The investigation into scour potential is to include a detailed justification of the critical bed shear stress used. Where the two-dimensional modelling assessment identifies a significant potential for the remobilisation of fines due to the proposed Maritime Structures, a full three-dimensional model assessment will be required. The report is to be certified by a suitably qualified and experienced RPEQ. b) Design all relevant Development in accordance with the Scour Assessment Report approved under part a) of this condition.	a) Prior to commencing Maritime Works for the relevant Precinct, Sub-precinct or Stage b) At all times
50.	**Compliance Assessment – Flood Emergency Management Plan** a) Submit to the MEDQ 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 Hydraulic Model Reset Report approved under condition 47, titled Compliance Assessment – Hydraulic Model Reset Report; 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): A. State Planning Policy, July 2017; B. AS/NZS ISO 31000:2009 Risk management – Principles and guidelines; and C. The Australian Disaster Resilience Handbook Collection Handbook 7 – Managing the Floodplain: A Guide to Best	a) Prior to commencing Building Work, where for New Built Form, in the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	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.	 b) Upon commencing the first use, and to be maintained at all times
Pedestrian Bridge		
51.	**Navigation Study** a) Submit to the MEDQ a Navigation Study and supporting information, which establishes the minimum requirements for the vertical and horizontal clearances for the navigation channel(s) to achieve maritime safety and to inform the design of the Pedestrian Bridge. The supporting information is to include evidence of consultation with the Regional Harbour Master and Council on the methodology and findings of the Navigation Study. The purpose of the consultation is to obtain confirmation from the Regional Harbour Master and Council that the minimum requirements for the navigation channel(s) are acceptable. The evidence is to include the date(s) of consultation, the information supplied to the consulted entities, a list of the persons consulted, the comments received (both written and verbal), and a response to the comments received, with the following entities. b) The recommendations of the Navigation Study, required under part a) of this condition, are to be incorporated into the Pedestrian Bridge design (refer condition 53, titled Compliance Assessment – Pedestrian Bridge Design and Construction Plans).	 a) Prior to commencing Pedestrian Bridge Works b) Prior to commencing Pedestrian Bridge Works
52.	**Compliance Assessment – Pedestrian Analysis for the Pedestrian Bridge** a) Submit to the MEDQ for Compliance Assessment a Pedestrian Analysis for the Pedestrian Bridge Report (PAPBR). The PAPBR is to be certified by a suitably qualified and experienced RPEQ, addressing at a minimum: i) The Highway Capacity Manual (HCM) as referenced in the Austroads Guide to Traffic Management Part 3 to determine the minimum Pedestrian Bridge width based on the predicted pedestrian movements. The minimum width is to be measured between handrails; ii) The minimum bridge width requirements which are to achieve: A. Level of Service (LOS) A for the pedestrian walkway in non-event mode;	 a) Prior to commencing Pedestrian Bridge Works

PDA Development Conditions		
No.	**Condition**	**Timing**
	B. LOS A for the proposed stairs on the South Bank Parklands side in non-event mode, unless otherwise agreed to in writing by the MEDQ; iii) Crowd modelling for large events, such Riverfire and New Year's Eve. The modelling is required to identify potential risks and to provide recommendations for crowd management; and iv) How the analysis undertaken is robust, detailing the source and reference of the available data and the rationale for the assumptions made in the analysis. b) Design and construct the Pedestrian Bridge to achieve compliance with the PAPBR approved under part a) of this condition.	b) At all times
53.	**Compliance Assessment – Pedestrian Bridge Design Concept and Construction Plans** a) Submit to the MEDQ for Compliance Assessment Pedestrian Bridge Design Concept Plans, certified by a suitably qualified and experienced RPEQ, for the Pedestrian Bridge, and supporting documentation, including at a minimum: i) An assessment report addressing how the design achieves safe operations for all river vessels, including that the Pedestrian Bridge pier(s) will not interfere with river vessels or river safety, and achieves compliance with the relevant criteria, unless otherwise agreed to in writing by the MEDQ, in the: A. Approved PoD; B. Approved LCR; C. Approved South Bank Bridge Landing Design Guideline, prepared by South Bank Corporation, dated 04.10.2017; D. Navigation Study submitted under condition 51, titled Navigation Study; E. Pedestrian Analysis for the Pedestrian Bridge Report approved under condition 52, titled Compliance Assessment – Pedestrian Analysis for the Pedestrian Bridge; ii) Evidence of consultation on the Pedestrian Bridge Design Concept Plans. The purpose of the consultation is to obtain confirmation from each listed entity that the design of the Pedestrian Bridge is supported in the context of each entity's operational and statutory requirements. The evidence of consultation is to include the date(s) of consultation, the information supplied to each consulted entity, a list of persons consulted, the comments received (both written and verbal), and a response to the comments received. The following entities are to be consulted: A. South Bank Corporation; B. Council (including City Parklands Services); C. DTMR (including Maritime Safety Queensland and the Regional Harbour Master); and	a) Prior to commencing Pedestrian Bridge Works, unless otherwise agreed to in writing by the MEDQ for a) i), ii), vi) and viii)

PDA Development Conditions		
No.	**Condition**	**Timing**
	D. QUDaPP; iii) Details of the relevant standards and codes, including those referenced in the basis of design; iv) Reference design and performance criteria; v) Reference supporting documentation used to inform the Design Concept Plans; vi) Design details of the Pedestrian Bridge landing at South Bank Parklands; vii) Design details demonstrating a REX clearance of 6.9m (minimum of 5.85m) to the Pedestrian Bridge soffit; viii) Details for: A. External lighting, which is to be LED and commensurate with lighting on the Victoria Bridge and the Story Bridge, and not to cause distraction to drivers using the REX; B. Signage / wayfinding (including TGSIs); C. Public art; D. Emergency vehicle access; E. Stormwater runoff from the Pedestrian Bridge and landings (at South Bank Parklands and the IRD) to be collected and piped to an acceptable lawful point of discharge; ix) An assessment determining whether the provision of protection measures is required to prevent objects being dropped or thrown onto the REX; x) Mitigation measures to restrict objects being discharged into Brisbane River; xi) Details of integrated shade structures that: A. Provide 90% shade to seating at lookout/rest points (minimum 12m² each); B. In addition to the lookout and rest point shelters, provide a linear shade structure to not less than 60% to the length of the bridge; C. Limit the separation of cover between shade structures to a maximum distance of 40m; D. Have a minimum effective width of 2.7m; E. Consist of a material that has an ultraviolet protection value of not less than 99%; and F. Maintain a minimum internal clearance height of 2.7m (from the finished floor level of the bridge deck to the underside of structure); xii) Provision of a minimum height clearance of 4.5m from the Clem Jones Promenade to the soffit of the Pedestrian Bridge. If a lesser height clearance is proposed, provide evidence of consultation with South Bank Corporation. The purpose of the consultation is to obtain confirmation that the height clearance is supported in the context of the operational requirements for the South Bank Parklands. The evidence provided is to include the date(s) of consultation, the information supplied to the South	

PDA Development Conditions		
No.	**Condition**	**Timing**
	Bank Corporation, a list of persons consulted, comments received from the South Bank Corporation (both written and verbal), and a response to the comments received; xiii) The design and performance criteria for the holistic Pedestrian Bridge structure, including pier structures and access arrangements at both the southern and northern approaches, including: A. Adherence to the Regional Harbour Master criteria in regard to the navigation corridor, vertical clearance, navigation lighting including: I. At least one primary navigation span with: (a) A minimum safe clearance height (measured from HAT) of 11.4m (aligned with the Victoria Bridge); (b) Minimum navigable width of 60m, measured 30m beyond adjacent marine infrastructure, including moored vessels, jetties, wharfs, boat ramps or pontoons; II. A secondary span with a safe clearance height (measured from HAT) for safe transit of a CityCat vessels transiting between the South Bank and North Quay ferry terminals at all states of the tide; III. Conformance with the recommendations of the Navigation Study required under condition 51, titled Navigation Study; B. Channel widths designed to accommodate a safe standoff from bridge pier to protect this critical infrastructure; C. Navigation lighting concept design, with lighting to be placed underneath the Pedestrian Bridge and managed by the bridge asset owner/operator. Navigation lighting is to mark both primary and secondary spans; D. Additional lighting concept design for the bridge, demonstrating that the additional lighting will not interfere with the navigation lighting; xiv) Design standards for each element of the proposed Works; xv) For proposed events, nominated locations for event spaces, including food and beverage uses; xvi) Operational management procedures for any proposed uses on the Pedestrian Bridge; and xvii) Details for refuse collection arrangements (including refuse bin wash facility), storage areas, emergency vehicle access, servicing and cleaning requirements. b) Submit to the MEDQ for Compliance Assessment Pedestrian Bridge Detailed Design and Construction Plans and structural design report, certified by a suitably qualified and experienced RPEQ, supported by a letter from DBC confirming that the Pedestrian Bridge Detailed Design and Construction Plans are in accordance with the	b) Prior to commencing Pedestrian Bridge Works, unless otherwise agreed

PDA Development Conditions		
No.	**Condition**	**Timing**
	Pedestrian Bridge Design Concept Plans approved under part a) of this condition above. c) Undertake Works in accordance with the Pedestrian Bridge Detailed Design and Construction Plans approved under part b) of this condition. d) Submit to the MEDQ the following: i) Certification from a suitably qualified and experienced RPEQ that all Works have been undertaken in accordance with the Pedestrian Bridge Detailed Design and Construction Plans approved under part b) of this condition; ii) All documentation as required by the CPM; iii) Certified as-constructed drawings, by a suitably qualified and experienced RPEQ. Without limiting the form of certification, one letter / certificate listing all applicable drawings, signed by the appropriate RPEQ for each field of engineering, is required; and iv) Certified as-constructed drawings, by a suitably qualified and experienced RPEQ, an asset register and test results in accordance with the relevant service provider's current adopted standards.	to in writing by the MEDQ c) At all times d) Within 20 business days of Practical Completion
54.	**Compliance Assessment – Pedestrian Bridge Management Plan** a) Submit to the MEDQ for Compliance Assessment a Pedestrian Bridge Management Plan, addressing at a minimum: i) Crowd management during large events, such as Riverfire and New Year's Eve; ii) Emergency response requirements; iii) Emergency service arrangements in accordance with Brisbane City Plan 2014 Infrastructure design planning scheme policy, Chapter 8, Section 8.2.22.4; iv) Refuse storage and collection; v) Service vehicle access for set up and break down activities; and vi) Maintenance activities, which meet the requirements for the REX clearance height and result in limited REX lane closures. b) Implement the Pedestrian Bridge Management Plan approved under part a) of this condition.	a) Prior to commencing use of the Pedestrian Bridge b) At all times
55.	**Compliance Assessment – Pedestrian Bridge Construction Management Plan** a) Submit to the MEDQ for Compliance Assessment a Pedestrian Bridge Construction Management Plan, certified by a suitably qualified and experienced RPEQ, and Endorsed by the TTWG, addressing at a minimum:	a) Prior to commencing Pedestrian Bridge Works

PDA Development Conditions		
No.	**Condition**	**Timing**
	i) The construction methodology for the construction of the Pedestrian Bridge, including the use of river craft and bunding; ii) How construction of the Pedestrian Bridge will interface with the Sub-precinct 1a building structure, the ongoing operation of South Bank Parklands and thoroughfare access for commuting and recreational walkers and cyclists; iii) The management of potential operational impacts related to the South Bank Parklands, including the management of pedestrian and cyclist movements, general visitors and events; iv) Consultation undertaken with the South Bank Corporation, demonstrating that the South Bank Corporation has confirmed that the approach for construction is supported in the context of the operational requirements for the South Bank Parklands. The evidence provided is to include the date(s) of consultation, the information supplied, a list of persons consulted, the comments received (both written and verbal), and a response to the comments received; v) The management of potential operational impacts on the REX, including how the construction methodology will result in minimal disruption to the operation of the REX; vi) Proposed measures to facilitate the efficient movements of river craft during the construction of the Pedestrian Bridge; vii) The methodology for the management of water and sediment during the construction of Pedestrian Bridge, including a detailed plan; viii) The requirements of the Archaeological Management Plan approved under condition 107, titled Compliance Assessment – Archaeological Management Plan, where applicable to the construction of the Pedestrian Bridge; and ix) A communication strategy (including a community engagement plan) for the proposed program of Works and associated impacts, including number and scope of any lane closures for the REX, with provision for a complaints procedure. b) Undertake all Works in accordance with the Pedestrian Bridge Construction Management Plan approved under part a) of this condition.	b) At all times
56.	**Pedestrian Bridge – Construction and Operation** a) Construct the proposed Pedestrian Bridge structure and landings between the IRD and South Bank Parklands to provide public access from the northern side of the Brisbane River to the southern side of the Brisbane River, in accordance with the Pedestrian Bridge Design and Construction Plans approved under condition 53, titled Compliance Assessment – Pedestrian Bridge Design Concept and Construction Plans.	a) Prior to commencing use of Sub-precinct 1a, unless otherwise agreed to in writing by the MEDQ

PDA Development Conditions		
No.	**Condition**	**Timing**
	b) Provide evidence to the MEDQ that the Pedestrian Bridge is available for lawful access by the general public.	b) Prior to commencing use of Sub-precinct 1a
Services		
57.	**External Sewerage Upgrade and Connection** a) Submit to the MEDQ Sewerage Engineering Plans for the construction of a DN630mm diameter sewer main for the Development to the existing manhole (MH235401 in North Quay), and an upgrade to the existing odour control facility located in proximity to MH235401 in North Quay, or alternative construction as otherwise agreed to in writing by QUU. The Sewerage Engineering Plans are to be in accordance with the PDA-associated development declaration QWB-2017-3, and be supported by evidence of consultation with QUU and DTMR. The purpose of consultation with QUU is to achieve confirmation that the sewerage upgrade is designed in accordance with QUU's current adopted standards. The purpose of consultation with DTMR is to achieve confirmation that the design of the sewerage upgrade does not harmfully impact the South East Busway Portal (intersection of North Quay, the Victoria Bridge and Queen Street) by way of being in too close a proximity of the South East Busway Portal. The evidence provided is to include date(s) of consultation, information supplied, a list of attendees, comments received (both written and verbal), and a response to the comments received. b) Construct the Works in accordance with the plans required under part a) of this condition. c) Submit to the MEDQ a QUU Connection Certificate, the Final Inspection Certificate, as-constructed drawings, asset register, pressure and CCTV test results in accordance with QUU's current adopted standards, and all documentation required under the CPM.	a) Prior to commencing the Sewer Works b) Prior to commencing use of Sub-precinct 1a c) Within 5 business days following 'on maintenance' for the Sewer Works
58.	**Sewer Connection** Connect the Development to the sewer reticulation network in accordance with QUU's current adopted standards.	Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
59.	**Water connection**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	Connect the Development to the existing water reticulation network in accordance with QUU's current adopted standards.	Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
60.	**Stormwater connection** a) Provide evidence to the MEDQ of consultation with Council on the design of all drainage infrastructure assets to be owned or operated by Council. The purpose of the consultation is to obtain Council's confirmation that the design of all drainage infrastructure assets to be owned or operated by Council meet Council's current adopted standards. The evidence of consultation is to include date(s) of consultation, information supplied to Council, a list of attendees, comments received (both written and verbal), and a response to the comments received. b) Connect the Development to a lawful point of discharge with 'no-worsening' to upstream or downstream properties for storm events up to 1% Annual Exceedance Probability (AEP) in accordance with Council's current adopted standards; and where applicable, the connection is to be in accordance with the documentation for Council's drainage infrastructure assets confirmed by Council under part a) of this condition.	a) Prior to commencing Stormwater Works b) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
61.	**Electricity** a) Submit to the MEDQ either: i) Written evidence from Energex confirming that existing underground low-voltage electricity supply or overhead, where agreed to by Council, is available to the Development; or ii) Written evidence from Energex confirming that the applicant has entered into an agreement with it to provide underground or overhead, where agreed to by Council, electricity services. b) Connect the Development to the electricity service.	a) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use) b) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use), and to be

PDA Development Conditions		
No.	**Condition**	**Timing**
		maintained at all times
62.	**Telecommunications** a) Submit to the MEDQ documentation from an authorised telecommunication service provider confirming that an agreement has been entered into for the provision of underground telecommunication services to the Development. b) Connect the Development to the telecommunication service.	a) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use) b) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
63.	**Broadband** a) Submit to the MEDQ a written agreement from an authorised telecommunications service provider that infrastructure, as defined under the *Telecommunications Act 1997*, within the Development can be provided in accordance with the Industry Guideline *G645:2017 Fibre-ready Pit and Pipe Specification for Real Estate Development Projects*, prepared by Communications Alliance Ltd, dated 2017, to accommodate services which are compliant with the Federal Government's National Broadband Network policy. b) Connect the Development to the broadband network.	a) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use) b) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
64.	**Gas** a) Submit to the MEDQ documentation from an authorised gas service provider confirming that an agreement has been entered into for the provision of underground gas services to the Development.	a) Prior to commencing use of the relevant Precinct or Sub-

PDA Development Conditions		
No.	**Condition**	**Timing**
		precinct (where not an Interim Use or Temporary Use)
	b) Connect the Development to the underground gas service.	b) Prior to commencing use of the relevant Precinct or Sub-precinct (where not an Interim Use or Temporary Use)
65.	**Street Lighting** a) Submit to the MEDQ either: i) Detailed engineering plans, certified by a suitably qualified and experienced RPEQ-electrical, for a Rate 2 street lighting system to all Roads, including footpaths and bikeways within the Road. The design of the street lighting system is to: A. Meet the relevant standards of Energex; B. Be acceptable to Energex as 'Contributed (Rate 2) Lighting'; C. Be acceptable to Council as the Energex 'billable customer'; and D. Be in accordance with Australian Standards AS1158 – *Lighting for Roads and Public Spaces*. The submission to the MEDQ is to include evidence of consultation with Energex and Council on the design of the street lighting system. The purpose of the consultation is to obtain confirmation from both Energex and Council that the design meets each entity's requirements and current adopted standards. The evidence is to include the date(s) of consultation, the information supplied to Energex and Council, a list of the persons consulted, the comments received from Energex and Council (both written and verbal), and a response to the comments received. **OR** ii) Detailed engineering design plans, certified by a suitably qualified and experienced RPEQ-electrical, for a Rate 3 street lighting system to all Roads, including footpaths and bikeways within the Road, in accordance with Australian Standards AS1158 – *Lighting for Roads and Public Spaces* and AS3000 – *SAA Wiring Rules*. The design of the street lighting system is to: A. Meet the relevant standards of Energex; B. Be acceptable to Energex as 'Unmetered (Rate 3) Lighting'; C. Be acceptable to Council; and D. Be in accordance with Australian Standards AS1158 – *'Lighting for Roads and Public Spaces*. The submission to the MEDQ is to include evidence of	a) Prior to commencing Roadworks for the relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	consultation with Energex and Council on the design of the street lighting system. The purpose of the consultation is to obtain confirmation from both Energex and Council that the design meets each entity's requirements and current adopted standards. The evidence is to include the date(s) of consultation, the information supplied to Energex and Council, a list of the persons consulted, the comments received from Energex and Council (both written and verbal), and a response to the comments received. b) Install and maintain the lighting in accordance with the plans required under part a) of this condition, as confirmed by both Energex and Council. c) Submit to the MEDQ as-constructed drawings and test documentation certified by a suitably qualified and experienced RPEQ-electrical in a format acceptable to Council.	b) Prior to commencing use of the relevant Precinct or Sub-precinct, and then to be maintained at all times c) Within 20 business days of Practical Completion
66.	**Waste Management Plan** a) Submit to the MEDQ a Waste Management Plan, prepared by a suitably qualified and experienced RPEQ, or other suitably qualified person, with reference to the Environmental Management Plan Framework, revision 8, prepared by Arup, dated 10.05.2017. The Waste Management Plan is to include at a minimum: i) Determination of refuse, including recyclables, storage volume requirements; ii) Nomination of quantity and appropriate areas for waste bins for storage and collection of refuse, including recyclables, for the respective buildings and Public Realm areas; iii) Details of roofed and screened structures for waste bin storage; iv) Details of how waste bins are to be manoeuvred from the bin storage area to the designated internal collection point; v) Waste vehicle access for on-site collection of refuse, including recyclables; and vi) Waste vehicle turning locations. b) Implement the waste management strategies outlined in the certified Waste Management Plan required under part a) of this condition.	a) Prior to commencing Building Works in the relevant Precinct or Sub-precinct b) At all times
Environment		
67.	**Compliance Assessment – Acoustic Impact Assessment and Mitigation Report**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) Submit to the MEDQ for Compliance Assessment an Acoustic Impact Assessment and Mitigation Report, prepared with reference to the provisions of the Acoustic Assessment, revision 10, prepared by Acoustic Logic, dated 10.05.2017. This Acoustic Impact Assessment and Mitigation Report is to be certified by a suitably qualified and experienced person, and is to address at a minimum: i) The Brisbane City Plan 2014, Noise Impact Assessment Planning Scheme Policy; ii) Mitigation measures required for the Development so that no environmental nuisance is caused to neighbouring or nearby sensitive uses, as a consequence of the cumulative effect of the approved non-residential uses, mechanical plant and equipment; and iii) Australian Standard AS2107 "Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors" using the methods set out in Australian Standard AS3671 "Acoustics – Road Traffic Noise Intrusion Building Siting and Construction" by demonstrating that the design for all proposed accommodation units, excluding those in Heritage Buildings, affected by Road traffic noise achieve the relevant internal maximum design sound levels.	a) Prior to commencing use in the relevant Precinct, Sub-precinct or Stage
	b) Design and construct all Development, where applicable, to achieve compliance with the noise criteria of the Acoustic Impact Assessment and Mitigation Report approved under part a) of this condition	b) As required
	c) Submit to the MEDQ, certification from a suitably qualified and experienced person that all Development complies with the noise criteria of the Acoustic Impact Assessment and Mitigation Report approved under part a) of this condition.	c) 3 months after commencing of use
68.	**Air Quality**	
	a) Design all Development to be in accordance with the recommendations contained Section 9 of the approved Air Quality Assessment, revision 6, prepared by ASK Consulting Engineers, dated 12.05.2017.	a) Prior to commencing use of the relevant Precinct or Sub-precinct
	b) Submit to the MEDQ a report from a suitably qualified and experienced person certifying that the Development has been undertaken in accordance with the recommendations contained Section 9 of the approved Air Quality Assessment, revision 6, prepared by ASK Consulting Engineers, dated 12.05.2017.	b) Prior to commencing use of the relevant Precinct or Sub-precinct
69.	**Wind Impacts Report**	

PDA Development Conditions		
No.	**Condition**	**Timing**
	a) For Development consisting of New Built Form over 2 storeys above ground level, submit to the MEDQ a Wind Impacts Report (WIR), certified by a suitably qualified wind consultant stating that the WIR was prepared in accordance with the relevant standards and the requirements listed below. The WIR is to include at a minimum: i) Documentation of a wind study being undertaken for the Development, using a physical wind chamber and a three-dimensional model; ii) Documentation of the findings of the wind study; iii) An analysis of the findings of the wind study: A. Making recommendations for the proposed design and use of outdoor areas to ensure that the design mitigates the impacts of ground-level wind acceleration on pedestrians and building occupants; and B. Demonstrating that the Development does not adversely affect public amenity or cause adverse structural load effects on adjacent buildings and awnings. b) Design and construct all Development to address any relevant recommendations in the certified WIR required under part a) of this condition.	a) Prior to commencing Building Work with New Built Form over 2 storeys above ground level, for the relevant Precinct, Sub-Precinct or Stage b) Prior to commencing the relevant Building Work
70.	**Ecologically Sustainable Development Report** a) Submit to the MEDQ an Ecologically Sustainable Development Report prepared by a suitably qualified and experienced person certifying that the Development has been designed to achieve a minimum as built green star rating as specified in Section 6 of the Approved PoD in accordance with the requirements of the Green Building Council of Australia. b) Submit to the MEDQ a certificate issued by the Green Building Council of Australia confirming that the Development as built has been issued a green star rating as specified in the Approved PoD.	a) Prior to commencing the earlier of Building Works or Public Realm Works for the relevant Precinct, Sub-precinct or Stage b) No more than 18 months after commencing use
71.	**Species Management Program** a) Submit to the MEDQ written advice detailing the findings of a site inspection / survey undertaken by a suitably qualified and experienced person advising whether there are any animal breeding places of protected animals that are classified as extinct in the wild, endangered, vulnerable, near threatened (EVNT), special least concern, colonial breeder or least concern, as defined under	a) Prior to commencing Works in a relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	section 332 the Queensland *Nature Conservation (Wildlife Management) Regulation 2006*, on the Land; and if development is proposed that would tamper with the breeding place. b) Prepare a Species Management Program (SMP) for each affected species to be tampered with in accordance with the requirements of the *Nature Conservation (Wildlife Management) Regulation 2006*. c) If an SMP is required under part b) of this condition, submit evidence to the MEDQ of obtaining approval for each SMP from DES. d) Undertake Works in accordance with the requirements of the DES approved SMP. ***Advice note**—Animal breeding places include obvious structures such as bird nests and tree hollows, as well as more cryptic places such as amphibian or reptile habitat where breeding takes place. The Environmental Assessment Report, revision 8, prepared by ARUP, dated 10.05.2017, advises that there are several features that may be defined as an animal breeding place under the Queensland Nature Conservation Act 1992 within the PDA. These include birds' nests in trees and dense exotic grasses. There is also potential for buildings, roof spaces, rock overhangs, revetment walls, drainage pipes and culverts to provide breeding habitats.*	b) Where required, prior to commencing Works in a relevant Precinct, Sub-precinct or Stage c) Where required, prior to commencing Works in a relevant Precinct, Sub-precinct or Stage d) At all times during Works
72.	**Compliance Assessment – Vegetation Management Plan** a) Submit to the MEDQ for Compliance Assessment a Vegetation Management Plan (VMP) prepared by a suitably qualified and experienced person. The VMP is to be in the form of scaled plans and supporting documentation for the removal, protection, retention and management of Significant Vegetation on the site, including marine plants, and is to include at a minimum: i) Evaluation of all Land (except for where already approved and to be complied with under PDA development approval DEV2016/816); ii) The location and description of existing Significant Vegetation including species, botanical name, height and canopy spread;	a) Prior to Works commencing in a relevant Precinct, Sub-precinct or Stage

PDA Development Conditions		
No.	**Condition**	**Timing**
	iii) Plan(s) locating the Significant Vegetation in each Sub-precinct; iv) The location and extent of all Works within the relevant Precinct, Sub-precinct or Stage, including all proposed infrastructure and areas of Earthworks; v) Detailed design of all Works must aim to protect Significant Vegetation (e.g. alternative service alignments, variations to batter slopes and tunnel boring); vi) The location and description of all Significant Vegetation to be retained or to be removed; vii) In regard to the existing marine plants located on the Land, the proposed clearing footprint within the mangrove zone is to be in accordance with Figure 13 of the *Environmental Assessment Report, revision 8, prepared by ARUP, dated 10.05.2017*; viii) Methods of physical identification of Significant Vegetation to be retained or to be removed; ix) A description of all measures to protect Significant Vegetation and habitat features to be retained during Works (e.g. protective fencing and site protocols); x) A description of all pruning and tree surgery Works (to meet the requirements in AS 4373/96) to maintain the health and stability of trees and reduce potential hazards for future site users (e.g. residents and workers), where related to Significant Vegetation; xi) The location and extent of storage and stockpile areas for any cleared Significant vegetation and site mulch; xii) A description of all methods to salvage and/or re-use cleared Significant Vegetation. Generally, cleared Significant Vegetation must be mulched for reuse in landscape/rehabilitation Works; xiii) Details of all measures to protect and recover fauna during clearing operations, including; the presence of a qualified wildlife officer during clearing operations, pre-clearing inspections, staging and sequence of clearing and recovery procedures; and xiv) A Work Method Statement (WMS), prepared by a suitably qualified and experienced person, for removal of Significant Vegetation in relation to safety and protection of ground services.	
	b) Undertake the Works in accordance with the VMP approved under part a) of this condition, which must be current and available on site at all times during the Works.	b) As indicated
	c) Submit to the MEDQ, certification from a suitably qualified and experienced person, certifying that the Works have been carried out	c) Within 5 business days of completion

PDA Development Conditions		
No.	**Condition**	**Timing**
	in accordance with the VMP approved under part a) of this condition. ***Advice note**—Refer to the Environmental Assessment Report, revision 8, prepared by Arup, dated 10.05.2017, for background information for this condition. Chapter 5 generally finds that there is Council Controlled Vegetation; Waterway and Wetland Vegetation; Significant Native Vegetation; and Significant Landscape Trees that form the Significant Vegetation on the land the subject of this application.*	of the stated Works
73.	**Compliance Assessment – Marine Plants Rehabilitation and Restoration Plan** a) Submit to the MEDQ for Compliance Assessment a Marine Plants Rehabilitation and Restoration Plan (MPRRP) prepared by a suitably qualified and experienced person, including at a minimum: i) Information addressing the recommendations of the *Environmental Assessment Report, revision 8, prepared by ARUP, dated 10.05.2017*; ii) Timing for the rehabilitation and restoration Works; and iii) Evidence of consultation with the chief executive administering the *Fisheries Act 1994*, on the suitability of the MPRRP, including date(s) of consultation, information supplied to the consulted entity, a list of attendees, comments received (both written and verbal), and a response to the comments received. b) Undertake the Works in accordance with the MPRRP approved under part a) of this condition.	a) Prior to commencing Works in Sub-precinct 1c, 1d, 1e or 1g b) As specified in the approved MPRRP
74.	**Marine Plants – Removal, Damage and Destruction** a) Submit to the MEDQ written notice advising when the proposed marine plant removal, damage or destruction work will start, including evidence of consultation with the chief executive administering the *Fisheries Act 1994* regarding the suitability of the timing for this Work; b) Submit to the MEDQ written notice advising when the marine plant removal, damage or destruction Work has been completed. ***Advice note**—the timing for the removal, damage or destruction of the marine plants is to minimise the impacts on fish migration, fish spawning and the flowering/fruiting of marine plants.*	a) At least 5 business days prior to commencing Works for removal, damage or destruction of marine plants b) Within 5 business days of the completion of the stated Works

PDA Development Conditions		
No.	**Condition**	**Timing**
Public Assets		
75.	**Requirement for Public Asset(s) – Non-standard Treatment** 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.	Prior to the commencement of the use of the relevant Precinct, Sub-Precinct or stage
76.	**Detail Survey** Submit to the MEDQ, a Detail Survey of the following items in a file format which can be imported into a CAD program: i) All Public Assets in existence prior to PDA development approval number DEV2016/816; ii) Mangroves (DBH >150mm, with RL to the base of each), for Sub-precincts 1c, 1d, 1e and 1g; iii) Spot RLs for PDA-associated development Area A, being Sub-precinct 4b; iv) The CityCat terminal to be demolished, located on the alignment of Alice Street; v) Jetty A located at the South Bank Parklands under the proposed Pedestrian Bridge; and vi) High-water Mark. ***Advice note****—refer also to condition 101, titled Heritage Kerbs, regarding Brisbane Tuff and Porphyry kerb detail survey requirements.*	Prior to commencing Works in the relevant Precinct, Sub-precinct or Stage
77.	**Margaret Street Vehicular Ingress Ramp – Tenure Arrangements** a) Construct a private access, vehicular ingress ramp on Margaret Street, between William Street and George Street, to provide vehicular access to the Sub-precinct 1a basement, in accordance with the Built form detailed design plans approved under condition 109, titled Compliance Assessment – Architectural Concept and Detailed Design. b) Provide evidence to the MEDQ of the permanent closure of Road under the *Land Act 1994* over that part of Margaret Street which is to be closed to accommodate the private access, vehicular ingress ramp.	a) Prior to commencing use of Sub-precinct 1a b) Prior to commencing use of Sub-precinct 1a
78.	**Removed – condition no longer in use** Condition deleted 9th Change to the Approval on 11 June 2021.	

PDA Development Conditions		
No.	**Condition**	**Timing**
79.	**Maritime Structures – Tenure Arrangements** a) Construct the proposed Maritime Structures, including raised boardwalks, jetties, wharves and pontoons, in accordance with the Maritime Structures and Reclamation Works Design Plans approved under condition 44, titled Compliance Assessment – Maritime Structures and Reclamation Works Report and Design Plans. b) Provide evidence to the MEDQ that the Maritime Structures are lawfully available for the relevant approved use(s) or access by the general public, as the case may be.	a) Prior to commencing use of the relevant Maritime Structure b) Prior to commencing use of the relevant Maritime Structure
80.	**Reclaimed Land – Tenure Arrangements** a) Construct the Reclaimed Land in accordance with the Maritime Structures and Reclamation Works Design Plans approved under condition 44, titled Compliance Assessment – Maritime Structures and Reclamation Works Report and Design Plans. b) Provide evidence to the MEDQ of a grant of tenure under the *Land Act 1994* for the Reclaimed Land, and that this land is lawfully available for the relevant approved use(s) or access by the general public, as the case may be.	a) Prior to commencing use of the Reclaimed Land b) Prior to commencing use of the Reclaimed Land
81.	**William Street Dedication** Provide evidence to the MEDQ of the dedication as Road, of that part of William Street between Margaret Street and Elizabeth Street, in accordance with the Roadworks design plans approved under condition 39, titled Compliance Assessment – Roadworks Design Plans.	Prior to commencing use of Sub-precinct 1a
82.	**Queens Wharf Road** a) Provide and maintain 24/7 access to Queens Wharf Shared Zone and Queens Wharf Private Road (as depicted on plan URB-SKT-LAN-PWD-20004 – Revision 1 (Sheet 1 only) and in accordance with the Roads Design Plans approved under condition 39 and the public access requirements under condition 84. b) Design and construct Queens Wharf Shared Zone and Queens Wharf Private Road in accordance with the Roadworks Functional Layout Plans approved under Condition 39.	a) At all times b) Prior to commencing the use in the relevant precinct or sub-precinct and at all times

PDA Development Conditions		
No.	**Condition**	**Timing**
	c) Grant a public utility easement(s) to the relevant infrastructure provider (at no cost for the relevant infrastructure provider) for service infrastructure within Queens Wharf Shared Zone and Queens Wharf Private Road. d) Provide access to the relevant infrastructure provider within Queens Wharf Shared Zone and Queens Wharf Private Road for the purposes of emergency management, inspections, maintenance and repairs until such time as a public utility easement(s) is granted.	c) Prior to commencing the use of the precinct or sub-precinct and at all times. d) As indicated
83.	**Road Widening** Provide evidence to the MEDQ of the dedication of any additional area of Road required by the Roadworks design plans approved under condition 39, titled Compliance Assessment – Roadworks Design Plans.	Prior to commencing use of the relevant Precinct or Sub-precinct
84.	**Public Access 24/7** Provide 24/7 public access to all locations identified as Public Verge / Footpaths, Public Access Areas and Special Public Access Areas (Public Access 24/7 Areas), on Figure 4.7 of the Approved LCR. The following is to be achieved at a minimum: i. The predominant purpose for these Public Access 24/7 Areas is for unrestricted access and enjoyment by the general public in accordance with Figure 4.7 of the Approved LCR; ii. Maintain at all times unobstructed access to the public transport terminals, compliant with the *Disability Discrimination Act 1992* (DDA), including DDA compliant access from the existing lift at the corner of the Victoria Bridge and William Street to the North Quay CityCat terminal; iii. Maintain at all times a minimum of 2.0m DDA compliant, unobstructed pedestrian path along the Foreshore from the Victoria Bridge to the Goodwill Bridge, unless otherwise amended in red by the MEDQ on Figure 4.8 of the Approved LCR where down to 1.5m; iv. Maintain at all times a minimum of 3.0m unobstructed cyclist path along the Foreshore from Victoria Bridge to Goodwill Bridge; v. Maintain at all times pedestrian and cyclist access connection to Margaret Street from the Foreshore pedestrian and cyclist path(s); vi. Maintain a DDA compliant pedestrian access to and from the deck of the Pedestrian Bridge at all times the Pedestrian Bridge is open (this may include lifts and ramps), to achieve connection with a Public Verge / Footpath; and	As specified, and following commencing use of the relevant Precinct or Sub-precinct

PDA Development Conditions		
No.	**Condition**	**Timing**
	vii. All Public Verge / Footpaths are to be accessible at all times, unless the necessary permits are obtained from Council, and a detour of an equivalent level of service is provided.	
85.	**Precinct 3 – Special Public Access 24/7 via Easement** Grant a public thoroughfare easement through Precinct 3 for public access, in the location identified as "Special Public Access 24/7 via Easement" on Figure 4.7 of the Approved LCR.	Prior to commencing use in Precinct 3 (where not an Interim Use or Temporary Use)
86.	**Maintenance of Public Realm** All areas of the Public Realm are to be maintained in accordance with the relevant standards and requirements as set out in the Approved IMP, or amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan, as the case may be.	Prior to commencing use of the relevant Precinct, Sub-precinct or Stage, and then to be maintained
Infrastructure Charges		
87.	**Hierarchy** The PDA development conditions of this PDA decision notice: a) Prevail to the extent of any inconsistency with the Queen's Wharf Brisbane ICOP; and b) Apply unless an IA provides to the contrary.	At all times
88.	**Compliance Assessment – Amended Infrastructure Master Plan** a) The Approved IMP may be replaced by submitting to the MEDQ for Compliance Assessment an amended IMP, if there is a change to the provision of infrastructure on the Land that does not result in the Development being substantially different. b) The amended IMP will be assessed against the relevant parts of the following documents, current at the date the amended IMP is submitted to the MEDQ for Compliance Assessment: i) The Queen's Wharf Brisbane PDA Development Scheme; ii) the Approved PoD; and iii) any other relevant PDA development conditions of this PDA decision notice. c) The amended IMP must: i) Be for the whole of the Land;	a) As required b) As required c) As required

PDA Development Conditions		
No.	**Condition**	**Timing**
	ii) Detail applicable infrastructure networks both within and external (but relatively proximate) to the PDA and identify where works are required to connect existing or future networks; iii) Respond to the requirements and standards outlined in the Queen's Wharf Brisbane PDA Development Scheme and applicable PDA guidelines current at the time of preparation of the amended IMP and address any non-compliance; iv) Articulate the overall planning and delivery principles supported by appropriate modelling for the infrastructure Works, required to support the ultimate development of the Land; v) Indicate how and when each component of infrastructure will be provided (including the dedication/transfer), or if not known, how and when the provision of that infrastructure is to be determined; and vi) Demonstrate consideration of the requirements, standards and guidance identified in the applicable PDA guidelines for the QWB PDA.	
89.	**Development Infrastructure** a) Deliver the Development Infrastructure in accordance with: i) The Approved IMP, or the applicable provisions of an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan; ii) The relevant PDA development condition(s) of this PDA decision notice; and iii) The detailed design documentation for the Development Infrastructure approved under part b) of this condition. b) Submit to the MEDQ detailed design documentation for the Development Infrastructure in accordance with the relevant PDA development condition(s) of this PDA decision notice (if applicable), and either: i) Sections 8.2, 8.3 and 8.4 of the Approved IMP; or ii) The applicable provisions of an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan. c) Infrastructure charges for transport, public realm and Stormwater Infrastructure are to be calculated and indexed in accordance with the Queen's Wharf Brisbane ICOP, and are payable at the following times: i) For development of any part of the Land prior to the change of use in Sub-precinct 1a – prior to the commencement of the use in Sub-precinct 1a; or	a) As stated in the Approved IMP or the approved amended IMP b) Prior to commencing Works for the Development Infrastructure within a Sub-precinct, or as agreed to in writing by the MEDQ c) As indicated

PDA Development Conditions		
No.	**Condition**	**Timing**
	ii) Otherwise, in accordance with the Queen's Wharf Brisbane ICOP.	
	d) Credits for existing lawful uses and previous lawful uses on the Land are to be calculated in accordance with the Queen's Wharf Brisbane ICOP and these PDA development conditions. Credits may be: i) calculated on a whole of site basis for the Land, regardless of the location of the existing lawful uses or previous lawful uses on the Land; and ii) applied to the calculation of infrastructure charges in respect of development on any part of the Land.	d) As required
	e) Evidence of GFA or hotel numbers are to be provided for each existing lawful use and each previous lawful use in existence immediately prior to PDA development approval number DEV2016/816 taking effect.	e) Prior to confirmation of credits
	f) Development Infrastructure that is Trunk Infrastructure and delivered in accordance with part a) of this condition, may be claimed in accordance with the Queen's Wharf Brisbane ICOP as an offset against the infrastructure charges that would otherwise have been payable under part c) of this condition for development in any Sub-precinct, regardless of whether or not that infrastructure services or relates to development in that Sub-precinct.	f) As set out in the Queen's Wharf Brisbane ICOP
	g) The Development Infrastructure to be offset against the infrastructure charges is to be in accordance with the identified Trunk Infrastructure in Section 10 of the Queen's Wharf Brisbane ICOP.	g) As required
	h) The value of the offset for Trunk Infrastructure will be determined as set out in the Queen's Wharf Brisbane ICOP, unless otherwise stated in these PDA development conditions; agreed to in writing by the MEDQ; or an infrastructure agreement.	h) As required
90.	**Water Infrastructure and Waste Water Infrastructure** a) Deliver the Water Infrastructure and Waste Water Infrastructure in accordance with: i) The Approved IMP or the applicable provisions of an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan; ii) The relevant PDA development condition(s) of this PDA decision notice; and iii) The detailed design documentation for the Water Infrastructure and Waste Water Infrastructure approved under part b) of this condition.	a) As stated in the Approved IMP or the approved amended IMP

PDA Development Conditions		
No.	**Condition**	**Timing**
	b) Submit to the MEDQ detailed design documentation for the Water Infrastructure and Waste Water Infrastructure in accordance with the relevant PDA development condition(s) of this PDA decision notice (if applicable), and either: i) Sections 8.5 and 8.6 of the Approved IMP; or ii) The applicable provisions of an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan.	b) Prior to commencing Works for the Water Infrastructure and Waste Water Infrastructure within a Sub-precinct
	c) Infrastructure charges for Water Infrastructure and Waste Water Infrastructure are to be calculated and indexed in accordance with the Queen's Wharf Brisbane ICOP and are payable at the following times: i) For development of any part of the Land prior to the change of use in Sub-precinct 1a – prior to the commencement of the use in Sub-precinct 1a; or ii) Otherwise, in accordance with the Queen's Wharf Brisbane ICOP.	c) As indicated
	d) Credits for existing lawful uses and previous lawful uses on the Land are to be calculated in accordance with the Queen's Wharf Brisbane ICOP and these PDA development conditions. Credits may be: i) Calculated on a whole of site basis for the Land, regardless of the location of the existing lawful uses and previous lawful uses on the Land; and ii) Applied to the calculation of infrastructure charges in respect of development on any part of the Land.	d) As required
	e) Evidence of GFA or hotel numbers are to be provided for each existing lawful use and each previous lawful use in existence immediately prior to PDA development approval No. DEV2016/816 issued on 14.03.2017 taking effect.	e) Prior to confirmation of credits
91.	**Infrastructure Offset – Water Infrastructure and Waste Water Infrastructure** a) Water Infrastructure and Waste Water Infrastructure that is Trunk Infrastructure and delivered in accordance with part a) of condition 90, titled Water Infrastructure and Waste Water Infrastructure, can be claimed in accordance with the Queen's Wharf Brisbane ICOP as an offset against the infrastructure charges that would otherwise have been payable under part c) of condition 90, titled Water Infrastructure and Waste Water Infrastructure, for development in any Sub-precinct, regardless of whether or not that	a) As set out in the Queen's Wharf Brisbane ICOP

PDA Development Conditions		
No.	**Condition**	**Timing**
	infrastructure services or relates to development in that Sub-precinct. b) The Water Infrastructure and Waste Water Infrastructure to be offset against the infrastructure charges are to be in accordance with the identified Trunk Infrastructure in Section 10 of the Queen's Wharf Brisbane ICOP. c) The value of the offset for Trunk Infrastructure will be determined as set out in the Queen's Wharf Brisbane ICOP, unless otherwise stated in these PDA development conditions; agreed to in writing by the MEDQ; or an IA.	b) As required c) As required
92.	**No Refund** a) Subject to paragraph (b) below, infrastructure charges for transport, public realm and Stormwater Infrastructure and Water Infrastructure and Waste Water Infrastructure may be paid in accordance with the Infrastructure Charges Notice number DEV2017/846/92 - 000999 dated 12/07/2024 issued by MEDQ to DBC (Issued ICN) for the development. b) Payment of the infrastructure charges in accordance with the Issued ICN, will be taken to have satisfied Conditions 89 and 90 to the extent the amount paid under the Issued ICN equals or exceeds the amount otherwise payable under conditions 89 and 90. However: i. no refund is payable where the amount paid under the Issued ICN exceeds the amount otherwise payable under conditions 89 and 90; and ii. if the amount paid under the Issued ICN is less than the amount otherwise payable under conditions 89 and 90 at any time, the difference between these amounts is payable to MEDQ as an infrastructure charge payable to MEDQ, and MEDQ may issue a notice requiring payment of these charges in accordance with the timing for payment in conditions 89 and 90.	At all times
93.	**No Cross-crediting** a) There is no entitlement to apply the value of any offset or credit in respect of Development Infrastructure against infrastructure charges payable for Water Infrastructure and Waste Water Infrastructure. b) There is no entitlement to apply the value of any offset or credit in respect of Water Infrastructure and Waste Water Infrastructure against infrastructure charges payable for transport, public realm or Stormwater Infrastructure.	a) At all times b) At all times

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94.	**Additional Infrastructure Charges** a) In the event that the yield or GFA of any development on the Land is greater than the total yield or total GFA as set out in the Approved PoD for the whole of the Land, MEDQ may give a written notice identifying the additional infrastructure charges payable for the difference in the yield or GFA. b) The additional infrastructure charges are to be calculated and indexed in accordance with the Queen's Wharf Brisbane ICOP. c) Additional infrastructure charges are payable in accordance with the Queen's Wharf Brisbane ICOP.	a) At all times b) At all times c) At all times
95.	**Different Development Infrastructure, Water Infrastructure or Waste Water Infrastructure** In the event that the Trunk Infrastructure (that is Development Infrastructure, Water Infrastructure or Waste Water Infrastructure) provided is different to the infrastructure identified in the Approved IMP at the date of this PDA decision notice, MEDQ may give a written notice recalculating the cost of the Trunk Infrastructure and altering the maximum Trunk Infrastructure offset identified in Section 10 of the Queen's Wharf Brisbane ICOP based on the recalculated cost of the Trunk Infrastructure. The recalculated cost will apply instead of the cost of the Trunk Infrastructure in Section 10 of the Queen's Wharf Brisbane ICOP for the purpose of determining offsets.	At all times
Heritage Places and Archaeology		
Heritage Places		
96.	**Heritage Architect** a) Submit to the MEDQ for approval, a nomination for a registered architect, with a minimum of fifteen years' experience working with Heritage Places, and a full International Membership of Australia ICOMOS. The approved Heritage Architect may be changed from time to time, with agreement in writing by the MEDQ. The approved Heritage Architect is to be appointed for all Building Work involving New Built Form on or adjacent to a Heritage Place or the conservation or adaptive re-use of a Heritage Place. b) Certification from the approved Heritage Architect is to be provided to the MEDQ that: i) All Building Work involving New Built Form on or adjacent to a Heritage Place, or the conservation or adaptive re-use of a	a) Prior to commencing Works on or in a Heritage Place, excluding Sub-precincts 1f and 1g b) As indicated

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	Heritage Place is planned and designed in a manner that retains and conserves the significance of the Heritage Place and is in accordance with the relevant approved Conservation Management Plan policies prepared for the Heritage Place; ii) Heritage Impact Statements have been prepared in accordance with condition 100, titled Compliance Assessment – Heritage Impact Statement; iii) All Building Work, where for New Built Form or adaptive re-use of a Heritage Place, on or adjoining a Heritage Place, including the conservation Works required under condition 99, titled Compliance Assessment – Schedule of Conservation Works, are appropriately documented and are undertaken in accordance with the relevant Compliance Approval for the Work; and iv) A suitably qualified and experienced heritage specialist, will oversee the coordination of DES inspections of Works to Heritage Places (including a minimum of two inspections during, and one inspection after, both demolition Works adjacent to Heritage Places and adaptive re-use Works to Heritage Places).	
97.	**Compliance Assessment in Certain Circumstances – Damage or Destruction of a Heritage Place** a) Unless authorised under the PDA development approval, if a Heritage Place is damaged or destroyed, to the extent that causes or threatens serious or material damage or destruction, either directly or indirectly as a result of carrying out the Development: i) No later than 24 hours after becoming aware of the incident, provide written notice to the MEDQ detailing the nature and circumstances of the incident; and ii) Within 15 business days after the incident, submit to the MEDQ for Compliance Assessment a Heritage Place Rectification Report, certified by the approved Heritage Architect nominated under condition 96, titled Heritage Architect, that includes a proposed methodology, timing for, and details of, the rectification Works proposed to be undertaken to reinstate the Heritage Place to, as a minimum, the specification and condition recorded in the relevant dilapidation report submitted to the MEDQ under condition 22, titled Peer Review – Geotechnical, Shoring and Design Report, of this PDA decision notice, and informed by the relevant Conservation Management Plan for the Heritage Place. The proposed timing for completion of the rectification Works must be reasonable, having regard to the circumstances relevant to the incident. b) Undertake all Works in accordance with the Heritage Place Rectification Report approved under part a) ii) of this condition.	a) As indicated b) As indicated in the approved Heritage Place

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		Rectification Report
98.	**Compliance Assessment – Heritage Maintenance Plan** a) Submit to the MEDQ a Heritage Maintenance Plan (HMP) for Compliance Assessment for each Heritage Place prepared by a suitably qualified heritage specialist, certified by the approved Heritage Architect as specified in condition 96, titled Heritage Architect. The HMP is to be based on the approved Conservation Management Plan for each Heritage Place and must provide for additional inspections where the relevant Heritage Place is vacant. b) Undertake the Works in accordance with the HMP approved under part a) of this condition. c) Submit an annual report to the MEDQ and DES summarising the condition of each Heritage Place and detailing the maintenance and repair Works undertaken, certified by the approved Heritage Architect as specified in condition 96, titled Heritage Architect.	a) Prior to commencing Works on the relevant Heritage Place b) As indicated c) As stated
99.	**Compliance Assessment – Schedule of Conservation Works** a) Submit to the MEDQ for Compliance Assessment a Schedule of Conservation Works for each Heritage Place which is prepared by a suitably qualified heritage specialist and certified by the approved Heritage Architect as specified in condition 96, titled Heritage Architect. The Schedule of Conservation Works is to be based on the approved Conservation Management Plan for each Heritage Place. The approved Heritage Architect as specified in condition 96, titled Heritage Architect, is to oversee the detailed specification and implementation of the approved Schedule of Conservation Works. b) Undertake all Works specified in the Schedule of Conservation Works approved under part a) of this condition. All conservation Works are to be completed within 10 years of this PDA development approval, or as otherwise agreed to in writing by the MEDQ. c) Submit to the MEDQ certification from the approved Heritage Architect in condition 96, titled Heritage Architect, that all Works have been undertaken in accordance part a) of this condition.	a) Prior to commencing Works on the relevant Heritage Place b) As indicated c) Prior to commencing use of the relevant Heritage Place
100.	**Compliance Assessment – Heritage Impact Statement** a) Submit to the MEDQ for Compliance Assessment a Heritage Impact Statement, prepared in accordance with relevant local and state heritage impact statement requirements and guidelines, for all Works on and immediately adjacent to a Heritage Place. The Heritage	a) Prior to commencing Works on the

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	Impact Statement is to be certified by the approved Heritage Architect in condition 96, titled Heritage Architect, and must include plans and specifications for the proposed Works. The Heritage Impact Statement is to contain an assessment of the proposed Works against the heritage-related provisions in the Approved PoD, including the relevant Conservation Management Plan(s).	relevant Heritage Place
	b) Submit to the MEDQ for Compliance Assessment, Detailed Design Plans prepared by an RAIA registered architect and certified by the approved Heritage Architect as specified in condition 96, titled Heritage Architect, for all Works to a Heritage Place. The Detailed Design Plans are to accompany the Heritage Impact Statement required under part a) of this condition. The Detailed Design Plans are to include the following, unless otherwise agreed to in writing by the MEDQ: i) Detailed plans, sections and elevations at a scale of 1:200, and detailed sections at a scale of 1:50; ii) Accessibility plans; iii) Fully rendered detailed design views and images; and iv) A schedule of all colours and materials.	b) Prior to commencing Works on the relevant Heritage Place
	c) Undertake all Works to the relevant Heritage Place in accordance with the Heritage Impact Statement approved under part a) of this condition, the Detailed Design Plans approved under part b) of this condition and any other relevant PDA development condition(s).	c) As required
	d) Submit to the MEDQ certification from the approved Heritage Architect as specified in condition 96, titled Heritage Architect, that all Works have been undertaken in accordance with the Heritage Impact Statement approved under part a) of this condition, the Detailed Design Plans approved under part b) of this condition and any other relevant PDA development condition(s).	d) Prior to commencing use of the relevant Heritage Place
101.	**Compliance Assessment – Heritage Kerbs**	
	a) Submit to the MEDQ a detailed survey of all street level Heritage Kerbs which: i) Identifies all Heritage Kerb locations and extents in dwg and PDF formats; ii) Includes photographic recording of each location and extent; and iii) Identifies Heritage Kerb by material and profile.	a) Prior to commencing Works in a Precinct, Sub-precinct or Stage where the Heritage Kerb is laid
	b) On completion of the detailed survey, submit to the MEDQ for Compliance Assessment a Conservation Management Plan for the Heritage Kerb, prepared by a suitably qualified heritage specialist	b) Prior commencing Works in a Precinct, Sub-precinct or Stage

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	and certified by the approved Heritage Architect under condition 96, titled Heritage Architect, including at a minimum: i) Protection methods of Heritage Kerbs that are to remain in place; ii) Procedures for Works that may influence or directly interface to Heritage Kerbs; and iii) Procedures for the removal, storage and reinstatement of the Heritage Kerbs.	where the Heritage Kerb is laid
	c) If a Heritage Kerb is required to be removed, the following process is to be carried out under the supervision of the approved Heritage Architect under condition 96, titled Heritage Architect: i) Careful removal of the Brisbane Tuff or Porphyry kerb is undertaken to minimise damage; ii) Brisbane Tuff or Porphyry kerb is to be stored throughout the construction phase; and iii) Reinstate all Brisbane Tuff and Porphyry kerb, in accordance with Council's standards.	c) At all times
102.	**Cultural Heritage Management Plan** Submit to the MEDQ written evidence that a Cultural Heritage Management Plan (CHMP) has been approved for the purposes of the *Aboriginal Cultural Heritage Act 2003*.	Prior to commencing Works
103.	**Compliance Assessment – Heritage Interpretation Strategy and Plans** a) Submit to the MEDQ for Compliance Assessment, a Heritage Interpretation Strategy prepared by a suitably qualified and experienced heritage specialist. The Heritage Interpretation Strategy is to focus on delivering an integrated and holistic approach to heritage interpretation, and is to: i) Address the requirements and recommendations of the Heritage Interpretation Strategy, revision 8, prepared by Urbis, dated 25.05.2017; ii) Provide locations for interpretative media; iii) Define the route of the interpretative trail; iv) Define the type of interpretative media; v) Provide the content of interpretative media; vi) Demonstrate integration with proposed wayfinding devices and public art, where applicable; vii) Respond to the results of the archaeological monitoring undertaken in accordance with condition 108, titled Archaeological Excavation Reports; viii) Include suggestions for how these results can be incorporated into an interpretive program for the Development;	a) Prior to the earlier of commencing Public Realm Works or Building Works for New Built Form, for the relevant Precinct, Sub-precinct or Stage

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	ix) Ensure any proposal involving the interpretation of Aboriginal cultural heritage or archaeology is developed in consultation with the Traditional Owners; and x) Outline updated timeframes for deliverables and milestones. b) Submit to the MEDQ for Compliance Assessment detailed Heritage Interpretation Plans in accordance with the Heritage Interpretation Strategy approved under part a) of this condition. c) Construct the Works in accordance with the Heritage Interpretation Plans approved under part b) of this condition. d) For Public Assets, submit to the MEDQ as-constructed drawings, an asset register and all documentation required under the CPM.	b) Prior to commencing use of the relevant Precinct, Sub-precinct or Stage c) As indicated d) Within 20 business days of Practical Completion of the Public Realm Works or Building Works for New Built Form in the relevant Precinct, Sub-precinct or Stage
104.	**Compliance Assessment – Updated Conservation Management Plans** a) Submit to the MEDQ for Compliance Assessment, updated Conservation Management Plans (CMP), prepared by a suitably qualified heritage specialist and certified by the approved Heritage Architect as specified in condition 96, titled Heritage Architect, which incorporate the amendments in red made by the MEDQ. Each CMP is to: i) Include annotated/coloured floor plans and external elevations for each floor and elevation of each Heritage Place, clearly delineating fabric of exceptional, high, moderate and little significance and neutral and intrusive fabric; ii) Include Conservation Works Schedules and Maintenance Works Schedules where these are missing; iii) Amend the 'Schedule of Significant Elements' in accordance with amendments in red; iv) Amend the 'Conservation Policy' in accordance with amendments in red; and v) Amend the CMP content in accordance with amendments in red.	a) Prior to commencing Works in the relevant Precinct, Sub-precinct or Stage

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	b) Submit to the MEDQ for Compliance Assessment an updated CMP for each Heritage Place, whichever of the following is earlier: i) Every 5 years; or ii) Within 12 months of any significant redevelopment; or iii) Within 12 months of any event that affects the significance of a Heritage Place; or iv) Within 12 months of any change in the legislative framework management the Heritage Place.	b) As indicated
105.	**Archival Recording** Submit to the MEDQ the following: i) A comprehensive archival recording for each Heritage Place in accordance with the applicable DES guideline; and ii) A 3D laser scan of the exteriors and interiors of each Heritage Place in accordance with the best practice heritage guidance (see *3D Laser Scanning for Heritage*, prepared by English Heritage, 2011 and *Photogrammetric Applications for Cultural Heritage: Guidance for Good Practice*, prepared by Historic England, 2017). Scan data is to be provided in Wavefront OBJ (or similar), CAD and JPEG format.	Prior to commencing Works on the relevant Heritage Place or relevant Stage
Archaeology		
106.	**Appointment of Project Archaeologist** a) Appoint an appropriately qualified and experienced Project Archaeologist for any archaeological Work to be undertaken as part of this PDA development approval. The Project Archaeologist responsibilities include at a minimum: i) Managing all archaeological investigations and finds which occur during any Works the subject of this approval; ii) Implementing the Archaeological Management Plan (AMP), approved under condition 107, titled Compliance Assessment – Archaeological Management Plan, of this PDA development approval; iii) Implementing a consistent approach to any archaeological Work on the Land; iv) Directing implementation of the Chance Finds Procedures in the AMP approved under condition 107, titled Compliance Assessment – Archaeological Management Plan, if required; v) Providing advice on chance finds; vi) Undertaking a re-assessment of the archaeological potential areas identified as low and moderate, where the historic bridge, shipwreck and wharf locations have been mapped in areas that have not been impacted by the REX footprint or significant Reclamation Works (limited to the Foreshore area of the Commissariat Store QHR place ID 600176 and Department of	a) Prior to commencing Earthworks

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	Primary Industries Building QHR ID 601093) (refer to Figures 25 and 26 of the AMP, version 11, prepared by Urbis, dated 04.12.2017); vii) Being involved in the engagement of an appropriately qualified maritime archaeologist to: A. Be on-site subject to the provisions of the Underwater Cultural Heritage Artefactual Find Procedure, as documented in the revised AMP; B. Undertake remote sensing of the Foreshore area and the Brisbane River in the areas identified as nil potential in the AMP, version 11, prepared by Urbis, dated 04.12.2017 that are to be affected by the Development, including but not limited to areas that will require Reclamation Works, dredging or pile driving; C. Analyse the results of the remote sensing and assess the likely impact of the Development on maritime archaeology; D. Comply with the requirements of condition 107, titled Compliance Assessment – Archaeological Management Plan to inform the preparation of a revised AMP which: I. Reflects the findings from the assessment of archaeological potential of the marine environment; II. Addresses and manages any impacts on maritime archaeology appropriate to the level of archaeological potential; E. Supervise test Excavations in the maritime environment if the investigation and analysis under part a) vii) B. – C. of this condition indicates potential impacts; F. Consult with appropriate conservators with experience in underwater finds and implement appropriate conservation methods for significant underwater cultural heritage finds; viii) Providing to the MEDQ and the DES, an overall Archaeological Synthesis Report, within 6 months of completion of the Development, that synthesises and analyses the outcomes of the excavation programme including artefact analysis and cataloguing; ix) Ensuring archaeological evidence is integrated into the Heritage Interpretation Strategy, as required under condition 103, titled Compliance Assessment – Heritage Interpretation Strategy, of this PDA decision notice; x) Ensuring there is archaeological content in inductions to all staff conducting sub-surface Works on the Land, and oversee the heritage induction for construction personnel working in or adjacent to Heritage Buildings, and areas of high to moderate archaeological potential; and xi) Establishing and maintaining a master map that progressively documents the location of all finds and excavation areas on current and historic cadastre information.	

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	b) Undertake all Works in accordance with the requirements outlined under part a) of this condition.	b) At all times while undertaking Earthworks
107.	**Compliance Assessment – Archaeological Management Plan** a) Submit to the MEDQ for Compliance Assessment a revised Archaeological Management Plan (AMP), prepared by a suitably qualified and experienced archaeological consultant, using the Archaeological Management Plan, revision 11, prepared by Urbis, dated 04.12.2017 as a basis to update. The revised AMP is to include at a minimum: i) A refined research design articulating the archaeological investigation approach across the Land and how it will be modified for each Precinct; ii) Implementation strategies that are based on the assessment of archaeological potential; iii) More information regarding when salvage excavation and in-situ conservation is appropriate; iv) Strategies for avoidance of impacts on archaeological values and providing for in-situ conservation of significant archaeological remains; v) More information on the process to follow in the event of discovery of archaeological remains, either through a test pitting program or as a result of a chance finds procedure, that are of a level of significance that warrants retention in-situ. Remains requiring retention in situ may require modifications to Development design and implementation, and amendments to the Heritage Interpretation Strategy and Plan(s) and heritage trail. Where results of test excavation identify historic remains, investigative or salvage excavations may require modifications to Works time lines; vi) A requirement to provide to the MEDQ an addendum AMP, prior to commencing Earthworks in Sub-precincts 1c – 1g and 4b to report on the findings from the re-assessment and remote sensing investigations undertaken by the Project Archaeologist and maritime archaeologist under condition 106 part a) vi) and vii), titled Appointment of Project Archaeologist, to: A. Reflect the findings from the assessment of archaeological potential of the marine environment; B. Include methodologies to address and manage any impacts on maritime archaeology appropriate to the level of archaeological potential; vii) Relevant mapping standards and recording standards to be applied to all Development;	a) Prior to commencing Earthworks

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	viii) A requirement that Archaeological Synthesis Reports are to be prepared following each archaeological investigation and submitted to the MEDQ. These could be of a similar length to an executive summary for each Excavation Report, and should be appended to the AMP to provide a brief outline of each investigation and any impacts the results have on the content of the AMP. Following completion of the Works, an overall Archaeological Synthesis report should be prepared within six months that synthesises and analyses the results of all archaeological investigations undertaken during the Development; ix) A revision of the existing Underwater Cultural Heritage Artefactual Finds Process, to state that an email is required to be sent to DES (archaeology@ehp.qld.gov.au) when an underwater find is made but determined to be younger than 75 years or unlikely to be significant. The email should contain images of the find, the location of the find, and any other relevant information; x) A revision of the existing Underwater Cultural Heritage Artefactual Finds Process to state that the DES Reporting and Discovery Form and the associated Archaeological Discovery Supplemental Form are required to be completed and submitted to DES (archaeology@ehp.qld.gov.au) for finds assessed as likely to be significant or older than 75 years; xi) A revision of the existing Underwater Cultural Heritage Artefactual Finds Process to state that the estimated age and significance assessment for underwater cultural heritage artefactual finds will be undertaken by a maritime archaeologist; xii) A revision of the existing Artefactual Finds Process, to state that an email is required to be sent to DES (archaeology@ehp.qld.gov.au) when an archaeological find is made but determined to not be pre-1880 and significant. The email should contain images of the find, the location of the find, and any other relevant information; and xiii) A revision of the existing Archaeological Finds Process to state that the DES Reporting and Discovery Form and the associated Archaeological Discovery Supplemental Form are required to be completed and submitted to DES (archaeology@ehp.qld.gov.au) for finds assessed as likely to be significant or suspected to predate 1880.	
	b) Submit to the MEDQ for Compliance Assessment an Archaeological Test Excavation Strategy (ATES) that sets out an archaeological investigation program for test pitting for the relevant stage, Precinct or Sub-precinct across all areas of high and moderate archaeological potential that are proposed to be disturbed, as	b) Prior to commencing Earthworks, for the relevant

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	identified in the revised AMP. The test pitting may be staged and is to be undertaken prior to any ground-breaking, contouring or landscape Works in the areas identified as high and moderate archaeological potential in the revised AMP for the relevant Stage, Precinct or Sub-precinct. The ATES is to include: i) Identification of relevant areas subject to test pitting and why they are subject to test pitting, including specific strategies for each relevant Stage, Sub-precinct or Precinct based on the level of archaeological potential; ii) Identification of the areas proposed to be impacted by Development in each relevant Stage, Sub-precinct or Precinct; iii) The archaeological potential of those areas to be impacted by Development in each Sub-precinct and identification of what sub-surface remains may be encountered; iv) Research questions tailored to each relevant Stage, Sub-precinct or Precinct and how the test pitting will increase the understanding of the archaeological potential of these areas; v) Any other approvals required to undertake Excavation in the relevant Stage, Sub-precinct or Precinct (e.g. approval under an exemption certificate under the *Queensland Heritage Act 1992*); vi) A methodology for the archaeological investigation program, including (as appropriate) number, size, and location of test pits, sieving requirements, number of persons required for undertaking the archaeological investigation program, equipment required for excavation (i.e. manual only, or with mechanical assistance), recording methodology and requirements, including use of GIS mapping; vii) Guidelines for when test pitting is required, when to expand existing test pits or commence new pits; viii) Guidelines for what material is appropriate to be salvaged, and what is appropriate for retention in-situ; ix) Strategies for short-term management of recovered material, and identification of key stakeholders who may have an interest in receiving recovered material; x) Specific strategies for notifying key stakeholders if archaeological deposits are uncovered that would warrant in-situ conservation; xi) Methodology for completion and closure of test pits (i.e. backfilling); and xii) A procedure for notifying the MEDQ, DES and any other relevant stakeholders of the commencement and completion of the archaeological investigation program in each relevant Stage, Sub-precinct or Precinct.	Precinct, Sub-precinct or Stage
	c) Undertake the relevant test pitting outlined in the ATES approved under part b) of this condition, where relevant.	c) At all times while undertaking

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		Earthworks for the relevant Precinct, Sub-precinct or Stage containing high and moderate archaeological potential
	d) At completion of the archaeological investigation program outlined in the ATES undertaken under part c) of this condition, analyse the results and submit to the MEDQ for Compliance Assessment an updated AMP to reflect the findings from the completed ATES.	d) Within 15 business days of completing the ATES
	e) Submit to the MEDQ for Compliance Assessment an addendum AMP, as required under part a) vi) of this condition, prepared by a suitably qualified and experienced archaeological consultant. The revised AMP is to include at a minimum the matters outlined under part a) vi) of this condition.	e) Prior to commencing Earthworks in Sub-precincts 1c – 1g or 4b
	f) Undertake all Works on site in accordance with the AMP approved under part a) of this condition, or an updated AMP as approved under part d) of this condition, or an addendum AMP approved under part e) of this condition, for the relevant Precinct, Sub-precinct or Stage.	f) At all times whilst undertaking Earthworks in the relevant Precinct, Sub-precinct or Stage containing high and moderate archaeological potential
108.	**Archaeological Excavation Reports** a) Submit to the MEDQ an Archaeological Excavation Report for the relevant Precinct, Sub-precinct or Stage. Each Archaeological Excavation Report is to include at a minimum: i) Historical background of impact area; ii) Description of Works; iii) Excavation methodology and research design; iv) Results of archaeological investigation including scale plans, artefact catalogue (as appropriate), assessment of significance, and responses to / learnings from research questions; v) Mapping of test pit locations, existing archaeological features, archaeological discoveries and other relevant items, including provision of an electronic GIS file to the MEDQ as required; vi) Recommendations for future management of any recovered material, including disposal schedule;	a) After completion of the Earthworks in the relevant Precinct, Sub-precinct or Stage, and then within 30 business days from the completion of the specific investigation

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	vii) Requirements for in-situ conservation if required; viii) Impacts on broader Development design or implementation as required; ix) Recommendations for future investigation as required, or implementation of chance finds procedure during future Works; and x) Any additional recommendations as appropriate depending on results of Excavation, such as updates to the Heritage Interpretation Strategy. b) Submit to the MEDQ a final Archaeological Excavation Report that synthesises and analyses the outcomes of all Excavation, as documented in each Archaeological Excavation Report, submitted under part a) of this condition. Include a consolidated electronic GIS file that is linked to the cadastre and provides test pit locations, existing archaeological features, archaeological discoveries and other relevant items for the Land.	b) Within 6 months of completion of all Excavation for the Development
Built Form and Public Realm		
Built Form		
109.	**Compliance Assessment – Architectural Concept and Detailed Design** a) Submit to the MEDQ for Compliance Assessment, Conceptual Design Plans for all New Built Form which include: i) Massing and view analysis in accordance with the nominated fixed view points, virtual reality and animated pathways on Figure 17 of the Approved PoD. Data of the fixed points, extracted from the model, for each of the fixed view points and pathways. As a minimum the data is to include the elevation of the camera. Coordinates (for easting and northing) are also required, if available. These views are to be in accordance with the following Council Virtual Brisbane requirements: A. Bulk and scale of built form; B. Impacts on surrounding urban character, including Heritage Places; C. Solar impacts, including shadowing of surrounding areas; D. Impacts on significant view corridors and view sheds; E. Contribution to urban design outcomes at street and podium level; and F. CBD skyline analysis; ii) Views demonstrating the built form relationship with all adjoining interfaces between New Built Form and Heritage Places in accordance with the fixed view points, virtual reality and animated pathways nominated on Figure 17 of the Approved PoD.	a) Prior to commencing Building Work where New Built Form for the relevant Precinct or Sub-precinct (excluding Sub-precincts 1f and 1g)

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	iii) Supporting information demonstrating compliance with the relevant provisions of the Approved PoD.	
	b) Submit to the MEDQ for Compliance Assessment, Architectural Concept Plans for all New Built Form prepared by an RAIA registered architect for the Precinct or Sub-precinct. The Architectural Concept Plans are to be in accordance with the Approved PoD and consistent with the Conceptual Design Plans approved under part a) of this condition. The following is to be included in the submission: i) Context analysis of the proposal within the Precinct / Sub-precinct and supporting documentation demonstrating how the proposal integrates with the adjacent Precincts / Sub-precincts; ii) Conceptual masterplan for the relevant Precinct or Sub-precinct demonstrating how the New Built Form integrates with the Public Realm and the wider PDA; iii) Supporting documentation detailing how the proposed concept complies with the relevant requirements in the Approved PoD including the Architectural Design Criteria, and Heritage Integration Criteria, and how the New Built Form interfaces with the Public Realm to meet the Public Realm Design Criteria in Section 5.6 of the Approved PoD and the requirements in the Approved LCR; iv) Supporting documentation detailing subtropical design outcomes and Environmentally Sustainable Design (ESD) outcomes to meet the requirements in the Approved PoD; v) Plans, sections and elevations at a scale of 1:200; vi) 3D perspectives; vii) Palettes of materials and finishes; and viii) Typical wayfinding signage.	b) Prior to commencing Building Work Building Work where New Built Form for the relevant Precinct or Sub-precinct
	c) Submit to the MEDQ for Compliance Assessment, Detailed Design Plans prepared by an RAIA registered architect for all New Built Form for the Precinct or Sub precinct consistent with the relevant provisions of the Approved PoD, and the concepts approved under parts a) and b) of this condition. The Detailed Design Plans are to include the following: i) Detailed plans, sections and elevations at a scale of 1:200, detailed sections at a scale of 1:50; ii) Residential apartment typologies; iii) Hotel room typologies; iv) Accessibility plans; v) Details of private and publicly accessible open space and communal areas; vi) Documentation demonstrating how New Built Form meets the relevant requirements in Section 5.6 of the Approved PoD including heritage integration criteria;	c) Prior to commencing Building Work Building Work where New Built Form for the relevant Precinct or Sub-precinct (excluding 1f and 1g)

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	vii) 3D axonometric views for all interfaces where New Built Form is adjacent to a Heritage Place; viii) Perspectives and view analysis for the relevant Precinct of the following: A. Surveyed photomontage rendered detailed design proposal views geolocated of all views indicated in blue on Figure 17 of the Approved PoD; B. Column zone sightline views of the detailed design proposal of all views indicated in green on Figure 17 of the Approved PoD for the relevant Precinct; C. Views demonstrating the built form relationship with all adjoining interfaces between New Built Form and Heritage Places in accordance with red views nominated on Figure 17 of the Approved PoD; ix) A schedule of all colours and materials; x) Physical material samples; and xi) Typical wayfinding in accordance with the approved wayfinding strategy. d) Construct the Works in accordance with the plans approved under part b) of this condition. e) Submit to the MEDQ a Certificate of Compliance by an RAIA registered architect, certifying that the constructed Works comply with the Detailed Design Plans approved under part c) of this condition.	 d) As indicated e) Prior to commencing use
110.	**Compliance Assessment – Limited building projection zone and articulation zone** a) Submit to the MEDQ for Compliance Assessment Design Documentation and Supporting Information for the limited building projection zones and articulation zones, as identified in the Approved PoD Figures – Built Form Parameters and Sections for Sub-precinct 1a and Precinct 3. The Design Documentation and Supporting Information is to include at a minimum: i) A design rationale and justification supporting the need for the limiting building projection zone or the articulation zone, in accordance with the definitions of the Approved PoD. The design rationale is to provide strong justification to support the location, extent of built form within the relevant zone and any gross floor area in accordance with the definitions, and demonstrate that the design complies with all other relevant provisions of the Approved PoD; ii) Scaled plans, sections and elevations; iii) Massing model perspectives; iv) Rendered views;	 a) Prior to commencing Building Work where New Built Form in Sub-precinct 1a or Precinct 3

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	v) Supplementary documentation demonstrating architectural excellence; and vi) Supplementary documentation demonstrating compliance with the Architectural Design Criteria in Section 5.6 of the Approved PoD. b) Design the Development in accordance with the Design Documentation and Supporting Information approved under part a) of this condition.	b) Prior to commencing Building Work, where New Built Form in Sub-precinct 1a or Precinct 3
111.	**Compliance Assessment – Upper Tower Build Over** a) Submit to the MEDQ for Compliance Assessment Design Documentation and Supporting Information for the upper tower build over, as identified in the Approved PoD Figures – Built Form Parameters and Sections for Sub-precinct 1a. The Design Documentation and Supporting Information is to include at a minimum: i) A design rationale and justification demonstrating how the design delivers an innovative design response which includes a visually interesting treatment of the façade and built form, an expressed element with a distinct architectural treatment that visually differentiates it from the adjoining towers; ii) Documentation demonstrating how the design achieves architectural excellence and compliance with the Architectural Design Criteria in Section 5.6 of the Approved PoD, including: A. Scaled plans, sections and elevations; B. Massing model perspectives; C. Rendered views; D. Supplementary documentation demonstrating architectural excellence; E. Supplementary documentation demonstrating compliance with the Architectural Design Criteria in Section 5.6 of the Approved PoD; and F. Indicative façade materials and finishes. b) Design the Development in accordance with the Design Documentation and Supporting Information approved under part a) of this condition.	a) Prior to commencing Building Work, where New Built Form in Sub-precinct 1a b) Prior to commencing Building Work where New Built Form in Sub-precinct 1a
112.	**Compliance assessment – Subtropical design**	

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	Submit to the MEDQ for Compliance Assessment, a Subtropical Design Report addressing how the proposed New Built Form design for the Precinct incorporates the key elements and sub elements in Council's *New World City Design Guide: Buildings that Breathe*, 2016. Where specific elements cannot be incorporated into the building design adequate justification must be provided in writing to the MEDQ and the design is to demonstrate how the intent of the key element is still achieved in the building design.	Prior to commencing for Building Work for New Built Form above ground level for Sub-precincts 1a and 3
Public Realm		
113.	**Compliance Assessment – Crime Prevention Through Environmental Design Assessment Report** a) Submit to the MEDQ for Compliance Assessment a Crime Prevention Through Environmental Design (CPTED) Assessment Report (CPTED AR), prepared by a suitably qualified and experienced person which assesses the Development and addresses at a minimum: i) Adherence to the *Crime Prevention Through Environmental Design – Guidelines for Queensland*, 2007, prepared by the Queensland Government, in particular the design of the Public Realm is to ensure: A. Natural surveillance through clear sight lines is maximised; B. Pathways and signage are legible, to support easy way-finding; C. Consistent, high levels of lighting for areas intended for night time use and key pedestrian/cycle pathways; D. Use of CCTV and security patrols in key areas; ii) Compliance with the relevant provisions of the Approved PoD; iii) Provision of a security risk assessment; iv) Details of any consultation with the Queensland Police Service regarding CPTED response approaches. The evidence provided is to include the date(s) of consultation, the information supplied to the Queensland Police Service, a list of the persons consulted, the comments received (both written and verbal), and a response to the comments received; v) An updated table of offences due to shifts in crime trends; vi) Confirmation that the amended CPTED AR reflects the current design for the Development; vii) Advice on whether the perimeter lighting illumination will form part of the security provider's contract and whether any variation of the perimeter lighting illumination is proposed; viii) Details of the design of vehicle access into pedestrian areas prepared in accordance with *National guidelines for the protection of places of mass gatherings from terrorism*, 2010, prepared by the National Counter-Terrorism committee, or *Safe places – Vehicle Management: A comprehensive guide for*	a) Prior to the earlier of commencing Building Works above ground level, or Public Realm Works for the relevant Precinct, Sub-precinct or Stage, unless otherwise agreed to in writing by the MEDQ

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	owners, operators and designers, 2012, prepared by the New South Wales Police Force; and ix) Details on security measures for the lights on the Pedestrian Bridge. b) Design all relevant Development to comply with the requirements of the CPTED AR approved under part a) of this condition.	 b) At all times
114.	**Equitable Access Report** The Development is to be designed in accordance with the Equitable Access Criteria contained in Section 6 of the Approved PoD; Figure 4.13 of the Approved LCR; and the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan.	 At all times
115.	**Irrigation** a) Install an interim irrigation system to establish and sustain softscape areas in Sub-precincts 1f and 1g in accordance with part b) of this condition. b) Softscape areas in Sub-precincts 1f and 1g should be irrigated to create a sustainable, high quality sub-tropical Public Realm. Where possible, reticulated irrigation demand should be reduced through the use of passive irrigation methods (stormwater diverted from hardstand areas). The reticulated irrigation system is to: i) Be designed and certified by Irrigation Association of Australia certified irrigation designer, holding a Diploma of Irrigation or similar qualifications; ii) Consist of a commercial grade fully automatic irrigation system including the following; A. smart-tech central control system with alarm and sensor capability utilising stand-alone power supply; B. pop up spray/sprinklers to turf, planting and WSUD areas; C. bubbler emitters to trees. All irrigation systems are to be designed and managed to mitigate overspray to pedestrian circulation areas. iii) Primarily supplied by suitably treated and managed recycled water in accordance with the Australian Guidelines for Water Recycling and other relevant standards; and iv) Supplemented with potable water as necessary.	 a) Until such time final stormwater harvesting and recycled water infrastructure is commissioned b) Prior to use of relevant Precinct or Sub precinct

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	c) Once permanent stormwater harvesting and recycled water infrastructure is installed in conjunction with Precinct 1, connect Sub-precincts 1f and 1g to the permanent irrigation system. d) Maintain the permanent irrigation system.	c) Upon commissioning of the final stormwater harvesting and recycled water infrastructure d) At all times
116.	**Compliance Assessment – Desired Standard of Provision Technical Note** a) Submit to the MEDQ for Compliance Assessment a Desired Standard of Provision Technical Note. The Desired Standard of Provision Technical Note is to demonstrate compliance with the requirements set out below, and should be read in conjunction with Figure 5.3 of the Approved LCR. The Desired Standard of Provision Technical Note is intended to facilitate the transfer of items from a Precinct or Sub-precinct to adjoining Precincts or Sub-precincts to match spatial and functional requirements at the time of Compliance Assessment. The Desired Standard of Provision Technical Note is to address at a minimum: i) Compliant seating walls: Seating walls are to include modification to provide AS1428.2, Figure 32 compliant seating to a minimum of 10% of all seating walls, and are to be located at a maximum of 50.0m spacings. Each application of compliant seating wall is not to be not less than 3.0m in length; ii) Stand-alone compliant seating benches: A minimum of 1 compliant bench seat is to be provided at not less than 60.0m spacings through the Development unless compliant seating walls are provided. They are located to provide an interesting outlook and to maximise summer and midday shade. Each compliant seat is to include an allocation for a wheelchair/pram stand point; iii) Toilet blocks: Each block is to include provision for people with disabilities and consist of a minimum of 3 cubicles. Cubicle numbers are to be increased where typical daily use is anticipated to cause queues to regularly form. A maximum individual building footprint of 300m² is permitted for any combination of toilet block/changeroom/shower facility; iv) Drinking fountains: To be DDA compliant design with integrated maintenance tap and dog bowl. Each drinking fountain should be oriented to allow for both left and right-hand operation. A minimum of 1 drinking fountain is to be provided at each recreational or playground area, plus at a maximum of 400m spacings throughout the Public Realm in the Development;	a) Prior to commencing Building Work or Public Realm Works for the relevant Precinct or Sub-precinct

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	v) Bottle fill stations: Should be installed at a minimum of 1 bottle fill station per grouping of exercise stations and at a maximum of 400m spacings along bike paths; vi) Shelters: The minimum plan dimension of any shelter is 3.0m in width and each shelter is to be not less than 10m² in area, but not greater than 50m², except for one shelter on the Mangrove Walk with a total area of not greater than 90m²; vii) Bike parking (racks): Provide a minimum of 12 bicycle parks (by approved bike racks) for each Sub-precinct adjoining the Brisbane River; and viii) Bins (dual 240L recycle and general waste): Should be provided along pathways where accessible by service vehicles. A minimum of 1 bin is required at each food and drink hub. Spacing between bins is not to exceed 200m throughout the Development. b) Design all Public Realm areas in accordance with the Desired Standard of Provision Technical Note approved under part a) of this condition.	b) As required
117.	**Compliance Assessment – Wayfinding Strategy** a) Submit to the MEDQ for Compliance Assessment a Wayfinding Strategy for the Development in accordance with the Approved LCR. The Wayfinding Strategy is to address both the strategic and local context, and detail at a minimum: i) Wayfinding principles and elements within the Development and how these: A. Integrate into the citywide landscape, including with Council's wayfinding strategy; B. Stich together to create a coherent navigable urban landscape; ii) How the following key design elements have been used to deliver wayfinding throughout the Development: A. Place specific qualities and architectural clues (landscape, heritage, architecture and public art); B. Graphic communication; C. Audible communication; D. Tactile communication; and iii) Outcomes of consultation undertaken with Council. The purpose of the consultation is to obtain Council's confirmation that the approach to wayfinding is acceptable in the context of the existing City arrangements and meets Council's current adopted standards. The evidence provided is to include the date(s) of consultation, the information supplied to Council, a list of the persons consulted, comments received from Council (both written and verbal), and a response to the comments received.	a) Prior to the earlier of commencing Building Work or Public Realm Works, excluding Sub-precincts 1f and 1g

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	b) Design the Development in accordance with the Wayfinding Strategy approved under part a) of this condition.	b) At all times
118.	**Compliance Assessment – Streetscape Design** a) Submit to the MEDQ for Compliance Assessment Streetscape Design Concept Plans and Report, for all Roads on the Land, in accordance with the Approved LCR. The Streetscape Design Concept Plans and Report are to include at a minimum: i) A design narrative which describes how the proposed streetscape design concept delivers the principles identified in the Approved LCR and Approved PoD; ii) Demonstration that the Streetscape Design Concept Plans comply with the requirements for Roadworks Design Plans approved under condition 39, titled Compliance Assessment – Roadworks Design Plans. iii) Details of the street hierarchy; iv) Demonstration of compliance with the relevant sections of the Approved PoD, and the Approved LCR; v) Plans and long-sections at a scale of 1:200 – rendered in colour; vi) Cross sections through all streets in the locations nominated in the approved LCR, at a scale of 1:50, showing: A. All adjacent basement conditions and RLs forming part of the Land; B. Interface with Heritage Places; C. Interface with new buildings; and D. Buildings entries; vii) Street species list; viii) Location and type of WSUD devices; ix) Typical cross-sections of footpaths; x) Kerb types; xi) Street furniture location and type; xii) Basement locations; xiii) Pavement types and materials (paving stone types and size); xiv) Nominated locations and levels of all Local Heritage Places, Brisbane Tuff and Heritage Kerbs; and xv) Supporting information for each street, cross block link/laneway.	a) Prior to commencing Public Realm Works for the relevant Sub-precinct (except Sub-precincts 1f and 1g)
	b) Submit to the MEDQ for Compliance Assessment, Streetscape Design Detailed Plans for the Precinct, Sub-precinct or Stage. The Streetscape Design Detailed Plans are to be prepared by an AILA registered landscape architect, supported by a letter from DBC, confirming that the Streetscape Design Detailed Plans are in accordance with the Streetscape Design Concept Plans approved under part a) of this condition, the Approved LCR and Approved PoD. The Streetscape Design Detailed Plans are to be at a scale of	b) Prior to the commencing Public Realm Works for the relevant Sub-precinct (except Sub-precincts 1f and 1g)

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	1:200, long-sections at a scale of 1:200 and cross sections at a scale of 1:50 through all streets in the locations forming part of the Land nominated in the Approved LCR, showing: i) All adjacent and encroaching basement locations, extents, conditions and RLs; ii) Interface with Heritage Places; iii) Interface with new buildings; iv) Buildings entries; v) Location of underground and above ground services; vi) Location of service pits (replaced with cast Iron lids or as otherwise agreed to in writing by the MEDQ); vii) Cross-falls not exceeding 1:50. Extents of cross grades not achieving 1:50 or flatter due to heritage or existing constraints are to be clearly identified. Extents not achieving AS1428 requirements (1:40) are to be subject to a 'Deemed to Satisfy' report by a suitably qualified and experienced access consultant; viii) Existing and proposed kerb materials and heights; ix) Tactile pavers as required in accordance with AS1428.4 and located in accordance with Council's Brisbane Standard Drawings, particularly BSD-5231 (kerb ramps) and 2021(crossovers). Alternate surface finishes are required to be equal to or exceed performance requirements of the Council standard treatments. Deviations to standard Council locations and arrangements of crossovers and ramps are to be certified by a suitably qualified and experienced RPEQ-traffic engineer; x) Proposed Road use adjacent to the kerb (e.g. bus stops, parking bays); xi) Details of awnings including location, height and materials. Trees and/or palms should have a clearance of 1.5m between tree and/or palm trunk and the awning. Trees and palms not achieving 1.5m clearance are to be identified for a case by case assessment at time of Compliance Assessment with intention that trees and/or palms are to be of a size to have clear trunks above existing awnings; xii) Street tree and groundcover species list, including minimum overall height, spread and container size; xiii) All trees should be advanced species, conform to requirements of AS2303 and have a minimum height at time of installation as follows: 4.8m for tall sender species, 4.2m for general species and 3.5m for thick stemmed species; xiv) Modified Council tree pit details (with tree grates and companion planting) indicating arrangement of advanced tree stock within a minimum of $9m^3$ of soil volume supported by tree cells where possible. Constraints to achieving the nominal soil volumes are to be documented for case by case assessment;	

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	xv) Locations, arrangements and details of proposed WSUD devices in accordance with the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan. WSUD devices should include: A. Gross pollutant traps; B. Proprietary devices; C. Bio basins (i.e. tree pit, raised or terraced basins (bio-pods); D. Porous pavements; E. Vegetated swales and buffers; xvi) Typical cross-sections footpaths; xvii) Street furniture location and type; xviii) Pavement types and materials, including source (paving stone types and size); xix) Nominated locations and levels of all Local Heritage Places, Brisbane Tuff and Heritage Kerbs; and xx) Supporting information for each street, cross block link/laneway that describes deviations from Council's standard treatments and details. c) Undertake all Works in accordance with the Streetscape Design Detailed Plans approved under part b) of this condition. d) The Project Co-ordinator and any CPM Certifier is to review, collate and submit to the MEDQ: i) Certification from an AILA registered landscape architect that all Works have been undertaken in accordance with part c) of this condition; ii) As-constructed drawings; iii) All documentation as required by the CPM; and iv) For Public Assets submit certified as-constructed drawings, by a suitably qualified and experienced RPEQ, an asset register and test results in accordance with the relevant service provider's current adopted standards.	c) At all times d) Within 20 business days of Practical Completion of Streetscape Works
119.	**Compliance Assessment – Public Realm Design** a) Submit to the MEDQ for Compliance Assessment Public Realm Concept Plans for the relevant Precinct or Sub-precinct in accordance with the Approved LCR, and the Approved PoD. The Public Realm Concept Plans are to include at a minimum: i) Supporting documentation detailing how the proposed Public Realm concept complies with the requirements in the Approved LCR and Approved PoD; ii) Plans at a minimum scale of 1:200, in colour; iii) Perspectives as per the fixed view points, virtual reality and animated pathways nominated in Figure 17 of the Approved	a) Prior to commencing Public Realm Works for the relevant Precinct or Sub-precinct

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	PoD. Data of the fixed points extracted from the model, for each of the fixed view points and pathways. As a minimum the data is to include the elevation of the camera. Coordinates (for easting and northing) are also required, if available. iv) Sections which are appropriately scaled and dimensioned; and v) Palettes of materials, treatments, textures, lighting, furniture, planting and typical wayfinding signage. The location and extent of all materials is to be nominated.	
	b) Submit to the MEDQ for Compliance Assessment Public Realm Detailed Plans prepared by an AILA registered landscape architect, for Works conceptually illustrated in the Public Realm Concept Plans approved under part a) of this condition, and in accordance with the Approved LCR and Approved PoD. The Public Realm Detailed Plans are to be at a minimum scale of 1:200, long-sections at a minimum scale of 1:100 and cross sections at a minimum scale of 1:50, detailing at a minimum: i) Plans and a schedule of materials and finishes, street furniture, lighting and signage; ii) Planting plans including species, size spacing and location. All trees should be advanced species, conform to requirements of AS 2303 and have a minimum height at time of installation of: 4.4m for tall slender species, 3.8m for general species, 3m for thick stemmed species and 3.3m for species where horticultural reasons preclude larger stock size (e.g. Corymbia tesssellaris); iii) Signature landscape trees as identified in figure 4.11 of the Approved LCR, should have should have a minimum available soil volume of 40m^3 for the corner of George and Alice Streets. All other signature landscape trees are to have a minimum available soil volume of 30m^3, unless otherwise agreed to in writing by the MEDQ; iv) Demonstrate design meets equitable access and CPTED requirements in accordance with Section 6.1 Technical Criteria, contained in the Approved PoD; v) All basement or podium locations, extents, conditions and RLs; vi) Interface with Heritage Places; vii) Interface with new buildings; viii) Where not on podium, location of underground and above ground services; ix) Cross-fall and longitudinal grades including sections demonstrating compliance with Australian Standards for Access and Mobility (maximum cross-fall of 1:50). Extents of cross grades not achieving 1:50 or flatter due to heritage or existing constraints are to be clearly identified; x) Tactile pavers as required in accordance with AS1428.4. Where located in the Public Realm TGSIs are to be in accordance with	b) Prior to the commencing Public Realm Works for the relevant Precinct or Sub-precinct, or as agreed to in writing by the MEDQ

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	Council's Brisbane Standard Drawings, particularly for consistency to the street; xi) Details of awnings and shade devices including location, height and materials; xii) All tree, mid storey and groundcover species list, including minimum overall height, spread and container size; xiii) Locations, arrangements and details of proposed WSUD devices in accordance with the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan. WSUD devices should be designed as follows: A. Integrated into the Public Realm to deliver high quality Public Realm amenity; B. Complement the landscape character and concept of the Approved LCR; WSUD devices should include: C. Gross pollutant traps; D. Proprietary devices; E. Bio basins (i.e. tree pit, raised or terraced basins, bio-pods); F. Porous pavements; G. Vegetated swales and buffers; xiv) Locations and details of an irrigation system to system to establish and sustain the softscape areas; xv) Furniture location and type; xvi) Details of pavement types and materials (paving stone types and size); xvii) Nominated locations and levels of all heritage items as integrated into the Public Realm; xviii) Locations and details of proposed artwork, heritage interpretation elements, wayfinding and signage elements; and xix) Typical details of wall types and pavements (including interface to softscape. Turf to typically finish flush to adjoining pavements. Planters to typically finish flush to adjoining pavements unless bounded by planter walls. Planter walls to have an average height of 450mm but not greater then 650mm in any locations; and xx) Typical details of build ups over basements and podiums.	
	c) Undertake all Works in accordance with the Public Realm Detailed Plans approved under part b) of this condition.	c) As indicated
	d) Submit to the MEDQ: i) Certification from an AILA registered landscape architect that all Works have been undertaken in accordance with the Public Realm Detailed Plans approved under part b) of this condition; and	d) Within 20 business days of Practical Completion

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	ii) As-constructed drawings prepared by an AILA registered landscape architect and certified by a suitably qualified and experienced RPEQ, an asset register for the Works identified in this condition.	
120.	**Compliance Assessment – Overarching Event Management Plan** a) Submit to the MEDQ for Compliance Assessment, an Overarching Event Management Plan (OEMP), prepared by a suitably qualified and experienced person in event organisation and administration, identifying at a minimum: i) The planned event spaces, their size, their capacity and location; ii) Maintenance of a minimum 2.0m DDA compliant unobstructed pedestrian path, unless otherwise amended in red by the MEDQ on Figure 4.8 of the Approved LCR where down to 1.5m, and a minimum of 3.0m unobstructed cyclist path along the foreshore in event mode; iii) The different types of events to be held within each Precinct; iv) The practices that will be employed to manage the impacts that may result from an event, including impacts during the set-up and pull-down of the event; v) The management of service vehicle access for ongoing operational requirements in event mode, which must align with the specific requirements of the site-wide service vehicle management plan approved under condition 37, titled Compliance Assessment – Servicing and Access Technical Note; vi) Any statutory approvals that may be required in relation to the event and the statutory provision under which the approval is required; vii) The mechanisms for communicating the relevant contents of the OEMP to any party involved in the planning and delivery of QWB activities; viii) The processes to be used for communicating with the local community and key stakeholders, and the mechanisms for incorporating their feedback and concerns into future event planning and preparation of any individual event management plans. List the key stakeholders required to be consulted for each different type of event, or the circumstances in which the stakeholder is to be consulted; ix) Identify, based upon the matters outlined above, an appropriate timeframe for regular review of the OEMP; and x) The types of management plans to be provided for each Major Event, which may include the following: A. Traffic and transport management; B. Noise management; C. Waste management; D. Security;	a) 6 months prior to commencing use of Sub-precinct 1a (where not an Interim Use or Temporary Use)

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	E. Occupational health and safety; F. Stakeholder communication; and G. Site management. b) Where necessary, obtain permits from Council for specific events and ensure these are planned in accordance with the OEMP approved under part a) of this condition. c) The approved OEMP and any specific event management plan (where related to a Council permitted event) must be kept available on site and be accessible at all times. d) Submit to the MEDQ upon request any specific event management plan(s). e) After undertaking a review of the OEMP approved under part a) of this condition, where there are significant changes to the provisions that will affect the operation of events on site and the resulting external impacts, submit to the MEDQ for Compliance Assessment the updated OEMP, in accordance with the requirements of part a) of this condition. f) Undertake any event on the site in accordance with the approved, or any updated and approved OEMP, as the case may be.	b) As required c) At all times d) Within 5 business days of receipt of the request e) As required f) At all times
121.	**Compliance Assessment – Lighting Design** a) Submit to the MEDQ for Compliance Assessment, Lighting Design Documentation for Development of Public Realm areas not located in Road, certified by a suitably qualified and experienced RPEQ, or a member of the Illuminating Engineering Society of Australia and New Zealand, certifying that the Lighting Design Documentation complies with Australian Standard – AS/NZS 1158.3.1 Lighting for public spaces – Pedestrian area (Category P) lighting – Performance and Design requirements, and AS 4282:1997 Control of the Obtrusive Effects of Outdoor Lighting. The Lighting Design Documentation is to be in accordance with: i) The Approved PoD: Lighting Management Plan, revision F, prepared by WSP, dated 12.05.2017; ii) The relevant Technical Criteria of the Approved PoD; iii) Brisbane City Plan 2014 Infrastructure Design Planning Scheme Policy; and iv) The Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan.	a) Prior to commencing Public Realm Works for the relevant Precinct or Sub-precinct

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	b) Install the lighting in accordance with the Lighting Design Documentation approved under part a) of this condition.	b) Prior to the commencing use for the relevant Precinct or Sub-precinct
	c) Submit to the MEDQ certification from a licensed electrical contractor, certifying that: i) The electrical connection has been installed in accordance with the approved Lighting Design Documentation approved under part a) of this condition; ii) The lighting is fully operational; and iii) The electrical installation has been tested to ensure it is electrically safe and is in accordance with the requirements of *Australian / New Zealand Standard 3000 Electrical Installations* (known as the "Wiring Rules") and any other standard applying to the electrical installation under the *Electrical Safety Regulation 2002*. ***Advice note**—In the event that lighting is proposed to be attached to the REX; or lighting is to be projected onto the REX (including ornamental and coloured lighting), a separate agreement is to be entered into with DTMR as the asset owner.*	c) Prior to commencing use of the relevant Precinct or Sub-precinct
122.	**Compliance Assessment – Public Art Strategy and Design Plans** a) Submit to the MEDQ for Compliance Assessment, an updated Public Art Strategy, prepared by a suitably qualified and experienced person, in accordance with Section 7.2.1 and Figures 5 – 12 of the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan. The updated Public Art Strategy is to include at a minimum: i) A detailed public art strategy incorporating the intent and principles for all public artworks on the Land in accordance with the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan; ii) Conceptual designs and details of proposed public art, precise locations, finishes and materials; iii) Documentation demonstrating how the proposed public art integrates with the Public Realm and built form to deliver a precinct wide public art strategy, and supports wayfinding throughout the Development; and iv) A response to describe how the public art addresses the built form and Public Realm outcomes of the Approved PoD. b) Submit to the MEDQ for Compliance Assessment, Detailed Design Plans, including images, for the artworks conceptually described and	a) Prior to commencing Public Realm Works b) Within 12 months of commencing

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	illustrated in the Public Art Strategy approved under part a) of this condition. The Detailed Design Plans are to at a minimum: i) Be in accordance with the requirements of the Approved IMP, or an amended IMP approved under condition 88, titled Compliance Assessment – Amended Infrastructure Master Plan; ii) Be in accordance with the Public Art Strategy approved under part a) of this condition; iii) Provide precise locations, materials and finishes; iv) Demonstrate how the proposed public art integrates with the Public Realm and built form to deliver a precinct wide public art strategy and supports wayfinding throughout the PDA; and v) Provide a response to describe how the public art addresses the built form and Public Realm outcomes of the Approved PoD. c) Undertake all Works in accordance with the Detailed Design Plans approved under part b) of this condition.	Public Realm Works for the relevant Precinct or Sub-precinct or Stage excluding Sub-precincts 1f and 1g c) As indicated
123.	**Bicentennial Bikeway – Construction Phase** a) Unless otherwise agreed to in writing by the MEDQ, any detour of cyclists and pedestrians for the Bicentennial Bikeway that is necessary during Works is to provide: i) A continuous connection from the Victoria Bridge to the Goodwill Bridge for the length of the Land; ii) A minimum width of 3.0m where a two-way path or a minimum width of 1.5m where two one-way paths are provided, such that cyclists are not required to dismount; iii) Safe surface treatments; iv) Lighting; v) An equivalent flood/boat wash immunity as the existing Bicentennial Bikeway; vi) Where there are temporary walls or Hoardings adjacent to the path, these are to be smooth and not catch handlebars (i.e. not to comprise loose fabric or open weave mesh); vii) Maintenance of existing connections to nearby destinations, such as at the North Quay and QUT terminals, 1 William Street and the Victoria Bridge; viii) Where it is necessary to have a construction vehicle crossing of the detour: A. The crossing is to be controlled by an accredited traffic controller; B. Limit the duration of delays by limiting the time it takes for construction vehicles to safely traverse the path under controlled conditions; and C. The use of the crossing is to avoid peak user times of the Bicentennial Bikeway, being 6am to 9am and 4pm to 7pm.	a) As required, and to be maintained at all times during Works impacting the Bicentennial Bikeway

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	b) Implement as required any detour of the Bicentennial Bikeway in accordance with the requirements of part a) of this condition.	b) As required
124.	**Compliance Assessment – Bicentennial Bikeway Concept Design and Detailed Design** a) Submit to the MEDQ for Compliance Assessment, a Concept Design, prepared by an AILA registered landscape architect and certified by a suitably qualified and experienced RPEQ, for the full extent of the portion of the Bicentennial Bikeway located on the Land, from the Victoria Bridge to the Goodwill Bridge, in accordance with the Approved LCR, that: i) Incorporates the findings of the approved Pedestrian Movements Technical Note, as approved under condition 36, titled Compliance Assessment – Pedestrian Movements Technical Note (except for lodgement of compliance assessment for Precincts 1f and 1g, unless the Pedestrian Movements Technical Note has already been endorsed by MEDQ); ii) Is documented as: A. A masterplan at a scale of 1:500; B. Dimensioned plans of each typology at a scale of 1:200; C. Sections at a scale of 1:50; iii) Achieves: A. A safe environment for all users through appropriate design controls including path widths, sightlines, measures to control speed, design principles to address conflict between pedestrians and cyclists; B. Clear legibility for all users for the full length of the bikeway through best practice wayfinding; C. Conformance of surface treatments for both pedestrian and cyclist paths with the applicable DTMR and Council specifications, and the recommendations in Standards Australia HB198:2014. In the event of any inconsistency in these specifications and standards, then the MEDQ will determine which is to apply; D. A suitable interface with and connections to Development in the relevant Precinct or Sub-precinct; E. An ability to respond to the projected patronage increase of 6%/yr for 20 years, based on patronage records from 2016; iv) Achieves the following specific design requirements for the relevant zone detailed below, and as identified in the Approved LCR: A. **Typology: Separated Cycle Path** (North Quay to the ferry terminal and Waterline Park to QUT) I. Minimum widths for North Quay to the ferry terminal:	a) Prior to commencing Public Realm Works in Sub-precincts 1c – 1g and 4b

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No.	**Condition**	**Timing**
	(a) To be consistent with the existing widths for separated cycle paths; and (b) 1.8m for separated pedestrian paths; II. Minimum widths for Waterline Park to QUT: (a) 3.0m for separated cycle paths; and (b) 2.0m for separated pedestrian paths, unless otherwise amended in red by the MEDQ on Figure 4.8 of the Approved LCR where down to 1.5m; III. Minimum length of 5.0m for a pedestrian crossing zone in accordance with the locations nominated on the Approved LCR; or as otherwise agreed to in writing by the MEDQ; IV. Colour contrast where necessary to provide greatest meaning to warn users of potential crossing conflicts and highlight path designation; B. **Typology: Transition Zones A – F** I. A clearly delineated transition area designed using best practice design and wayfinding techniques delivered through visual and textural cues, including a selection of the following: paving, tactile separation, materiality, differing textures, lighting, planting, bollards and signage, to provide clear legibility of the relevant transition required; including: (a) The change in function and use of the Public Realm and bikeway; (b) The design to achieve a low speed environment of a maximum bicycle speed of 15km/hr; C. **Typology: Shared paths design requirements** I. Maximum length of 200m between North Quay City Cat terminal to Queen's Wharf Plaza (Zone 1); II. Maximum length of 150m between Queens Wharf Plaza and Margaret Street (Zone 3); III. Clear sight lines to ensure legibility for, and visibility of, all users; IV. Best practice design and wayfinding techniques delivered through visual and textural cues, including a selection of the following: paving, tactile separation, materiality, differing textures, lighting, planting, bollards and signage to clearly define the function and use of this typology as a shared zone and low speed environment of a maximum bicycle speed of 15km/hr; V. Provide clear sight lines designed for a maximum bicycle speed of 15km/hr; VI. Integrate perceptual treatments into the design to create the feeling of a low speed environment; VII. An unobstructed path width of 6.0m at level grade;	

PDA Development Conditions		
No.	**Condition**	**Timing**
	VIII. A separate pedestrian boardwalk to the Brisbane River's edge, in accordance with the Approved LCR; D. **Typology: Queens Wharf Plaza high activity / shared zone design requirements** I. Maximum length of 110m; II. Clear sight lines to ensure legibility for and visibility of all users; III. Best practice design and wayfinding techniques delivered through visual and textural cues, including a selection of the following: paving, tactile separation, materiality, differing textures, lighting, planting, bollards and signage to clearly define the function and use of this typology as a shared zone and a design low speed environment of a maximum bicycle speed of 15km/hr; IV. Integrate perceptual treatments into the design to create the feeling of a low speed environment; V. An unobstructed area of 6.0 – 8.0m wide at a level grade is to be achieved through the shared zone; and v) Is supported by evidence of consultation with the TTWG. The purpose of the consultation is to obtain confirmation from the TTWG that the design of the Bicentennial Bikeway adequately responds to the requirements of part a) iii) and iv) of this condition. The evidence provided is to include the date(s) of consultation, the information supplied to the TTWG, a list of persons consulted, the comments received (both written and verbal), and a response to the comments received.	
	b) Submit to the MEDQ for Compliance Assessment, Detailed Design Drawings for the Bicentennial Bikeway located in the relevant Precinct, Sub-precinct or Stage, prepared by an AILA registered landscape architect and certified by a suitably qualified and experienced RPEQ, which are in accordance with the approved Concept Design required under part a) of this condition.	b) Prior to commencing Public Realm Works for the relevant Precinct, Sub-precinct or Stage, or as agreed to in writing by the MEDQ
	c) Construct the Works in accordance with the Detailed Design Drawings approved under part b) of this condition.	c) As required
	d) Submit to the MEDQ certified as-constructed drawings, by a suitably qualified and experienced RPEQ, and an asset register for the Works identified in this condition.	d) Within 20 business days of Practical Completion of the Public Realm

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No.	**Condition**	**Timing**
		Works identified in this condition
125.	**Compliance Assessment – Bicentennial Bikeway Operational Management Plan** a) Submit to the MEDQ for Compliance Assessment a Bicentennial Bikeway Operational Management Plan to document the proposed methodology for achieving the safe operation and implementation of the shared zone and shared path portions of the Bicentennial Bikeway; and the proposed methodology for responding to any growth in patronage, including at a minimum: i) Methods for management and enforcement of the maximum operational speed limit within both the shared zone and shared path areas by cyclists, and an approach for regular tracking and reporting on this information; ii) Methods to reduce the potential for accidents and injuries, and an approach for regular tracking and reporting on this information; iii) A communication and implementation strategy to inform and guide all users of the low speed, shared nature of the shared zone and shared path areas and the expectations and behavior required within these areas to reduce the risk of conflict between pedestrians and cyclists, and an approach for regular tracking and reporting on this information; iv) Methods for collecting data on the patronage of the Bicentennial Bikeway, and an approach for regular tracking and reporting on this information; and v) A requirement to review the regular data collected for the above methodologies after a period of 9 months of operation of these areas; then after a period of 2 years of operation of these areas; and then every 5 years thereafter, and to produce a Bicentennial Bikeway Analysis Report, prepared by a suitably qualified and experienced person, providing recommendations for any modifications required to: A. Improve the safety and function of the shared zone and shared path, or B. Respond to patronage increases to ensure a safe environment for all users. b) Submit to the MEDQ the Bicentennial Bikeway Analysis Report prepared under part a) v) of this condition.	a) Prior to commencing use of the relevant Precinct, Sub-precinct or Stage b) 10 months from commencing use of the full extent of the Bicentennial Bikeway; then 2 years; and then

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No.	**Condition**	**Timing**
		every 5 years thereafter
	c) Submit to the MEDQ for Compliance Assessment any updated Bicentennial Bikeway Detailed Design Drawings required as a result of recommendations of the Bicentennial Bikeway Analysis Report prepared under part a) v) of this condition, prepared by an AILA registered landscape architect and certified by a suitably qualified and experienced RPEQ.	c) As required
	d) Undertake any Works, if applicable, in accordance with the Detailed Design Drawings approved under part c) of this condition.	d) As required
	e) Submit to the MEDQ certified as-constructed drawings, by a suitably qualified and experienced RPEQ, and an asset register for the Works identified in this condition.	e) Within 20 business days of Practical Completion of the Public Realm Works identified in this condition
126.	**Compliance Assessment – Queens Gardens** a) Submit to the MEDQ for Compliance Assessment a Concept Plan and Supporting Information for Queens Gardens, prepared by an AILA registered landscape architect, which achieves compliance with the following design principles: i) Compliance with the Approved PoD and Approved LCR; ii) Evidence of consultation with QUDaPP and the QHC on the acceptability of the Concept Plan and design response, which is to include the date(s) of consultation, the information supplied, a list of persons consulted, the comments received (both written and verbal), and a response to the comments received; iii) Maintain the park as a civic public space; iv) Respect and respond to the formal geometry of surrounding building facades and the historic landscaping of the gardens; v) Retain the following significant statuary: TJ Ryan, Queen Victoria, Altar stone of St John Pro Cathedral, WW1 Field Gun (Trophy of the British Valour), original gas lamp posts, in accordance with Figure 98 of the Approved PoD. The Royal Australian Air Force memorial is to be retained in Queens Gardens unless otherwise agreed to in writing by the MEDQ; vi) Deliver a physical connection underground between the Treasury Building and the Land Administration Building; vii) Provide a total minimum area of 2,400m² softscape (excluding hardscape and the void), incorporating a minimum area of 1,500m² contiguous turf area with a minimum width dimension of 30m;	a) Prior to commencing Public Realm Works for the relevant Sub-precinct

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No.	**Condition**	**Timing**
	viii) No net loss of planting areas; ix) Where a void is proposed the location is to be in accordance with the Approved PoD, not to detract from the function of Queens Gardens as a civic space and the formal character of the space; x) Provide the opportunity for limited vehicle access within the shared zone for the exclusive use of hotel owned or leased VIP cars for drop off and pick up in accordance with the Approved PoD. Vehicle access within this zone is to be one way, a maximum width of 4.0m and is not to permit permanent parking within the shared zone or a vehicle u-turn or roundabout around Queen Victoria; xi) No permanent structures are permitted within the shared zone and any temporary structures must form part of a Heritage Impact Assessment against the Queens Gardens CMP, approved under condition 104, titled Compliance Assessment – Updated Conservation Management Plans; and xii) The porte-cochere is to occur on William Street or below ground so as not to detract from the function of the park as a civic public space and to ensure views and connectivity are maintained.	
	b) Submit to the MEDQ for Compliance Assessment a Heritage Impact Statement for Queens Gardens, prepared in accordance with relevant local and state heritage impact statement requirements and guidelines, for all Works in and immediately adjacent to Queens Gardens. The Heritage Impact Statement is to be certified by the approved Heritage Architect in condition 96, titled Heritage Architect, and must include plans and specifications for the proposed Works. The Heritage Impact Statement is to contain an assessment of the proposed Works against the heritage-related provisions in the Approved PoD, including the relevant Conservation Management Plan approved under condition 104 titled Compliance Assessment – Updated Conservation Management Plans.	b) Prior to commencing Public Realm Works in the relevant Sub-precinct
	c) Submit to the MEDQ for Compliance Assessment a Management Plan for the operation of the shared zone in Queens Gardens, including at a minimum: i) A safe environment for all users through appropriate design controls including path widths, sightlines, measures to controls speed, design principles to address conflict between pedestrians, cyclists and vehicles; ii) Clear legibility for all users through best practice design and wayfinding including visual and textual cues, paving materiality, planting lighting and signage to clearly define the function and use of this zone a s shared zone; iii) Limitation of vehicle access within the shared zone for the exclusive use of hotel owned or leased VIP cars; and	c) Prior to commencing Public Realm Works for the relevant Precinct or Sub-precinct

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No.	**Condition**	**Timing**
	iv) Requiring all taxis, Ubers and private vehicles to use the William Street porte-cochere or basement dropoff.	
	d) Submit to the MEDQ for Compliance Assessment, Detailed Design Plans and documentation, certified by an AILA registered landscape architect, in accordance with the Concept Plans approved under part a) of this condition, the Heritage Impact Statement approved under part b) of this condition, the Approved LCR and Approved PoD. Provide evidence of consultation with the QUDaPP and the QHC regarding the acceptability of the Detailed Design Plans. The evidence provided is to include the date(s) of consultation, the information supplied to each entity, a list of persons consulted, the comments received (both written and verbal), and a response to the comments received.	d) Prior to commencing Public Realm Works for the relevant Precinct or Sub-precinct
	e) Construct the Works in accordance with the Detailed Design Plans approved under part d) of this condition.	e) As indicated
	f) Submit to the MEDQ: i) Certification from an AILA registered landscape architect that all Works have been undertaken in accordance with the Detailed Design Plans approved under part d) of this condition; and ii) As-constructed drawings prepared by an AILA registered landscape architect and certified by a suitably qualified and experienced RPEQ, an asset register for the Works identified in this condition.	f) Within 20 business days of Practical Completion of the Public Realm Works identified in this condition

STANDARD ADVICE
Please note that in order 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.

SPECIFIC ADVICE
Condition 22, titled Peer Review – Geotechnical, Shoring and Design Report
The peer review, by a suitably qualified and experienced RPEQ-geotechnical, of the RPEQ certified Geotechnical, Shoring and Design Report which is to be submitted to the MEDQ, should be an independent review of the proponent's proposed methodology for assessing and managing geotechnical issues to provide an increased level of confidence that Heritage Places will be adequately protected from damage during the course of the Works.

The peer review should take into account the proposed site equipment and work methods for demolition, excavation and construction of new Works. The output of the review is to either confirm that the proponent's proposed plans and methods are appropriate or alternatively recommend improvements. The scope of the review should include, but not be limited to, the following:

i) Review the Development specific Geotechnical Design Criteria and Basis of Design reports for the Development.
Output: Confirm appropriate or recommend improvements.

ii) Review available geotechnical information including the Development specific geotechnical reports, including the quality and adequacy of ground investigation data.
Output: Confirm appropriate or recommend improvements.

iii) Provide an independent informed opinion regarding the adequacy of the geotechnical modelling/analysis methods for the prediction of ground movements / subsidence or settlements and consequential effect on Heritage Places and / or other sensitive assets in consideration of changed ground water levels (existing levels, interim levels during construction phases and final levels after completion of the Works), effects of demolition, basement excavation, temporary support methods, basement construction and piled foundation installation. This is to also include a critical review of the defined "Zone of Influence" of basement construction Works.
Output: Confirm appropriate or recommend improvements.

iv) Review of interim differential settlements (which may be larger than final differential settlements) taking into account the progressive nature of the demolition, excavation, temporary Work and installation of final Work.
Output: Confirm appropriate or recommend improvements.

v) Review construction methodology or proposed Works method statement and associated construction staging and their potential effects on Heritage Places. This should also include the proposed temporary Works.
Output: Confirm appropriate or recommend improvements.

vi) Review the methods proposed to protect the Heritage Buildings and other sensitive assets, such as construction equipment and underpinning methods / other aspects.
Output: *Confirm appropriate or recommend improvements.*

vii) Review the Risk Assessment and Categorisation of adjacent Heritage Places. All Heritage Places located within the zone of influence whether in good condition of poor condition are expected to be categorised as 'high risk'. Output:
Confirm appropriate or recommend improvements.

viii) Review basement support drawings and structural engineers design report.
Output: Confirm appropriate or recommend improvements.

ix) Review of the proposed settlement / subsidence monitoring strategy for the site – e.g. positioning of sensors in and around Heritage Buildings (e.g. basement and highest floor levels), type of instrumentation to be used (e.g. alarm/monitoring system including flashing amber / red light warning lights for approaching or exceedance of trigger levels), alarm trigger settings and related mitigation measures/procedures, site management responsibilities to ensure reliability of the monitoring system and timely response to settlement alarm events.
Output: Confirm appropriate or recommend improvements.

x) For elements of the Development proposed to be let as D&C, review D&C performance specifications for these Works to ensure the requisite technical requirements and work methods are included in the D&C specifications.
Output: Confirm appropriate or recommend improvements.

xi) Provide a summary report addressing above items.

Condition 24, titled Peer Review – Structural Monitoring and Vibration Report
The peer review, by a suitably qualified and experienced RPEQ-structural and vibration, of the RPEQ certified Structural Monitoring and Vibration Report which is to be submitted to the MEDQ, should be an independent review of the proponents proposed methodology for assessing and managing the effects of vibrations to provide an increased level of confidence that Heritage

Places will be adequately protected from damage during the course of the Works.

Th peer review should take into account the proposed site equipment, work methods for demolition (basement) and ground support requirements during excavation and construction of new Works. The output of the review is to either confirm the proponents proposed plans and methods are appropriate or alternatively recommend improvements. The scope of the review should include, but not be limited to, the following:

i) Review the proponents condition assessment of Heritage Places and / or other sensitive assets and determine whether the asset condition has been adequately considered in the proposed approach to managing vibration-related damage risks (including setting appropriate vibration trigger levels).
Output: Confirm appropriate or recommend improvements.

ii) Review the proponents risk assessment and consideration of other sensitive assets beyond the site boundary such as buildings housing sensitive equipment such as medical facilities containing MRI equipment.
Output: Confirm appropriate or recommend improvements.

iii) Validate the proponents predictive vibration modelling approach including baseline inputs and methodology, as well as outputs of said modelling including the definition of the "Zone of Influence" of basement construction Works.
Output: Confirm appropriate or recommend improvements.

iv) Validate any specific vibration site trials to be undertaken prior to major basement excavation or foundation Works, and provide a critical review of these trials in terms of the proposed strategies to monitor and minimise adverse effects to the structure of the Heritage Places.
Output: Confirm appropriate or recommend improvements.

v) Given the contractor is already on site, a practical and reliable way to assess and manage these risks might be to undertake staged testing on site. This could be done using a range of actual construction/demolition equipment proposed for the Development. This could be done initially further away from sensitive buildings to minimise the risk of damage, but still on the same site where there are similar geotechnical conditions. This approach might provide a relatively accurate estimate of expected vibration levels ahead of the major demolition activities and could be used to inform a risk assessment, refine the work methodology and provide a realistic schedule for the Works.
Output: Review and provide opinion and recommendations.

vi) Review the methodology for monitoring vibrations in and around the IRD site during demolition Works and associated underpinning activities, as well as basement excavation and foundation Works.
Output: Confirm appropriate or recommend improvements.

vii) Review the vibration 'standards' and nominated permissible vibration levels for transient and continuous vibrations relevant for vulnerable Heritage Buildings in the vicinity of the Works. Including confirmation re most applicable vibration standard for this Development.
Output: Confirm vibration levels appropriate or recommend improvements

viii) Review the application of the DIN4150.3 Standard referenced in the proponents reports, which identifies velocity limits of 2.5 to 3mm/s for buildings 'listed under preservation order' compared to Calibre's report 'Queen's Wharf Brisbane, Heritage Management and Monitoring Report, revision 11, dated 11.10.2017" which nominates vibration trigger limits of 16mm/s to 20mm/s for transient vibration and 10mm/s to 16mm/s for continuous vibration. Review and reconcile this approach to managing potential vibration impacts on the Heritage Places with any state or local government requirements for same.
Output: Confirm appropriate or recommend improvements.

ix) Review of the proposed vibration monitoring strategy for the site – e.g. positioning of sensors in and around Heritage Places (e.g. basement and highest floor levels), type of instrumentation to be used (e.g. types of transducers and alarm/monitoring system including flashing amber / red light warning lights for approaching or exceedance of trigger levels), alarm trigger settings and related mitigation measures/procedures, site management responsibilities to ensure reliability of the monitoring system and timely response to vibration alarm events.
Output: Confirm appropriate or recommend improvements.

x) Review of the proposed vibration monitoring strategy for the site – e.g. positioning and number of sensors in and around Heritage Places (e.g. all facades proximate to the excavation site basement ground level and highest floor levels), type of instrumentation to be used (e.g. types of transducers and alarm/monitoring system including flashing amber / red light warning lights for approaching or exceedance of trigger levels), alarm trigger settings and related mitigation measures/procedures, site management responsibilities to ensure reliability of the monitoring system and timely response to vibration alarm events.
Output: Confirm appropriate or recommend improvements.

xi) For elements of the Development proposed to be let as D&C, review D&C performance specifications for the Works to ensure the requisite technical requirements and work methods are included in the D&C specifications.
Output: Confirm appropriate or recommend improvements.

xii) Provide a summary report addressing the above.

**** End of Package ****