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JOHN HOLLAND

Waterfront Brisbane

Construction Management Plan – Stage 1 (Foundations, Retention, Sub Structure, Excavation and Structure to Podium)

Author: **Michael Low**
Date: **14 April 2026**

Project Document Number: PM-JHG-PLN-01-01001
Revision: 7

Rev	Date	Prepared By	Reviewed By	Approved By	Remarks
0	15/08/21	Jamie Kunst		Tony Froio	For Tender
A	06/06/22	Jamie Kunst		Tony Froio	For Construction
B	21/07/22	Jamie Kunst		Tony Froio	For Construction
C	28/09/22	Jamie Kunst		Tony Froio	For Approval
1	17/08/2023	Michael Low	Jamie Kunst	Tony Froio	6 Monthly Review
2	31/01/2024	Michael Low	Jamie Kunst	Tony Froio	Methodology Update
3	31/01/2025	Michael Low	Jamie Kunst	Tony Froio	6 Monthly Review
4	14/04/2025	Michael Low	Jamie Kunst	Tony Froio	CTMP Update
5	19/09/2025	Michael Low	Jamie Kunst	Tony Froio	Riverwalk Update
6	21/11/2025	Michael Low	Jamie Kunst	Tony Froio	Construction Work Zone
7	14/04/2026	Michael Low	Michael Low	Tony Froio	Temporary Riverwalk Closures

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Revisions and Distribution

Revisions

Draft issues of this document are identified as Revision A, B, C etc. Upon initial issue (generally Contract Award) this will be changed to a sequential number commencing at Revision 0. Revision numbers will continue at Rev. 1, 2 etc.

Distribution List

Client's Representative	OBI Project Management
Main Contractor	John Holland
Traffic Engineer	Colliers
Local Authority	Brisbane City Council
Building Certifier	McKenzie Consulting Group

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Definitions and Abbreviations

Definitions and Abbreviations

Definitions and abbreviations to be applied to the Project are listed in table 1 below.

Table 1: Definitions and Abbreviations

Term/Abbreviation	Definition
Aconex	Web-based application for managing correspondence, document and drawing control, and design management functions.
Client (Principal)	The party to whom John Holland is contracted for a project. For this project, the client is Dexus.
Client's Representative	The person appointed by the client to perform the duties as 'superintendent' defined in the Contract.
Consultant	The consultant who has been engaged by John Holland to perform the design, preparation of detailed 'for construction' documentation and necessary certification to meet contractual requirements.
Subcontractor	Any company, body or person who is contracted to John Holland for the purpose of supplying plant and/or services. Categories such as manufacturer, fabricator and supplier are considered subcontractors.
AS/NZS	Australian Standard / New Zealand Standard
BCA	Building Code of Australia (see also NCC)
EMP	Environmental Management Plan
IMS	Integrated Management System (JH proprietary system)
JH	John Holland
PPR	Principal's Project Requirements
PUP	Public Utility Providers (e.g. Water, electricity)

Term/Abbreviation	Definition

References

- Relevant Australian and international standards as identified in the Project Brief and design documentation.
- Relevant acts, regulations, codes and ordinances.

Acknowledgment of Country

Cultural Acknowledgement for Waterfront Brisbane

A site-specific acknowledgement of country was developed through the Waterfront Brisbane Reconciliation Action Plan engagement with traditional owners.

> *Waterfront Brisbane is on Turrbal Land, where generations of people lived and thrived. Where women collected bungwall and children played in waterholes. Where nearby camps and corroboree grounds made the place Meanjin.*
>
> *We acknowledge the Turrbal people and recognise their deep and ongoing connection to the land, waters and community. We pay our respects to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples*.

Acknowledgment to Country

John Holland acknowledges the land on which the Waterfront Brisbane project will be undertaken is the traditional lands of the Turrbal people. Collectively and individually, we pay respect to Elder's past, present and emerging and extend that respect to all Aboriginal and Torres Strait Islander people.

Project and Scope

Waterfront Brisbane is a $2.5 billion city-shaping development for Brisbane City, transforming the Eagle Street Pier and Waterfront Place precinct into a premium global-standard business, leisure and tourist destination with enhanced open spaces and amenity and a premier waterfront dining hub.

The Eagle Street site occupies a stretch of Brisbane's 'City Reach' premium waterfront area within the city centre with excellent connectivity and expansive, direct river frontage. Principle, Dexus is leading the redevelopment of the site to accommodate a mixture of commercial office, retail services and publicly accessible areas, in alignment with the Brisbane City Council's Rivers' Edge Strategy.

The approved design incorporates:

- Deconstruction of the former Eagle Street Pier and Riverwalk precinct
- Two new towers with a combined 120,000m2 of office space.
- Enhanced retail offering.
- Substantial improvements to the riverwalk.
- Large public plazas opening on to the river.
- A widening of the new riverwalk to at least six metres for the full length of the site.
- Ramping to allow cyclists ease of access to street level.

Scope

Stage 1 of the Waterfront Brisbane project (project) primarily entails the design and construction of a targeted 6 Star Green Star Buildings certified **north tower commercial office**, comprising premium grade office of approximately 69,511m^2 NLA and the associated integrated fitout. In addition, Stage 1 also includes establishment works to enable commencement, demolition of existing buildings and structures on the Waterfront Place and Eagle Street Pier sites and the design and construction of:

- Revetment and reclamation works.
- Licenced seating of new retail outlets integrated with the existing One Eagle building (formerly Waterfront Place) and Eagle Street Pier.
- Public realm upgrades and new public spaces at Eagle Street, urban veranda terraces, eagle street frontage landscape upgrades and at-grade access from Eagle Street to the Riverwalk.
- New Riverwalk, including new retail amenity, retail and associated seating areas.
- Trunk services infrastructure outside the site together with intersection upgrades (Creek Street/ Charlotte Steet and Mary Street/Felix Street).
- Car parking (approx. 500 spaces across the precinct).
- The design of Stage 1 is to take into consideration the future construction of the Southern Tower.

1 Introduction

1.1 Relationship to Planning Scheme

The purpose of this Construction Management Plan (CMP) is to outline the project management practices that will be implemented on the project to assist in the successful delivery of this project by the project team by complying with all contractual and corporate management system requirements.

The plan supports the works under Development Approvals (Council File Reference) A005477660 and A005477682 lodged for the applicant being, DEXUS Funds Management Limited.

- Development Approval A005477660 moved to package status APPROVED on the 18.12.2020.
- Development Approval A005477682 has been superseded by the approved Minor Change A006210576 APPROVED on the 16.10.2023.

The plan is based on the core processes and activities defined within the Project Management Cycle and brings together the management requirements for John Holland activities and the various component plans that are required under the Design and Construct Contract or by John Holland's Management Systems, as a coordinated and integrated plan.

This document outlines on how the team intends to carry out the work under the Contract for Waterfront Brisbane Project.

The Site based key personnel who will be responsible for delivering the Principal Contractor's scope of works (SOW) have had direct input and developed this CMP.

1.2 Purpose

The CMP identifies project related issues, inclusive of those that may impact on surrounding areas and construction zones. The objectives of this CMP are to:

- Provide a management framework to deliver noise, dust and vibration mitigation measures that may impact the Waterfront Brisbane from award to completion.
- Provide a management framework to deliver heritage related places with mitigation measures that may impact Waterfront Brisbane from award to completion.
- This document includes protection and disturbance measures, environmental protection strategies, material handling systems and access/egress measures.
- The team will collaborate and submit for review this CMP to BCC for their approval.

The CMP remains a 'live' document. It will be updated and modified as is required to benefit and improve the overall delivery of the project, in addition an annual John Holland review of management plans will also be undertaken.

The CMP incorporates many mandatory actions and requirements, but its purpose is also to guide staff with planning, organising, leading, and controlling the construction delivery phase.

2 Resources

2.1 Resource Management

Key management requirements are to:

- Define and document organisation structures and individual positions, including responsibility for establishing and reporting on the Project Management System.
- Ensure sufficient and appropriately skilled resources are applied to the project.
- Provide clear and mutually compatible Position Descriptions for all staff.
- Conduct Performance Development reviews with all staff, to support and ensure professional develop.
- Develop and roll out Authority and Responsibilities matrix's detailed to include expenditure and correspondence limits.

2.2 Organisation Structure

The project organisation chart is structured such that the roles and management reporting lines are structured for the successful delivery of the project.

Our organisational structure for Waterfront Brisbane has been developed to promote collaboration, communication, and senior management governance of the Project.

This structure enables our team to easily access expert national discipline specialists who bring relevant experience and knowledge to resolve all design, program, cost, logistic, OH&S, QA, IR and stakeholder requirements envisioned across the Waterfront Brisbane project.

As would be expected for such a high-profile and challenging project, we have nominated a proven and highly skilled team that bring a high degree of cohesion, collaboration, and broad expertise in the delivery of complex, high-end high-rise commercial and mixed-use developments in Brisbane.

2.3 Roles and Responsibilities

John Holland has given the Project Directoroverall responsibility for the delivery of the Project. The Project Director is supported in their tasks on a day-to-day basis by the General Manager and the Regional Support Team.

The Project Director will manage the Project through their section/discipline managers who in turn have the responsibility and authority necessary to deliver the elements of the Project for their specific area.

2.3.1 Project Director

The Project Director responsibilities include the following:

- Overall management of the project.
- Ensuring project requirements, targets and programs are met.
- Ensuring the Client's key expectations are identified and understood early in the project.
- Reviewing and authorising all procedures and project plans.
- Assigning responsibilities to management staff.
- Developing effective and professional relationships within the project team.
- Developing effective and professional relationships within the project team of the client.
- Monitoring project program and review construction techniques.
- Compiling monthly claims and variations and agree with client.

- Ensuring John Holland safety, quality and environmental risk management requirements are satisfied throughout the life of the project.
- Reporting on job progress to senior management via timely monthly reports including analysis of projects cost/revenue, costs to complete and risk and opportunity analyses.
- Ensuring Client feedback on performance is obtained on a regular basis and duly acted upon, throughout the life of the project.

2.3.2 Other Key Roles

Other key roles that support the Project Director to achieve the project outcomes:

- Construction Director
- Project Managers
- Site Managers
- Supervisors
- Design Director
- Design Manager
- Project Engineers
- Commercial Manager
- Quality Manager
- Environmental Representative
- Project HSEQ Manager
- Community & Stakeholder Engagement Manager.

2.4 Code of Business Conduct

The 'Code of Business Conduct' is part of our governance framework and applies to all people who work for John Holland.

The Code outlines the standards of ethical business behaviour expected of all our employees and provides a clear framework for how we work with each other and conduct ourselves in our day-to-day work. The Code, supported by policies and procedures, covers the responsibilities of all employees including ethical business practices, community, use of John Holland assets and resources, government and media relations and personal information and privacy.

Issue	Contact
People and safety (including health and safety), working with one another, or guidance on the application of the Code and expected standards of behaviour.	National Advisory Service Employee Relations (NASER) on 1300 062 737 or NASER@jhg.com.au
Handling of personal information and privacy matters.	John Holland Privacy Officer at privacy.officer@jhg.com.au
The environment and the community, including respect for the environment, recognising the needs of the community.	Business Unit Executive General Manager or Group General Manager HSE
Business practices involving suspected fraud, bribery and corruption, gifts and hospitality, sponsorships and charitable donations, unethical working with subcontractors and other third parties, conflicts of interests, insider trading, anti-competitive conduct and international trade controls.	The Company Secretary & Corporate Counsel at business.conduct@jhg.com.au or the Speak Up Line (see below)
Inappropriate use of John Holland assets and resources, misleading reporting and disclosure, inappropriate use of information and communications technology (ICT).	The Company Secretary & Corporate Counsel at business.conduct@jhg.com.au or the Speak Up Line (see below)
Government, media and investors, including working with governments, political contributions and activities.	General Manager Customer & Corporate Affairs OR

	The Company Secretary & Corporate Counsel at business.conduct@jhg.com.au or the Speak Up Line (see below)

2.4.1 John Holland Speak Up Line

- An Australian number 1800 775 126 for Australia based employees.
- Email: johnhollandspeakup@pkf.com.au.

All reports of known or reasonably suspected Code breaches will be reviewed and addressed. This may involve investigating the reported matter. Where, following review or investigation, John Holland is satisfied that a breach of our Code has occurred, disciplinary action may be taken. This may include (where appropriate):

- A discussion with a manager and/or people representative about expected standards of behaviour.
- An oral or written warning.
- Counselling.
- Change in duties.
- Suspension or termination of employment.
- Referral to external investigatory and enforcement authorities.

Where a breach of our Code has occurred, the nature of any disciplinary or other action will be determined by the relevant supervisor, manager or Project HR (as appropriate) in consultation with the National Advisory Service Employee Relations team. For serious breaches, the Governance, Compliance & Audit Committee may determine what disciplinary action will be taken.

3 Commencement Considerations

3.1 Authority Permits and Approvals

John Holland has identified and detailed critical permits and approvals to be obtained/completed as part of the mobilisation prior to any works.

3.1.1 Development Approval

Whilst the DA has been issued for the Project, John Holland has dissected and set-out obligations to ensure smooth delivery within the DA constraints. This is identified within our DA Management Plan will ensure certainty and no surprises as the completion phase is reached.

3.1.2 SARA Referral Agency

Conditions have been imposed by SARA which are within the DA Management Plan and have been addressed within the Maritime Execution Plan (MEP) which was submitted to and approved by the Principal and Regional Harbour Master of Maritime Safety Queensland (MSQ) prior to commencing works.

3.1.3 Building Approval

John Holland has an existing relationship with McKenzie Group Consulting (MGC) having delivered a number of projects in recent years with MGC providing Building Approval/Certification & DDA consultant services. John Holland understands our requirements and processes to ensure smooth delivery of the BA process and overall project certification.

Achieving Building Approval would be staged in the following way to ensure compliance of legislative requirements and construction progress; and ensure program critical path is maintained:

- Demolition
- Riverwalk (BA Not Required)
- Retention, Piling and Excavations
- Substructure and Tower Structure
- Tower Façade, Services and Architecture
- Podium Façade and Public Realm.

Regular progressive inspections of the project by the Building Certifier will occur to ensure a high level of visibility and surveillance, and to ensure any potential issues in the final stages of the project are identified and actioned, preventing noncompliance items with the BCA.

Brisbane City Council Operational Works requirements

BCC has identified several conditions which must be addressed prior to commencement of the works. We have identified the conditions which require action prior to commencing works on site and developed a strategy to ensure authority compliance. These strategies are contained within our DA Management Plan.

Brisbane City Council & Queensland Police Traffic & Footway Permits

A permit has been approved to carry out project works within the road reserve and footway. The project has applied for and been granted approval permits for the use of a Construction Work Zone on Eagle Street with information relating to this permit will be contained within the Construction Traffic Management Plan.

3.2 Environmental permits

The site team has reviewed the PPR & DA environmental documents, there will be the requirement for a number of approvals and permits. These will include but not limited to:

- Environmental Management Plan
- Marine Execution Plan
- Erosion and Sediment Control Plan
- Acid Sulphate Soils (ASS) Management Plan
- Stormwater Management Strategy (and disbursement of water from site in line with the strict DA criteria
- Trade Waste Agreement.

3.3 Operational Works requirements

Prior to commencement of relevant works, there is a requirement to apply for BCC Operational Works approval/compliance assessment. To streamline the process a dedicated team member will be assigned to ensure the requirements are understood and actions closed-out. This will allow final BCC prestart meeting, and approval to be issued and not impact the construction program.

3.4 Further details on the requirements prior to commencing and other hold points are identified within the Development Approval Conditions Management Plan. Site investigation

John Holland undertook early investigations for incoming services in line with Robert Bird Group (RBG) inground services report, supported by DBYD drawings, and localised pot holing.

The exercise validated existing conditions – structure, services, site conditions. This risk mitigation activity reduced potential costs, delays and impacts on adjacent areas and asset owners. It also verified the design documentation reflected the as-built condition.

The site team explored with Dexus the potential of progressing early works including services identification, and Eagle Street intersection upgrades.

On taking possession of the site, the following works were carried out.

- Additional Geotechnical, inground services and environmental investigations to the documents provided by the Client works that informed the Environmental Management and Site Environmental Plan (SEP).
- Establishment survey to confirm site levels and pick-up the boundaries including roadways and adjacent sites.
- Additional asset identification, to finalise the validation of existing conditions, in conjunction with statutory authorities, which confirmed exact position of existing services.
- Disconnection of service lead-ins, for those services not being used by utility provider was undertaken to enable safe demolition to occur at the earliest opportunity.

3.5 Dilapidation Reports

Prior to commencing work on site or on any adjoining land a Dilapidation Report of the site and those parts of the adjoining land was produced in consultation with the Superintendent. John Holland engaged an external engineering company to prepare the Dilapidation Reports. The scope of the Dilapidation Reports was as follows and represented graphically on the following figure:

- Roads and verges (inclusive of road pavement, kerb & channel, footpaths, utility poles, street furniture, service lids) along the following:
  - Creek St (90m), Eagle St (130m), Mary St (75m), Charlotte St (100m), Felix St (110m).
- Riparian Plaza, 71 Eagle Street, Brisbane City:
  - External perimeter to 2m (~125m).
  - External forecourt and public realm survey (~2600m2).

  - Internal ground level foyer (~1600m2).
  - Riparian additional scope as agreed with Dexus 20th June 2022.
  - Helix ramp & upstands, above ground carpark levels, Level 39 terrace area, and surface level pick-up.
- Waterfront Place, 1 Eagle Street, Brisbane City.
  - External perimeter to 2m (~225m).
  - Internal ground level foyer (~1000m2).
  - Porte Cochere (~1200m2) & awnings (~1000m2) from street level.
  - Survey of 2 basement levels.
- Naldham House, 193 Mary Street, Brisbane City.
  - External perimeter to 2m (~100m).
  - Ground level foyer (~500m2).
- Plaza Area to Stamford, 39 Margaret Street, Brisbane City.
- External survey of plaza area adjacent to Waterfront place (~1000m2).
- City Reach Boardwalk.
  - Riparian boardwalk (Approx. 20m long) including stairs and platform (Approx. 850m2).
  - Stamford Plaza (20m long).

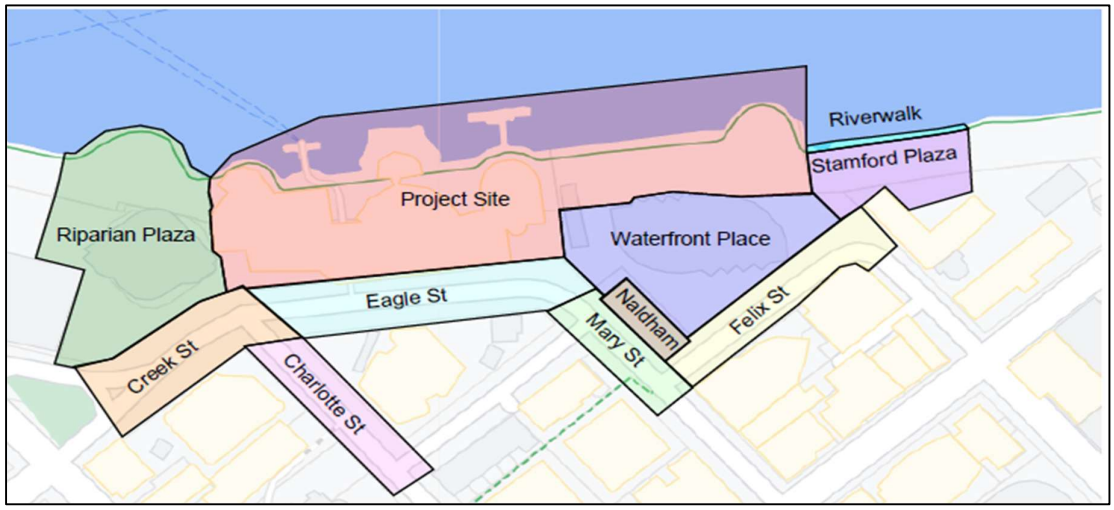


Figure 1: Project site location overview.

Following report compilation.

- Lodge with the Superintendent, one hard copy and by electronic issue, the Dilapidation Report.
- No earlier than 14 days before Practical Completion and as a precondition to Practical Completion, carry out a further Dilapidation Report of the site and those parts of the adjoining land and lodge with the Superintendent by electronic issue.

To comply with the requirements of the DA; the site team must:

- Prior to the pre-start meeting, submit a Dilapidation Report to engineeringservices@brisbane.qld.gov.au detailing the pre-existing condition of the roadway, both footways, both verges and Council infrastructure, including vegetation, for 100m from the site entry, as indicated, in both directions or to the next street intersection (if less than 100m from the site entry) in both directions.

4 Site Establishment

4.1 Hours of Work

John Holland will carry out works during the hours and the days permitted by the Development Consent and in accordance with any reasonable Direction of the Superintendent while having regard to both mitigating disruption to tenants and the Contract Program. Within the PPR the Principal agrees to make appropriate disclosure to any retail tenants with respect to potential disruption caused by works.

The working hours and days shall not be varied without the Superintendent's prior written approval, except when, in the interests of WHS or safety of property. If John Holland finds it is necessary to carry out works otherwise, John Holland is to provide the Superintendent written notice of those circumstances as early as possible.

Development Consent permitted site operating hours are as follows:

- Monday to Saturday 6.30am – 6.30pm.
- Sundays – Under the approval of Brisbane City Council.

Works may be required outside normal working hours. If out of hours works are required, the site team will apply in advance to BCC Development Services for out-of-hours work approval which will include a methodology of works and a specific vibration and noise management plan in line with their proforma.

Works from time to time will need to be performed out-of-hours for the safety of public and workforce or to reduce impact on Eagle Street traffic flow. We expect these activities to be as follows:

- Erection and dismantle of tower cranes
- Early investigation of services to Eagle Street
- Construction of retention measures to the existing Eagle Street basement wall, which is located half way into the most eastern southbound lane
- Works that have the potential to affect Riparian ramp.
- Works to maintain pedestrian flow between existing Riverwalk and Eagle Street.
- Stormwater and other services inground works to Eagle Street.
- Removal of overpass - Complete
- Any works that will be disruptive to tenants of One Eagle.

4.2 Site Security

To promote security of the site. A secure solid hoarding will be installed around the perimeter of the Project. The Hoardings will create a secure perimeter to separate the construction site boundary, from adjoining properties and provide clear delineation of the public.

The solid hoarding is to be designed and certified by an engineer (RPEQ), it will be installed 3.0m high in accordance with Dexus hoarding standards identified in the PPR. The hoarding will provide an opportunity for Dexus to install their branding as required.

The initial primary point of access to the site will be located at the main site compound adjacent to One Eagle. The dedicated entry point will be signed, with secure access, separated from public throughfares.

All site visitors will enter via the primary personnel entry point and complete the site entry requirements and will always require an escort while on site.

All visitors and persons working on site must undertake a Site Induction as detailed in Occupational Health and Safety Management Plan.

4.3 Project Signs and Project Branding

In accordance with the Approved DA conditions **30, 52, 125 & 181- Information Signage.** John Holland will erect an information sign on the project property in accordance with Council's general requirements for signage and in accordance with the requirements outlined below:

- The sign should provide a brief description of the development proposed.
- The sign is to list the name, postal and/or email address and a contact telephone number for the following parties (where relevant) that are undertaking work on the site:
  - **Developer**; Dexus Property Trust
  - **Project Coordinator**; OBI Project Management
  - **Architect/Building Designer**; FJMT / Arkhefield.
  - **Builder;** John Holland Group – Building.
  - **Civil Engineer**; Robert Bird Group.
  - **Landscape Architect;** Lat27.
- The lettering on the sign is to be at least 25 millimetres in height, be of regular weight and in sentence case;
- The sign is to be a minimum size of 1,200mm by 900mm;
- The maximum area of the sign is to be 2.0m2;
- The sign is to be positioned as follows:
  - located centrally along each road frontage of the site to Mary Street and Felix Street;
  - located centrally along the road frontage of the site to Eagle Street;
  - located on or within 1.5 metres of the road frontage;
  - mounted at least 300 millimetres above ground level; and
  - clearly visible from the street for a pedestrian;
- The sign is to contain no commercial or corporate advertising other than the name, logo or slogan of the parties outlined in part (b) of this condition;
- The sign is to be non-illuminated; and
- Both the sign and the supporting structure are to be made of weatherproof material and to be properly maintained at all times;

John Holland will also install statutory Builders Sign adjacent to the Project Information sign

Figure 2: Sample business Builders signage to be used on the project.

The project also provides branding opportunities for Dexus. The Dexus brand can be displayed at the following opportunities.

- Jump-form branding
- Site perimeter hoardings

- Illuminated tower cranes
- Other locations on request.

John Holland subject to Superintendent's approval will display branding on the following locations.

- Jump-form (identifying an arrangement of both John Holland and Dexus's branding approved by the Superintendent).
- Tower cranes (Identifying an arrangement of both John Holland and Dexus's branding approved by the Superintendent).
- Scaffold mesh
- Worker and material hoists.

Stationery and other communications items will display the John Holland logo where possible. All site signage will be in accordance with the Design and Construct Contract requirements, regulations, and John Holland and Dexus branding requirements.

Our staff will be provided corporate clothing which are branded in line with approved corporate manner.

As per the hoarding document provided by Dexus in the RFT, Figure 3 below will form indicative arrangement for Dexus to supply and install branding on 3m high site perimeter hoarding constructed by John Holland.

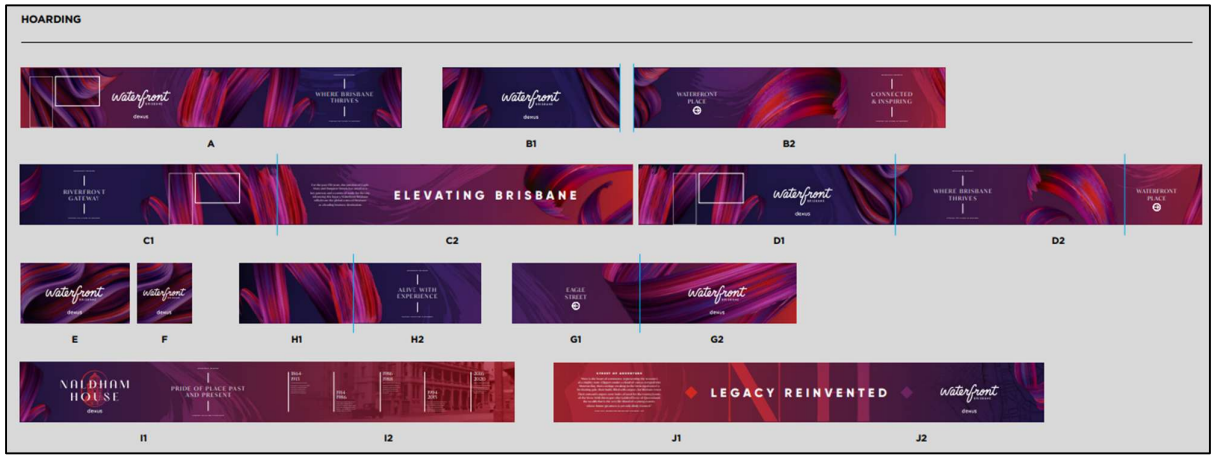


Figure 3: Waterfront Brisbane branded project hoarding.

5 Flooding

5.1 Overview and Purpose

With the Project located over a low-lying landscape, the likelihood and impacts from flooding may occur from one or a combination of the following four sources:

1. Creek flooding.
2. River flooding.
3. Overland flow flooding.
4. Storm/high tide flooding.

Floodwater may rise very slowly and be slow-moving. This is normally associated with Brisbane River flooding, which occurs after prolonged periods of heavy rain across the whole catchment. Floodwater can also rise quickly and be very fast-moving and then recede quickly. This is normally associated with creek flooding and overland flow.

Overland flow can be unpredictable because it is affected by localised rainfall and urban features such as stormwater pipes, roads, fences, walls and other structures. The actual depth and impact of overland flow varies depending on local conditions, but it generally occurs quickly and for short durations. It is a common occurrence during Brisbane's summer storm season.

The following section details the control measures that will be implemented to address these four sources.

5.2 Scope of Plan

5.2.1 Creek Flooding

The Project is not located in proximity to creek catchments and is therefore not susceptible to creek flooding.

5.2.2 River Flooding

The Project is susceptible to river flooding and the risk of impacts caused from river flooding cannot be eliminated. The site has been historically managed by a constructed flood wall bounding the riverwalk wall that is situated at an elevation (AHD) of 2.4m together with a small section located at the northern end (existing car park ramp) situated at an elevation (AHD) of 2.0m both being below the 4.5m AHD of a 1% AEP event.

Throughout demolition of the existing structure, temporary measures were implemented to maintain a floodwall to match that of these existing controls. A temporary combi-wall retention structure comprised of alternating king and sheet piles along the north-eastern, eastern and south-eastern boundaries adjoining the Brisbane River. The north-western, western and south-western boundaries will utilise a combination of existing structural walls and new structural walls will result in a floodwall protection system to 4.5m AHD during construction.

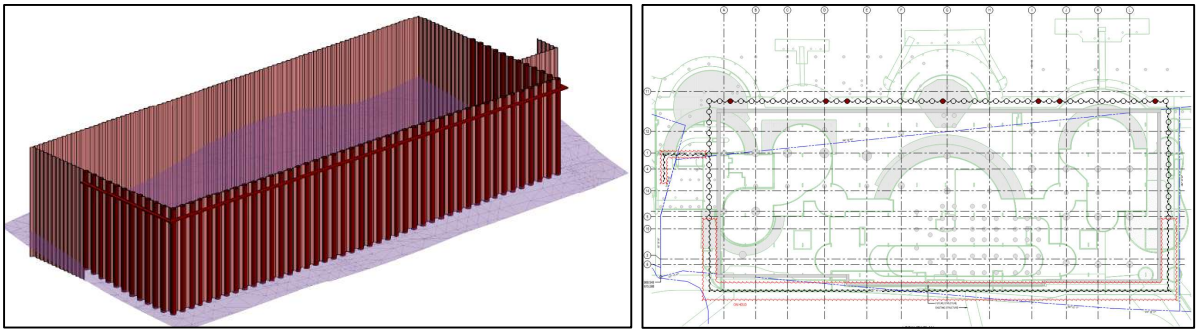


Figure 4: Combiwall temporary structure.

5.2.3 Overflow flooding

The Project is susceptible to overland flow flooding. This is managed through existing BCC stormwater network located on Eagle Street, however, the intersection of Eagle Street and Charlotte Street sees a convergence in levels that results in the overland flow path disbursing down the carpark ramp to outlet into the Brisbane River.

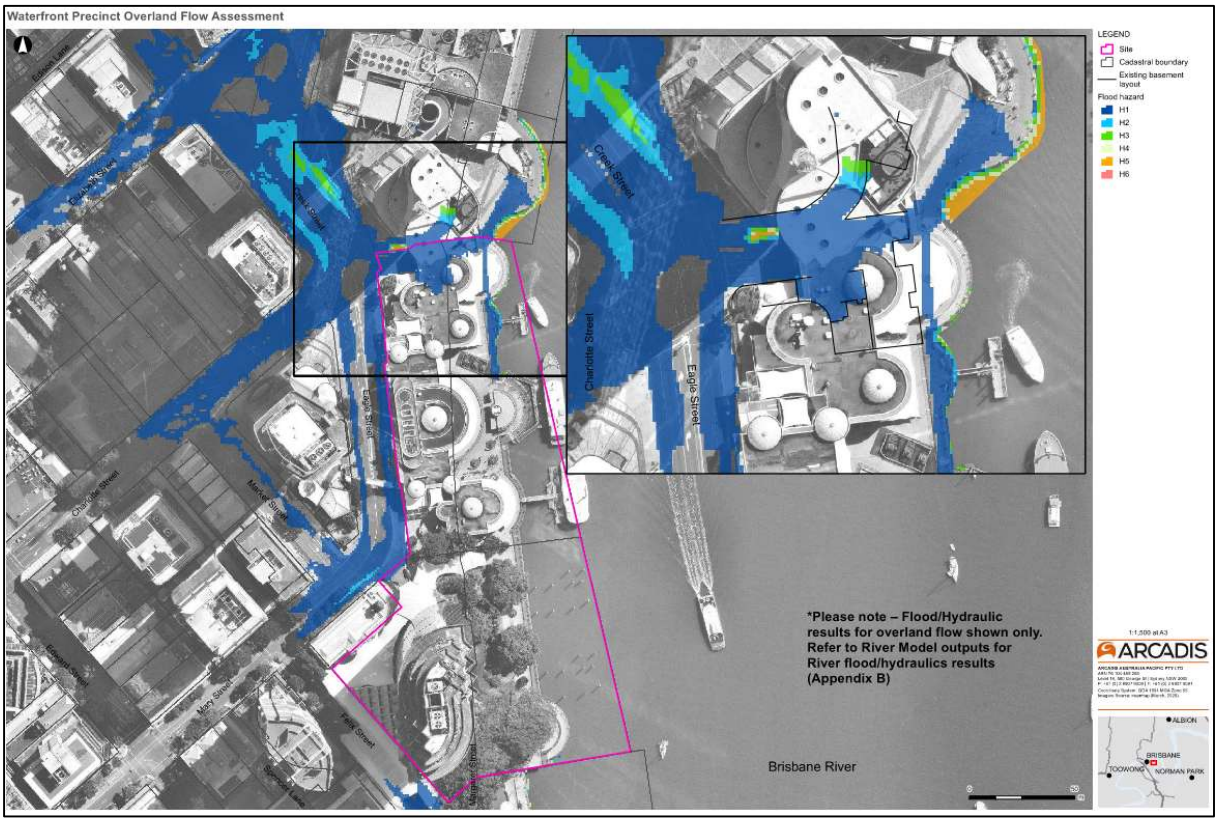


Figure 5: Flood hazard category - 20% AEP pre-development/existing scenario overland flooding.

Throughout demolition of the existing structure, a temporary stormwater line will be constructed existing BCC stormwater network located on Eagle Street with the overland flow path disbursing down the carpark ramp to outlet into the Brisbane River maintained and unobstructed.

All other BCC stormwater assets will not be impacted by the Project.

5.2.4 Storm/High Tide Flooding

The Project is susceptible to storm and high/tide flooding in special events where the river levels exceed 2.0m being below the 2.28m AHD of a 5% AEP event.

The controls to mitigate the impacts from these events are addressed in Sections 5.2.2 and 5.2.3 of this CMP.

6 Noise, Vibration and Dust Management

6.1 Purpose

Noise, vibration, and dust have the potential to cause serious nuisance to the workforce, Dexus customers, Riparian Plaza and the wider community. Although the majority of construction works are confined within the worksite; there may still potentially be some stakeholders who could feel impacted by noise and vibration due to differences in sounds and frequencies.

A specialist noise and vibration consultant has been engaged to assess the potential impacts of vibration and noise caused by the Project upon adjacent heritage listed structures as well as the adjacent commercial towers.

This assessment will also be used to determine the preferred location and implementation of vibration and noise monitors into sensitive areas. Once installed these monitors will record data and advise the site team on when threshold limits are being reached, and from this the team will proactively consider whether work activity changes are required.

Elimination of the vibration and environmental hazards is the first preference of control, followed by engineering, then administrative controls. Prior to any relevant works commencing, controls will be established to adequately minimise noise and vibration and reduce risk to the lowest acceptable rating being achieved.

7 Construction Phase

7.1 Scope of Works

7.1.1 Demolition of Eagle Street Pier

While the first activity associated with demolition was soft stripping of the existing Eagle Street Pier, establishing a engineered catch deck scaffold within the basement area of the shared Riparian basement driveway entry was an early task, with a full engineer designed encapsulation scaffold to ensure Riparian traffic could move in and out of their basement safely while demolition occurred.

The Level 1 slab and roof, previously occupied by Jade Buddha, was progressively demolished as a priority, using equipment from the Brisbane River and on the existing driveway ramp to assist in the removal of demolition rubble. Once these slabs were removed, there was a requirement to divert pedestrians and cyclists from the Riverwalk, and stop and hold traffic on the Riparian driveway to safely remove the existing Ground Floor slab and allow the demolition to proceed without presenting a risk to the public. Leading up to these works, John Holland worked with Dexus, Riparian and BCC to confirm a timeframe and assist with communicating the required closure, including rationale and methodology, to community groups, customers and affected adjoining property owners.

After removing the slabs over the driveway, demolition works progressed from the roof of the existing Eagle Street Pier to the Ground Floor. These works advanced primarily from Eagle Street down and towards the river.

Demolition was progressed down to the Ground Floor, utilising the slabs higher load capacity for processing and removing demolition rubble. Once the upper floors were removed and cleared from site, demolition of the Ground Floor was carried out from both the river and land.

The existing shared driveway ramp is being demolished and subsequently rebuilt with driven piles and precast headstocks and planks. Due to the extent of work required, the works are being undertaken in stages which may result in adjustments to the driveway access and the ongoing closure of the pedestrian and bikeway access between Eagle Street and the Riverwalk, to ensure works can be completed without safety risk to the public.

7.1.2 Demolition of Riverwalk

In collaboration with the demolition contractor, the site team use a deconstruction method rather than traditional demolition methods. The deconstruction technique took apart the existing riverwalk piece by piece with specially designed pontoons floating underneath, capturing all forms of debris and slurry from the saw cutting.

The outcome was to remove every element in the same way they were installed to ensure no demolition rubble falls into the river.

The work started at the front of One Eagle to allow the land-based demolition crew to remove any structure above River Level 2. Upon removing the structure above the Riverwalk, the deconstruction started from the Riparian side towards the One Eagle building. The final portion of the Riverwalk to be demolished was the portion directly adjoining Riparian Plaza to ensure the pedestrian and bicycle access to Eagle Street was maintained for as long as possible.

A large barge with a crawler crane performed the demolition and lift segment and waste onto the service barge, taking all debris to a laydown area downstream of the River near the Gateway Bridge.

Demolition consisted of saw cutting, saw wire and core drilling the existing structure. Lifting lugs installed to remove the riverwalk piece by piece, thereby reducing the risk of debris entering the river.

The existing commercial pontoons were removed concurrently with the closure of the existing Riverwalk. The decommissioning of this pontoon utilised the same equipment used to deconstruct the Riverwalk

7.1.3 Construction of Riverwalk

Using our extensive experience in the Brisbane River, John Holland has reviewed and optimised the tender design, resulting in a streamlined procurement and construction process and driving programme certainty. Our construction methodology is based on our previous experience and learnings of riverwalk construction along the Brisbane River to assist in overcoming identified project risks.

Foundations for the new Riverwalk structure will be steel piles in the order of 30m in length and vary in diameter from 750mm to 1050mm.

Due to the location of the Riverwalk to the river edge and the shallowness of the water level, the team has elected to use a jack-up barge for the piling operations. The barge selection has a positive benefit as it is not impacted by the tide and allows continuity of the installation programme.

The jack-up barge will vibrate the steel piles through the river bed and then drive to refusal into the rock. Once installed, the steel piles will be partially or fully concreted depending on the location, load and bracing required.

Plastic pile liners will be installed on the steel piles around the splash zone to improve durability. These works will be supported by a service barge, which will provide material storage and material logistics.

7.1.4 Service and supply of materials and equipment

The supply and storage of materials during construction is always challenging and marine work compounds these logistical issues.

The site team will therefore develop a Marine Logistics Plan that details plant and equipment movements to overcome these challenges, and the establishment of a landing wharf and storage area near the project site. We have identified potential areas (used previously) around the port of Brisbane.

The transport of materials from the landing wharf to the site will be via service barges, and spoil and other waste will be transported away from the site on a hopper barge to the landing wharf, to be transported overland using conventional methods.

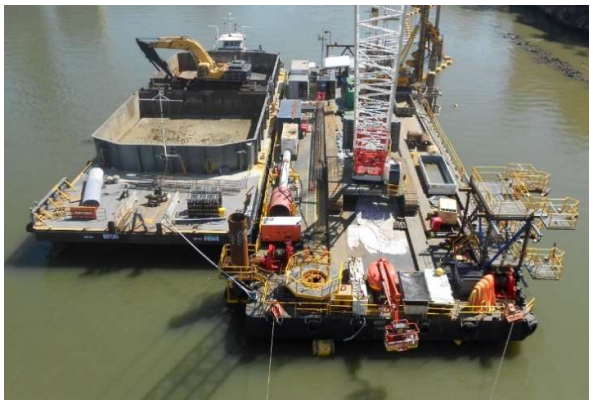


Figure 6: Services barges.

7.1.5 Installing barge anchors in the Brisbane River

We will use several types of barges during the construction of the new Riverwalk. Unlike the jack-up barge, other barges will require anchoring to provide the necessary stability to undertake the works. Based on our experience, unpredictable conditions on the riverbed will require the implementation of several anchoring methods that ensure the stability of the barge during construction operations. This is similar to the methodology implemented on the New Farm Riverwalk Replacement project delivered by John Holland.

A comprehensive temporary works review will be undertaken to allow anchorage to permanent piles. Where adequate anchorage is not possible, precast blocks will be used. Our team will implement the combined anchorage solution in conjunction with the barge operators, ensuring no unplanned barge movements.

7.1.6 Concrete Beams

We recognise that the current design comprises several sizes and types of concrete beams, which consequently requires the casting of several precast units, meaning more moulds and more detailed casting requirements.

Our revised design is based on two fundamental principles:

- Separate the main structure of Riverwalk from the Waterfront Place, which assists in demarcating ownership between Dexus and BCC and in addition separates the design life requirements of the two structures
- With the precast concrete industry at saturation point in Queensland, managing current infrastructure projects. implementing our current design, standardising beam sizes, and making the units a standard size and profile, delivers a more efficient design and manufacturing process, resulting in reduced risk to supply and providing on-time delivery certainty for the Waterfront Brisbane Project.

7.1.7 Casting and transporting beams to the Waterfront Brisbane site

The precast beams, floor planks and fascia skirts will be constructed off-site at a precast facility. Following our design philosophy and standardisation, the precast manufacture will use the same moulds to cast the members, noting the length and size of flanges of the elements may change without affecting the manufacturing efficiencies.

Once cast and cured, the precast beams will be delivered to the landing wharf near the port of Brisbane. The units will be landed on a service barge and transported up the Brisbane River to the site for installation.

As part of the installation process for precast beams/headstocks over water, each beam with an approximate weight of 15t will be loaded at the landing wharf by a 400t-600t crawler crane and superlift.

Once the service barge is floated into position at the project site, another barge fitted with a 400t-600t crawler crane and superlift will lift the beams from the service barge and land it into its final position on the piles.

Once the beams have been landed, precast concrete planks spanning between the beams will be landed atop of the beams, along with the skirting panels forming the edge of the riverwalk. The various precast elements (beams and planks) will be stitched together by an in situ concrete topping forming a diaphragm.

Figure 7: Lifting precast segments into position.

7.1.8 Riverwalk Staged Re-opening

The installation of finishes materials will commence following completion of the Riverwalk structure from the Stamford Plaza boundary to the South and the Riparian property boundary in the North, including the Southern terrace suspended structure and the disability accessible ramp on the Riverwalk to access Eagle Street at the Southern connection path, adjacent to the One Eagle building. The finishes materials include stainless steel balustrades following the skirt alignment of the structure, stainless steel handrails and balustrades to the accessibility ramp to access the Southern access path linking the Riverwalk to Eagle Street, honed concrete, natural stone floor finishes and blockwork planter beds.

The first stage of Riverwalk re-opening to the general public will be in Early 2026 and will be at minimum a 6m wide path from the Stamford Plaza boundary in the South to the Riparian property boundary in the North.

Figure 8: Riverwalk Area Plan

Following the re-opening of the 6m wide Riverwalk path in early 2026, there are a series of planned temporary closures of the Riverwalk required to facilitate construction activities safely. The first temporary closure required is for the assembly of a land based dewatering plant, with establishment provided by marine logistics support from Brisbane River. (Refer to below Figure 9 for a typical Traffic Guidance Scheme (TGS) to be adopted for this closure). The initial temporary Riverwalk closure was proposed and initiated following comprehensive investigations of less impactful options from within the project site. The investigation assessments determined that, public pedestrian safety, working constraints for cranage limits (reach and capacity) and equipment weights could not enable these activities to be completed from within site, resulting in requirement for the temporary closure. The riverwalk closures will be minimised where possible and carried out when possible, during night periods/outside peak times and conflicts with CBD events.

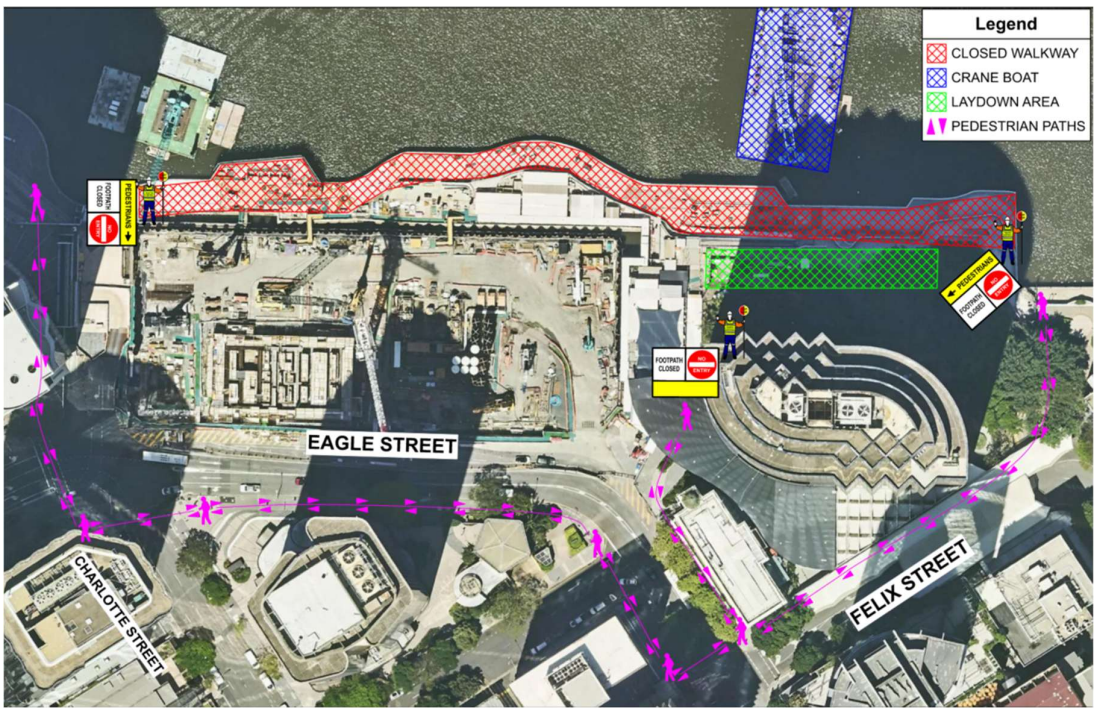


Figure 9: Traffic Guidance Scheme (TGS) - Temporary Riverwalk Closure

Other closures are required for the safe construction of the tie in of the Riverwalk (behind the current construction hoarding alignment) back to the land side of the new building structure. This activity will be completed after the permanent flood walls above the new building basement lines are constructed and the temporary steel retention combi-wall is removed to allow the precast concrete floor planks to be landed. Refer to the below plan markup (Figure 10) of the combi-wall alignment and the precast concrete (Green highlight below) to be installed, in stages.

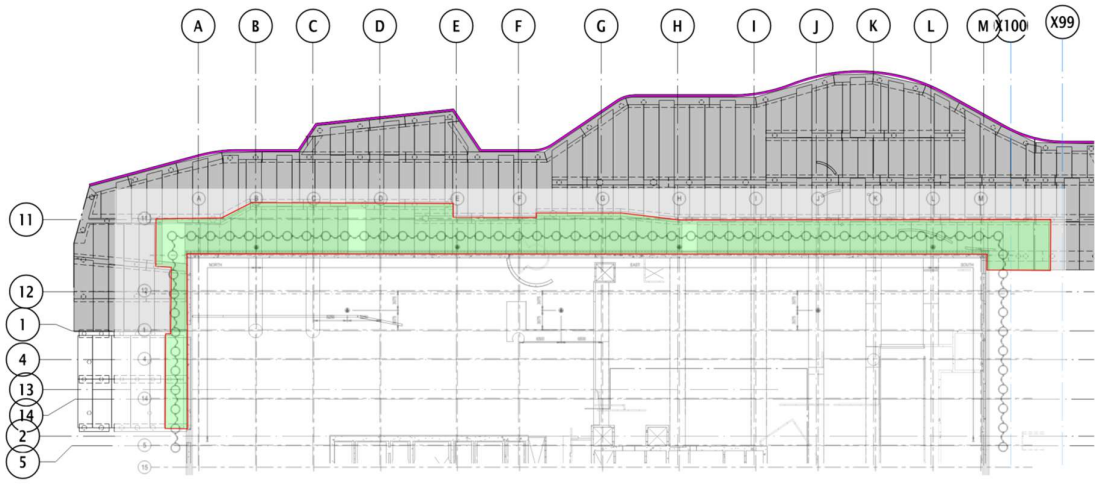


Figure 10: Riverwalk Combiwall Removal & Structural Concrete Tie In Plan

On completion of the removal of the combi-wall and installation of precast concrete elements from a marine barge and crane to tie in the Riverwalk structure, structural concrete floor slabs will be poured to lock in the structure. Once cured, overhead protection gantries will be installed on the concrete floor spanning over the Riverwalk to enable safe construction of both the North East Pavillion and the Podium structures (Green shaded elements highlighted in below markup) which cantilever over the current 6 metre wide Riverwalk path. The installation of the public overhead protection gantries and the installation of the supporting formwork and scaffolding for the structure will be installed during a series of temporary closures.

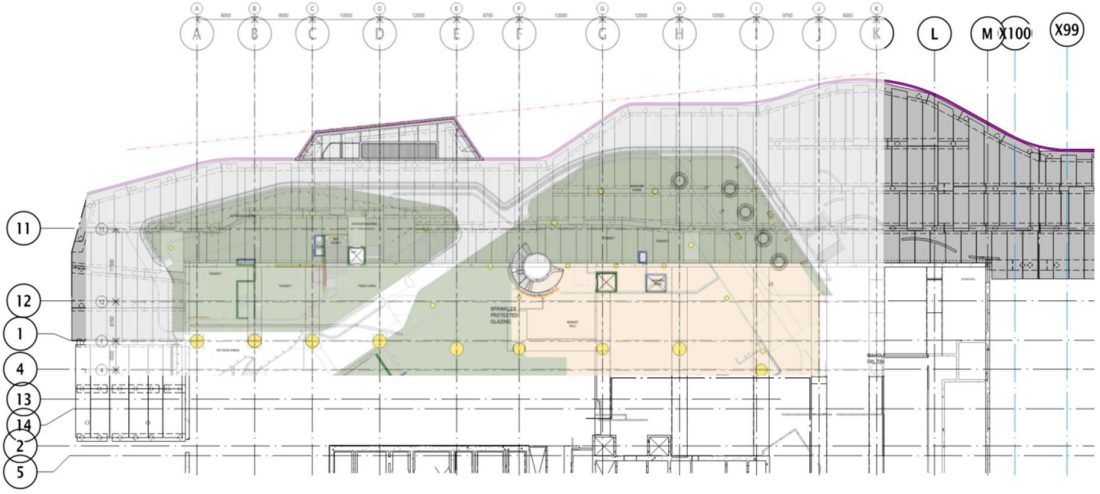


Figure 11: North East Pavillion and Podium suspended Structures interface with Riverwalk

7.1.9 Ground Improvement, Diaphragm Wall (D-wall) and Piling

Once the site structures were sufficiently demolished and dewatered the installation of the driven, steel combi-wall retention system from marine based barges commenced, to enable the existing insitu material within combi-wall retention system below the former Level B1 carpark slabs to be Ground Improved (GI). Ground improvement entails mass soil mixing (MSM) and Deep Soil Mixing (DSM) of liquified cementitious grout in to the existing insitu ground material. An onsite grout mixing batch plant was established on site to facilitate and supply material for the mixing processes and was undertaken at various depths throughout the insitu material (approximate depths between 1-17m), depending on location and mix process required. To enable construction of the four-level basement (Lower Ground, Basement Level 1, Basement Level 2 & Basement Level 3), the Ground Improvement mixing, provides stability to the existing soft ground, sufficient enough to build a temporary work platform on top to facilitate access for the next stage of activities comprised of large construction plant and equipment such as large piling rigs, large cranes and ground foundation engineering plant & equipment.

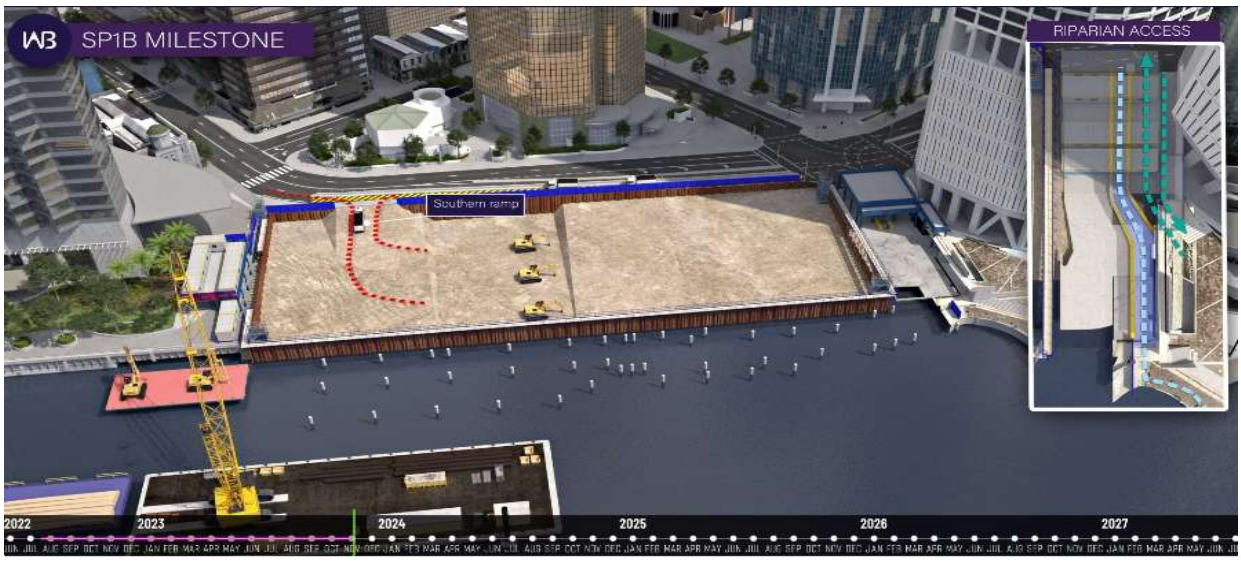


Figure 12: Soil mixing in progress.

While the soil mixing was progressing across the site, the existing piles extraction from land also commenced. An earth ramp was formed in the south of the site to enable tracking piling and Diaphragm wall (D-wall) equipment into the site, reinforcing steel and concrete deliveries as well as for load out of spoil.

A temporary piling working platform was constructed across the basement at RL 2.0, above the ground improved insitu material to facilitate tracking of the D-wall and piling rigs, supporting service cranes, excavators and installation of a slurry plant (bentonite farm). The slurry plant (polymer farm) was established within the basement on the temporary piling platform to support the open D-wall and piling excavation operations. Support cranes are being used to service the D-wall operations with deliveries occurring off Eagle Street where the southbound slow lane is configured under a traffic controlled Construction Work Zone and used for unloading of materials.

D-wall installation started in the northwest quadrant of the site and progress is generally in a clockwise direction eastwards and includes the barrettes for the North Tower core. Pile installation has commence around the Northern Tower core followed by the piles constructed in and around the South Tower core.

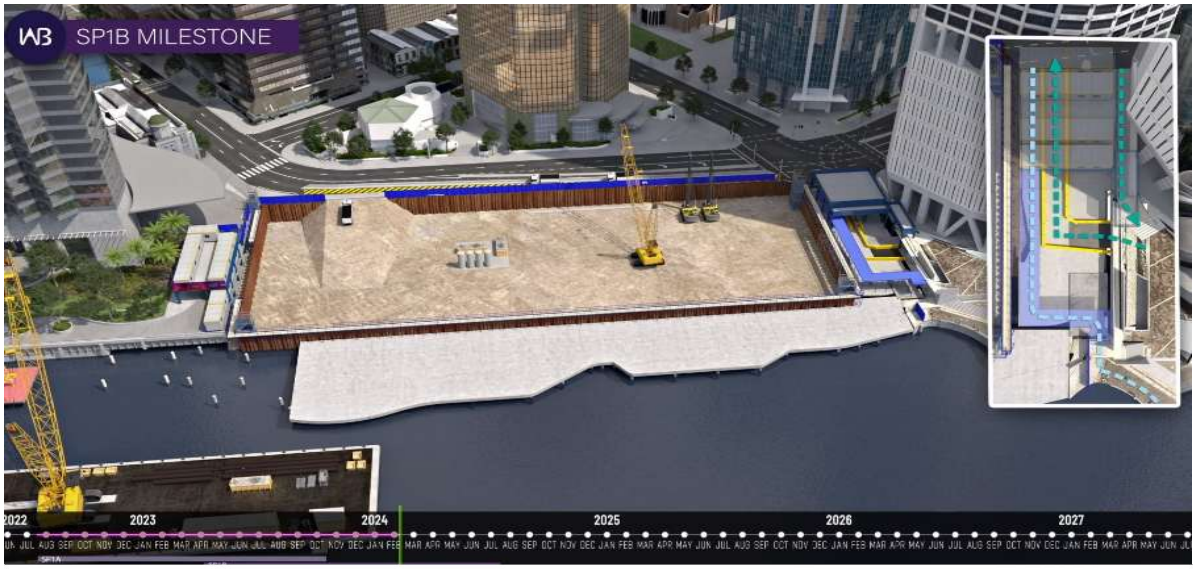


Figure 13: Installation of diaphragm wall from basement 1.

The D-wall and pile installation will continue to the southern half of the project to complete these works. Once completed, this equipment will be decommissioned and removed from site via the relocated southern ramp. The completion of the Northern core barrettes, D-wall and piles will facilitate the access to commence construction of the Ground Floor slab, starting in the North & working to the South. During the decommissioning stages of the plant, a groundwater inflow test will be carried out to assess the permeability of the D-wall. If water inflow exceeds the allowable limit, further testing will be carried out to assess the likely locations for water inflow and grout injection will be carried out to seal leaks in the wall.

The large diameter columns supporting the towers will be constructed as piles from Basement Lower Ground level to rock and socketed to the design depth. The piles will form the columns from Basement Lower Ground level through Basement 3 and founded in rock. At Lower Ground level, the piles will be broken back, trimmed and transition into above ground columns.

7.1.10 Basement Construction

Following completion of the D-wall to the perimeter of the site and barrette foundations to the north core, the basement excavation and structural slabs with column tie in will adopt a top down methodology for the northern half of the project site (i.e.: Basement Level B1, Basement Level B3, then Basement Level B2), whilst the southern half of the site will follow a traditional, excavate to the bottom and build structure from the lowest point upwards (i.e.: structure from Basement Level 3 up to Lower Ground Level). It is intended that the Ground Floor slab will be cast across both the northern and southern halves of the project to lock off and support the flood walls and the Basement Level 1 slab will be cast across both the northern and southern halves of the project to lock off and support the D-walls, with the exception of a large penetration to be temporarily omitted in the South in both Ground and B1, to provide a basement excavation spoil load out and access provision.

The optimal solution for ground improvement is to just below Basement Level B1 (R L-1.0) as it provides bracing to the D-wall once the Ground Improvement is completed and the Ground Level and B1 slab is cast, as this level is continuous throughout the entire horizontal plane of the basement. This allows for improved strutting actions from the B1 slab connection to all four sides of the D-wall and greatly supports the Top-Down excavation methodology prior to commencement, given that Basement Level Lower Ground (LG) does not extend to the northern end of the site at the future Loading dock area. (Refer below RL profiles for the Basement areas and Plan view of the Lower Ground area.

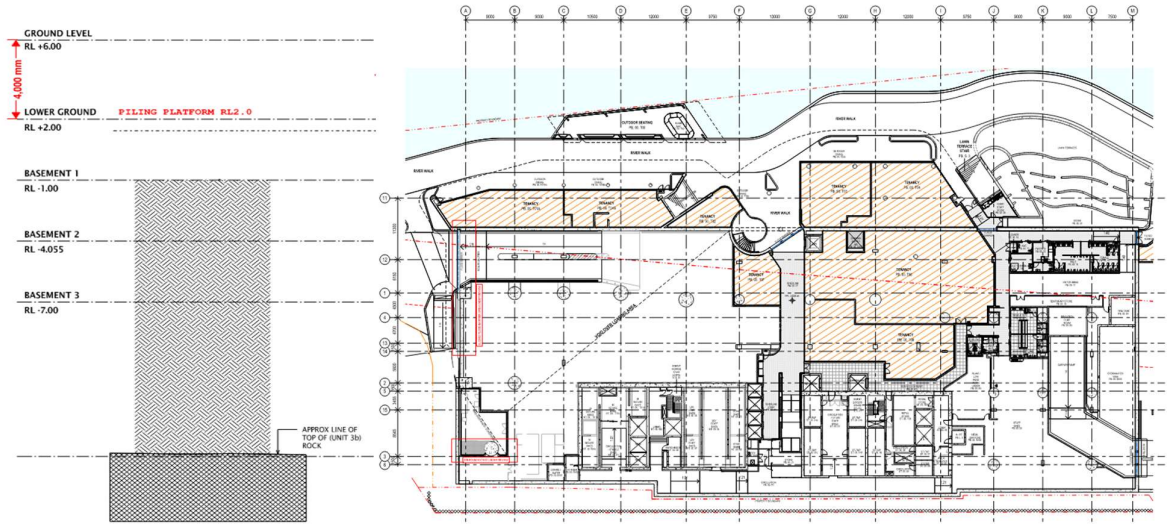


Figure 14: Basement Construction RL's & Plan at Level B1

The tops of the D-wall/barrettes will terminate at approximately Lower Ground Level. At this cut off height, the interface to the Main D-wall perimeter capping beam and the core capping beam structure will commence and continue up to the permanent flood wall structures up to Ground floor level. The capping beams, flood and core walls will be built using conventional methods. At this point the tops of the flood walls across the site will be tied together to support the walls by forming and casting the Ground Floor level suspended slabs.

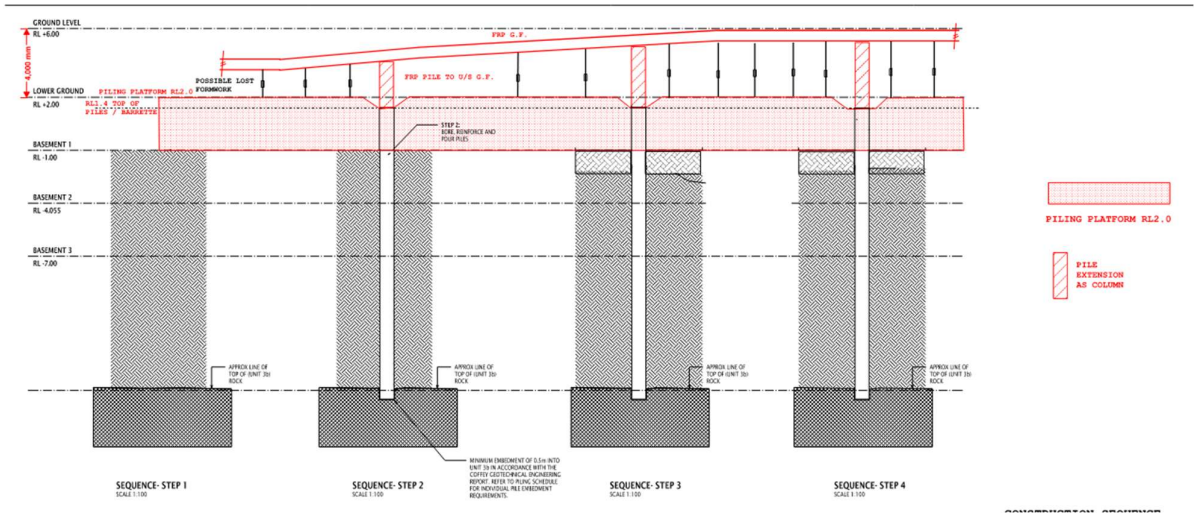


Figure 15: Piling Pad RL's & Ground Level Slab Profile

Following the casting of the Ground Floor level slabs, excavation to below level Basement 1 will commence to enable the forming and pouring the Level B1 slab. The loading requirements to the D-wall and flood wall supporting the Ground Floor slab become significantly reduced once Level B1 slab is cast and tied into the D-wall.

Following casting and curing of the basement slab at Level B1, the excavation will proceed down beyond Level B2, to the very bottom of the basement at Level B3 (approx.RL -7.0), plus Lift Over run pits (approx. RL-14.0). This vertical span in excavation is supported by the Level B1 slab above, locking in the flood walls.

Butler Partners has carried out preliminary assessment of the D-wall with restraint at Basement 1 and excavation carried out in one operation to Basement 3, resulting in wall deflections achieving or improving on the currently documented deflections, as well as a reduction in loads in the D-wall. Without having to pour Basement 2 during the excavation works, the excavation will be carried out with a 5.5m clearance as opposed to 2.5m clearance, allowing larger equipment and faster excavation.

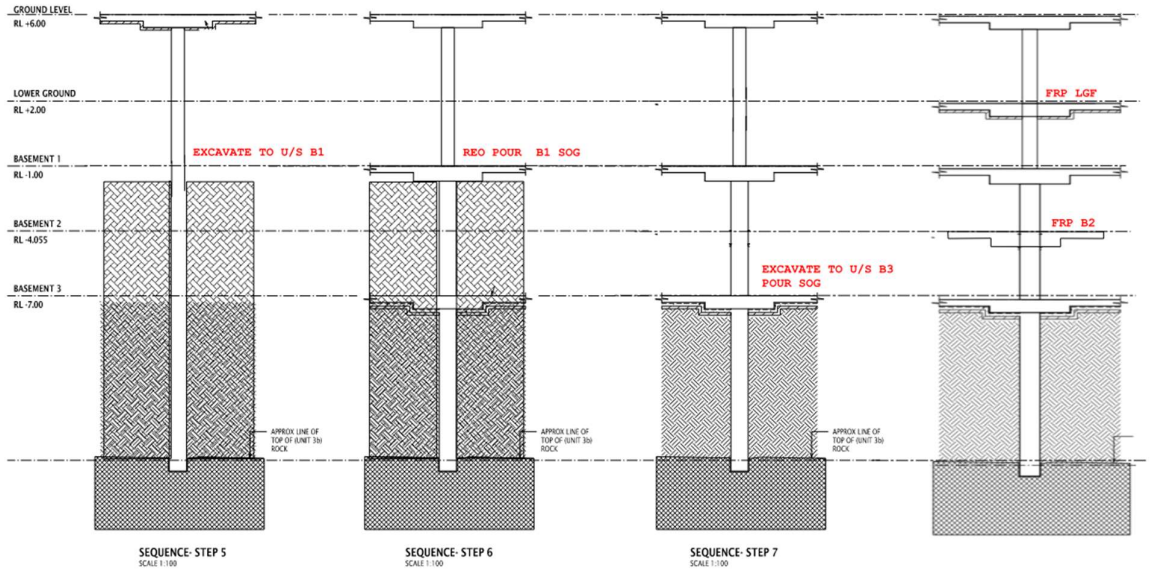


Figure 16: Basement Slabs Sequence for LG/B1/B2B3 Floors

7.1.11 North Core, Podium and Level 5 Structure

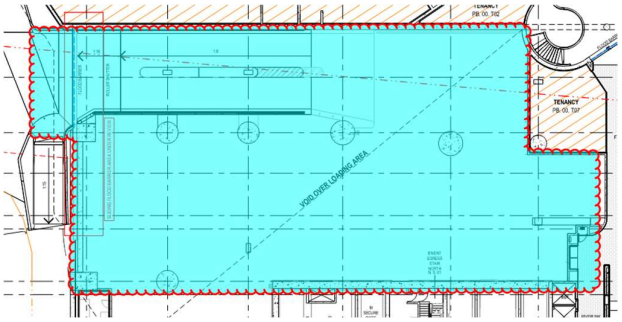
As soon as the Northern Core barrette foundations are completed, along with the piles in the local vicinity, the construction of the North tower core will commence from the top of the barrette foundations.

Works have started in the north of the site with the barrettes being trimmed back to cut off level at the North Tower core and the construction of the capping beam to tie the perimeter of the northern core together now underway. Above the core capping beam, starter walls will be constructed to facilitate the launch of the core jump form. The core will then start moving ahead to clear the Ground Floor and work towards Level 5 and above.

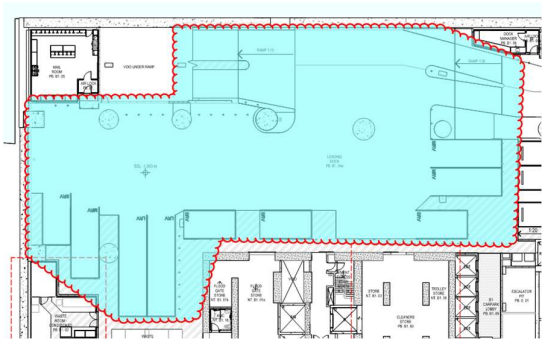
The concrete perimeter capping beam above the D-wall will be constructed after the D-wall has been completed and trimmed back to cut off level. Flood walls that sit directly above the capping beam will be built to the underside

of the Ground Floor level and are designed to cantilever in the Q100 flood event to protect the site during construction and to provide permanent flood immunity level. The Ground Floor slab will then be cast across the North half of the site to tie in the flood walls above D-wall and also lock into the Northern core.

At Lower Ground in the north end of the site, a temporary penetration with temporary flood barrier capability will be constructed to facilitate access to the permanent ramp into the Basement Level B1. The ramp will then be used for construction traffic accessing the loading dock at Lower Ground during construction.



***Lower Ground**: Flood Wall Penetration to B1 Ramp*



***Basement Level B1**: Ramp Access from Lower Ground to access Load Dock for Concrete deliveries*

Following the Ground Level slab in the northern half of the project has been poured, the Northern tower steel column up to Level 5 will be erected. At this time the North Tower core jump will have progressed past Level 5, allowing the Level 5 steelwork to be installed.

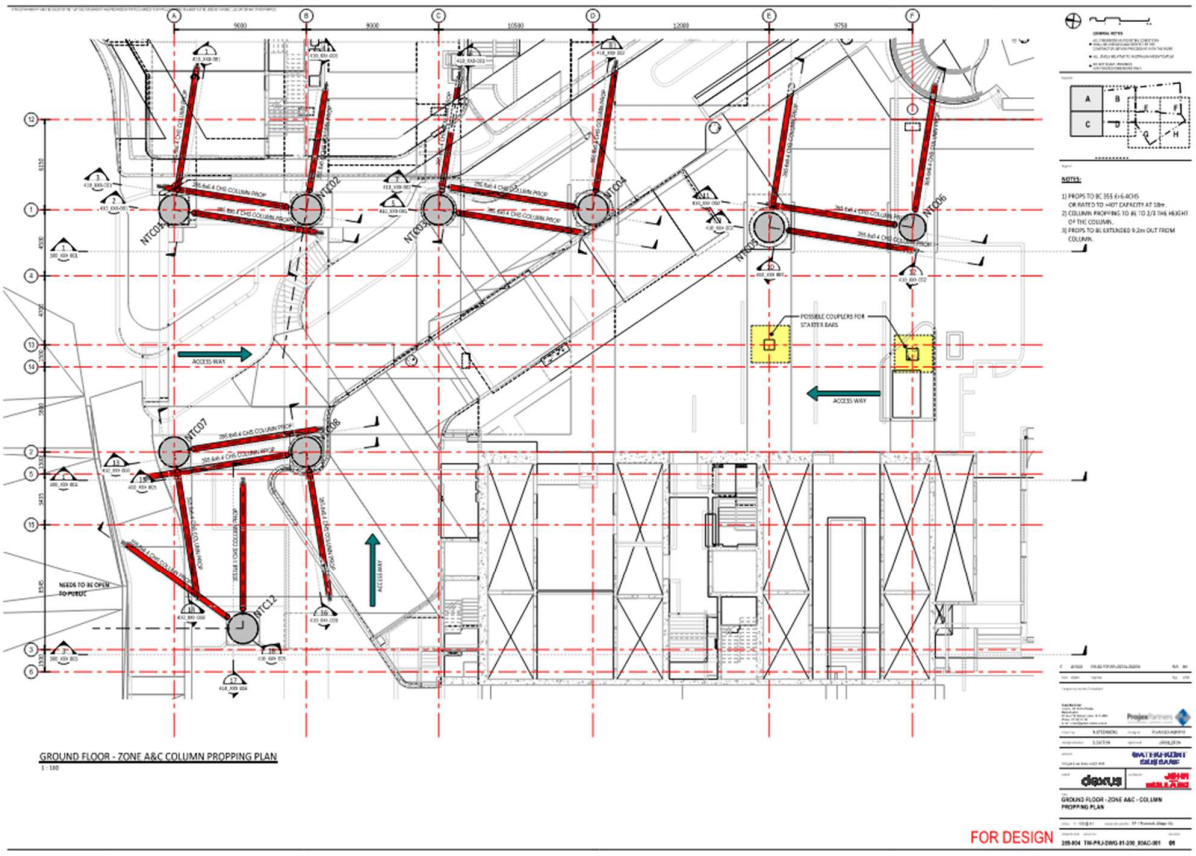
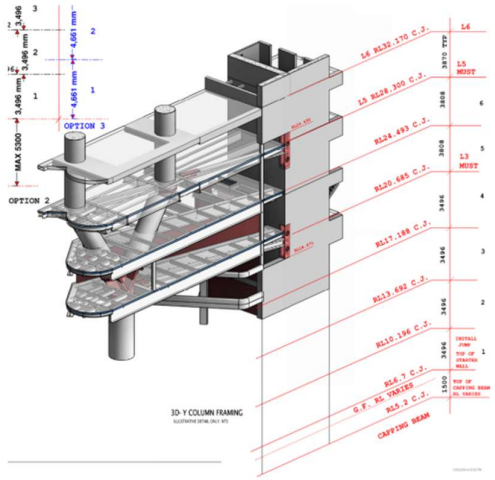


Figure 17: Northern Tower Column Erection & Bracing

The columns will be temporarily propped whilst the Level 3, 4 & 5 structural steel framework and decking has been erected to enable tie in of the structural columns.



7.2 Emission Sources

The description of plant and equipment associated with the activities described above that provide sources of noise, vibration, dust can be found below. It is important to John Holland the correct selection, operation, maintenance, and administration of plant has a very significant effect on safety, productivity, and success of the project.

Typical Plant and Equipment to be utilised during the **demolition** phase of the works:

- Excavators (fitted with sound attenuated hammers)
- Excavators (fitted with demo grabs)
- Skid steer loaders
- Truck and trailers (including semi-trailers)
- Telehandler
- Franna & mobile hydraulic cranes
- Truck and dogs
- Marine barges
- Marine service barges
- Boom lifts (for installation of accommodation).
- Scissor lifts (for installation of accommodation).
- Road saws
- Concrete coring drills.

Typical Plant and Equipment to be utilised during the **Civil works** phase of the works

- Excavators (fitted with soil mixing heads)
- Crawler cranes
- Piling rigs
- Skid steer loaders
- Excavators
- Truck and dogs
- Truck and trailers (including semi-trailers)
- Marine barges
- Marine service barges
- Martine jack-up barges
- Mobile concrete pumps
- Concrete trucks.
- Mobile cranes (Franna)
- Telehandler.

Management and Supervision must ensure that appropriate Plant Hazard Assessments (PHAs), Plant Pre-acceptance checklists, and TRAs including plant operations are conducted before the plant is used and workers are verified as competent to operate the item of plant.

7.3 Control Measures

At some points in time the adjourning neighbours will experience direct line of sight, noise, vibration, and dust, while other stakeholders will experience some of these issues at differing levels.

To minimise disruption, we will implement the following vibration, noise, and dust suppression measures

Vibration	Noise	Dust
– Install sensitive vibration monitoring equipment to survey the site 24/7 and provide alerts if outputs approach pre-agreed thresholds – Review introduction of respite periods during key times (i.e. lunch breaks)	– Install sensitive noise monitoring equipment to survey the site 24/7 and provide alerts if outputs approach pre-agreed thresholds – Ensure strict compliance with the Approved DA conditions, including work hours – Notify stakeholders and the community of noisy works in advance – Review introduction of respite periods during key times (i.e. lunch breaks)	– Install sensitive dust monitoring equipment to survey the site 24/7 and provide alerts if outputs approach pre-agreed thresholds – Implement dust control measures (i.e. spraying down with water during construction activities) – Utilise a street sweeper during truck movements at exit points

John Holland has engaged with specialist noise and vibration engineers to develop and understand the best approach and location for monitors.

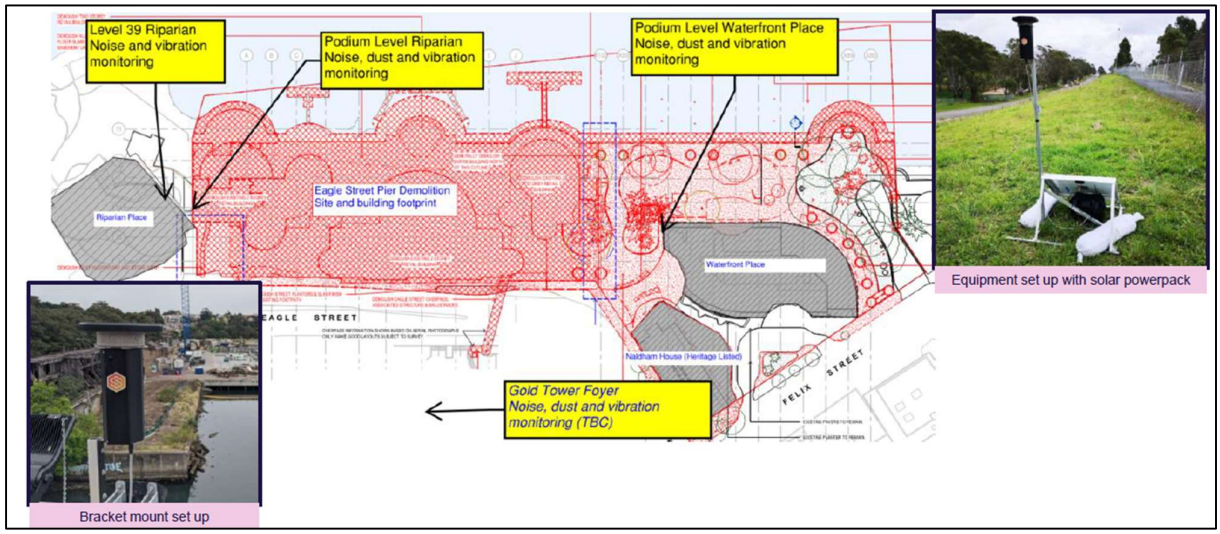


Figure 18: Proposed equipment locations.

The equipment used to monitor noise and vibration for Waterfront Brisbane has a proven track record for construction sites providing accuracy and reliably. In additional provides the site team with real time monitoring providing actuals verse parameters, and automated reporting for the set intervals.

To further minimise disruption during the demolition and earthworks, we will implement the following additional operational measures.

- All equipment continues to be serviced and maintained according to, as a minimum, the original equipment manufacturers recommendations, or more frequently if required to minimise noise generated.
- Equipment having directional noise characteristics will be orientated such that noise is directed away from sensitive areas.
- Where pneumatic equipment is used, silenced compressors or quieter hydraulic equipment will be used.
- Equipment not being utilised as part of the work will not be left standing with engines running for extended periods.
- Regular inspections and effective maintenance will be conducted of stationary and mobile plant and equipment (including mufflers, enclosures, etc.).
- Where possible, there will be respite periods for particularly noisy activities.

John Holland will Prior to the commencement of any demolition Work on Site that John Holland will review works and plan accordingly to ensure that the noise and vibration from the works or the Site does not:

- exceed limits prescribed by the Development Consent.
- breach any directions issued by an Authority in respect of noise and vibration levels generated through activity associated with the Site.
- breach the Noise and Vibration Management Methodology.

Figure 19: Proposed equipment.

If, in the opinion of the relevant Authority, noise or vibration levels generated through activity associated with the site exceed the levels set out by the Development Consent or any directions or orders issued by an Authority, John Holland will consult with the Principals Representative to the nature of its operations and, if necessary, review additional noise and vibration control features to potentially be installed in consultation with an acoustic engineer or alternative machinery or equipment to be used, to endeavour to reach a reasonable satisfaction of the responsible Authority.

Prior to commencement of Demolition the licenced demolition contractor created a demolition plan. This was submitted to John Holland for review to enable proactive discussions to occur in relation to potential impacts of noise and vibration. The proactive collaborative approach provides best opportunity to reach agreement on the best practice outcome to mitigate impacts on tenants within Dexus premises and surrounding neighbours.

7.4 Air and dust management

Materials will be stored on site appropriately to minimise their exposure to wind and the weather elements. Loose materials will be prevented from becoming airborne, by strapping light materials with steel banding. Perimeter fencing will be designed to minimise the impact of dust on the adjacent areas.

Equipment powered by internal combustion engines will be properly maintained and regularly serviced to prevent the discharge of excessive pollutants, including smoke and/or toxic fumes or odours, and will meet acceptable noise levels.

Materials will be cut in designated areas set away from boundaries, with adequate dust (and noise) suppression. Where cutting needs to occur in situ, localised dust suppression measures will be used.

Air quality (airborne dust and pollutants) in and around a construction site is to be maintained at acceptable levels throughout the construction period. Dust suppression techniques/equipment may be required depending upon:

- weather and wind conditions.
- water management.

John Holland will minimise placing of loose materials on a site. If placing of loose material are unavoidable, detail methods will be developed by the Site Engineering team for preventing dust and other airborne matter impacting on the surrounding area.

The site team will minimise airborne dust arising from trucks and other vehicles entering and leaving the site by creating control measures to mitigate the impacts. The site team will ensure wetting down of the site on and as needed basis by water truck.

7.5 Airborne Silica Monitoring & Controls

To ensure compliance with legislative adjustments a number of measures have been implemented across the project to ensure persons are not exposed to undue harm. Some of these measures are as follows:

- Air monitoring of locations considered high risk for silica disbursement such as during demolition or structure FRP cycles.
- Ensuring any worker undertaking patching, grinding or the like has the following: appropriate SWMS/TRA, vacuum with HEPA filter attached to tools and for clean-up and has been fit tested for appropriate dust mask and is wearing appropriate type.
- Silica disposal bins.
- Water spray set ups at skip bins etc for safe discharge of waste.
- Products containing silica are to be locked up/stored in line with MSDS.

7.6 Complaint Management

Zone indicators have been applied to the project's radius to identify levels of impact rather than specify an engagement distance from site. Methods of engagement within these zones are dependent on the level of issues experienced by its stakeholder groups (e.g., while the zone may be constant, different stakeholder types within that zone may require individual tailored engagement approaches).

Figure 20: Stakeholder impact zones.

7.6.1 Project Zones and Engagement

John Holland will use the IAP2 Engagement Spectrum to help guide interactions with zone stakeholders.

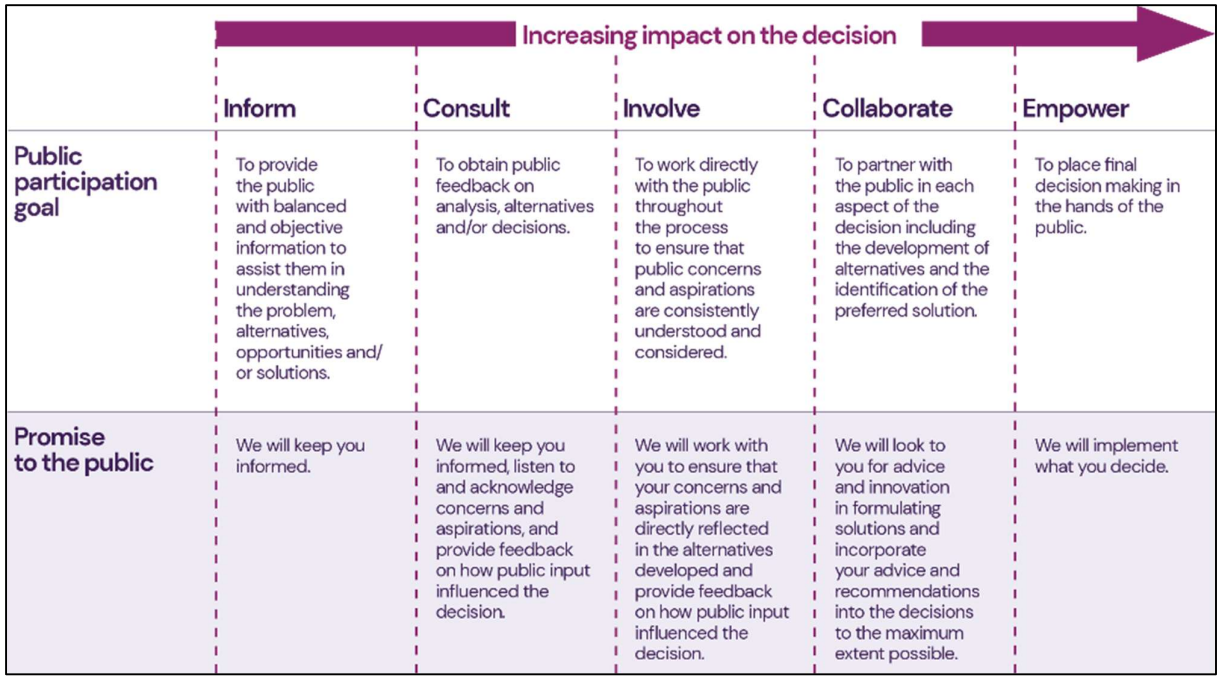


Figure 21: Stakeholder engagement guide process.

The following table outlines community project zones, impact types, stakeholders, and engagement approaches.

Zones	Issue Impact	Stakeholders	Engagement Approach
Zone 1	Consistent and direct line-of-sight, noise, vibration, dust, and access issues (Neighbours, sensitive stakeholder groups, individuals) Members from this group asked to participate in the Waterfront Liaison Group (WLG) High impact stakeholders identified individually within this zone (red highlight)	Waterfront Place Naldham House Stamford Plaza Oaks Apartments Gold Tower St Stephens Cathedral (due to sensitivity) Blue Tower Riparian Plaza 10 Market Street	Tailored, consistent and highly informed engagement approach A personal and relationships-based approach (Collaboration*, involvement, consultation, and information – IAP2) *may be required as part of WLG on a case-by-case basis
Zone 2	Experiences diminished levels of line-of-sight, noise, vibration, dust, and access issues (Local business area)	Riverside Centre 66 Eagle Street One One One Eagle Street Market Street commercial offices Wenley House and retailers Wilson Parking Charlotte, Creek, Elizabeth streets commercial and residential buildings Small business and retailers within the area	Broad and consistent engagement Relationships-based (Consultation and information – IAP2)
Zone 3	Experiences some but not all line-of-sight, noise, vibration, dust, and access issues (Local businesses and residential areas land and river based)	Kangaroo Point businesses and residents - Macdonald, Bright, Hamilton, Main Streets	Consistent approach to engagement (Information and case-by-case consultation – IAP2)

		Apartment complexes - Riverside Escape Apartments, the Point Apartments, Mariners Lodge, Seafarers, Scott Street Brisbane Jazz Club Story Bridge Hotel – direct line of site to project from across the river	
Zone 4	Impacted by issues from time to time when near project site Awareness of project and construction issues	City community Wider Brisbane community	Targeted engagement approach Alignment with Public Relations and Three Plus (Information – IAP2)

John Holland uses a number of mechanisms to monitor performance and receive, record, and respond to any complaints from the construction works.

7.6.2 Project Notice Board

The Project notice boards will have contact details for our site management which allows for any immediate concerns to be raised and promptly addressed by the delivery team.

The notice board will also have contact details for our community and stakeholder hotline number **1800 328 7448**.

7.6.3 Consultation Manager

John Holland will establish the Consultation Manager (CM) database and use CM to record stakeholder interactions. We understand Dexus has used CM to record previous interactions including events, phone calls, emails and complaints, the project CM system will further build on this information. Each enquiry and complaint entry in CM will include:

- The time and date of contact
- Response timeframe
- Stakeholder details
- Event type (how was the enquiry/complaint received
- Nature of the activity causing the enquiry/complaint
- Work zone precinct
- Actions taken to address the enquiry/complaint, and feedback given to the stakeholder
- Personnel involved in handling/responding to the enquiry/complaint
- Details on outcomes and how the action taken by the proponent was communicated to the stakeholder
- Date of closure.

All enquiries and complaints will be:

- Responded to within agree timeframes outlined below
- Recorded in Consultation Manager within 24 hours of receipt
- Reported monthly or as required by Dexus, with information about any resolution reached.

Category	Acknowledge	Response	Escalate (if required)	To Whom
Immediately – Crisis event – Media enquiry – Development that may have adverse effect on the project or community	Refer to identified internal stakeholders within 15 minutes			Project PDs (John Holland & Dexus) Community and Stakeholder Engagement Manager Dexus Corporate Affairs Manager
From elected representative (Local Government, State or Federal Parliament)	Refer to identified internal stakeholders within 15 minutes			Project PDs (John Holland & Dexus) Community and Stakeholder Engagement Manager Dexus Corporate Affairs Manager
Urgent enquiries and complaints, involving: – serious property damage that represents an immediate risk to people in the vicinity – injury that requires immediate medical attention, or hospitalisation – individuals in acute distress, especially arising from impacts relating to construction or maintenance works.	Within 15 minutes	Within two hours	– Senior Communications Representative – Senior Project Representative – Dexus Communications Representative	Project PDs (John Holland & Dexus) Community and Stakeholder Engagement Manager Dexus Corporate Affairs Manager
Non-urgent complaints (phone, email, correspondence)	Within two hours	Within one business day		
Non-urgent complaint (In-person)		Within two hours		
Non-urgent enquiries (phone, email, correspondence)	Within one business day	Within five business days		
Non-urgent enquiry (In-person)		Within five business days		

As part of the continuous Community and Stakeholder consultation activities regular, Client approved Project Construction Updates with messaging on the upcoming planned construction activities will be consistently used across all communication mediums to deliver an integrated approach to stakeholder communications.

The following Figure 7 is an example of the regular, Waterfront Brisbane Construction Update issued to stakeholders and community.

WATERFRONT BRISBANE

JOHN HOLLAND

WATERFRONT BRISBANE

CONSTRUCTION UPDATE | 27th August 2025

TEMPORARY EAGLE STREET FOOTPATH AND LANE CLOSURE

Excavation works are required to investigate underground service locations on the Eagle Street footpath. To complete these works, one lane of Eagle Street (nearest to Gold Tower) will be temporarily closed to allow for a vacuum excavation truck. These works will occur at night between 8pm and 5am over two nights, between 1 and 19 September 2025.

Please see the map below detailing the temporary road and footpath closure. All pedestrian and traffic movements will continue outside the work area.

WHAT TO EXPECT

- Temporary footpath and lane closure along part of Eagle Street
- Traffic controllers in attendance
- Oversized plant and material deliveries between 12am and 5am any day of the week, subject to BCC permits
- 24-hour works
- Pothole excavation using a vacuum truck
- Associated construction noise
- Lighting of site

CONSTRUCTION HOURS

This services investigations work has been approved by Brisbane City Council to include night works and a temporary lane closure. This is in addition to ongoing Waterfront Brisbane construction. Normal site activities are occurring from 6.30am to 1.30am Monday to Friday, and 6.30am to 6.30pm Saturdays.

OUT-OF-HOURS CONTACT

Should you have any concerns about activities occurring on site, please contact the Community Hotline number 1800 957 850.

STAY INFORMED

We are making Waterfront Brisbane a reality, delivering a premium business destination and revitalising Eagle Street and One Eagle (formerly Waterfront Place) as a thriving 24/7 retail, dining and leisure precinct.

Our delivery partner, John Holland, is working to minimise disruptions through carefully considered construction and transport management plans.

We appreciate your patience and cooperation with changes during these works.

You can stay up to date with the project by downloading the Waterfront Brisbane App via the App Store or Google Play stores. You can also:

Visit: www.waterfrontbrisbane.com.au
Call: 1800 957 850
Email: info@waterfrontbrisbane.com.au

DOWNLOAD APP

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dexus

Figure 22: Example Stakeholder Construction Update Notice

7.6.4 Media Enquires

Dexus will lead all media activity in consultation with the project team, through the project's Public Relations Plan and Media Policy. John Holland will support media enquiries as required, including:

- Providing information to inform media responses
- Identifying positive media opportunities – Annual Communications Action Plan
- Coordinating safe site access to support events
- Reviewing and fact checking content (about technical, safety, environmental and other standards).

All efforts will be made by the project team to meet Dexus' media team's deadlines.

John Holland will not conduct any proactive or responsive contact with the media without written approval from Dexus.

8 Heritage Place Construction Management Plan

8.1 Purpose

Naldham House was constructed circa 1864 as a result it is important to ensure the upmost care and consideration be taken.

From the AHS HIS desktop review Zone One located along Eagle Street and the adjoining Market Street, which forms part of Brisbane's 'early streets', and therefore the potential for unknown European and non-European (Aboriginal) cultural heritage and archaeological finds to be considered in association with compliance strategies that are carefully developed in line with S.89 of the Queensland Heritage Act 1992 (QHA).

Works in the vicinity of leasehold land and the Brisbane River also trigger Aboriginal and Native Title obligations, under the Aboriginal Cultural Heritage Act 2003 (ACHA) and Native Title Act 1993.

Zone Two contains a variety of local and State listed heritage places which could potentially be affected by the development. Therefore, cultural heritage within these zones requires careful consideration in order to identify potential impacts the development may have on State and Local heritage significance.

8.1.1 Potential Historic Sites, Places and Objects

The Project Area lies within an area that has a well-documented post-contact, European settlement and maritime history. The register searches and the historical themes represent the range of potential heritage items likely to be found in the Project Area. These include (but are not limited to):

Any potential finds are most likely to occur in relation to the original riverbank:

- Drains, kerbs, and pipes
- Remnant wharf materials
- Old concrete foundations of streets with wooden paving blocks (replaced with asphalt in 1951)
- Shipwrecks or parts of ships or boats
- Historic artefacts such as glass, ceramic, or metal objects.

8.1.2 Potential Aboriginal Sites, Places and Objects

The Subject Site and wider Study Area has been subject to a significant level of disturbance since the 1840s, in the form of initial land clearing, cultivation, roadway construction, and several phases of building construction. This impacts significantly on the potential to identify Aboriginal sites or artefacts which may remain within the Study Area.

Due to the extensive nature of disturbance and subsequent development within the Study Area, it is expected that minimal tangible Aboriginal cultural heritage is likely to be encountered.

John Holland engaged Australian Heritage Specialists to assist with identification and management of any finds of significance during the construction process. Australian Heritage Specialists Heritage Impact Statement relevant to DA1 works (Waterfront Place Tenancies) has also been complied with as part of the construction process.

9 Construction Traffic Management Plan

9.1 Site Access and Traffic Management

John Holland workplaces must ensure processes are in place for the effective control of traffic plant and people in accordance with our developed Traffic Management Plan and our Global Mandatory Requirements.

The Construction Traffic Management Plan (CTMP) is to be used for the establishment of the site's traffic and pedestrian management and systems for all stages of the project. The CTMP shall be read in conjunction with the CMP and will outline the conditions and controls of managing the plant, pedestrian, and vehicle movements in and around the site.

This Construction Traffic Management Plan (CTMP) will facilitate the construction of the Brisbane Waterfront redevelopment with minimal impacts on the vulnerable road users traversing the works on foot or by bicycle and the general road user and road network. It will also provide a methodology for carrying out works on roads, with a set of uniform practices for the signing and delineation of construction to promote the safety of workers and road users at the construction site.

The CTMP is a separate document submitted to BCC prepared in accordance with the relevant Manual of Uniform Traffic Control Devices (MUTCD) and specifies the traffic control measures and devices to be used to warn, instruct, and guide road users around the work site or in the vicinity of the construction site. This includes safely guiding pedestrians and cyclists around the road works. It will be necessary to implement the use of site-specific TGS for all road works/stages applicable to the construction site. Any recommendations outside the MUTCD will have RPEQ Certification. Any works being performed in the vicinity of this construction site that is not related to the construction site are not covered under this site-specific CTMP.

9.2 CTMP Staging

Construction activities have been separated into 4 key stages which will extend for **approximately 61 months, from January 2023 to January 2028.** The key stages of the Waterfront Brisbane redevelopment, and the estimated periods, are detailed below:

- **Stage 1** Initial Site Set-up & Demolition: **5 months**.
- **Stage 2** Demolition and Substructure Construction: **14 months**.
  - Stage 2a Hard (structural) Demolition & Substructure Construction (under Riverwalk Closure): 1 months;
  - Stage 2b Hard (structural) Demolition & Substructure Construction (under Riverwalk Closure) with Eagle Street Slow Lane Closure: 7 months.
  - Stage 2c Substructure Construction (Under Riverwalk Closure) with Eagle Street Slow Lane Closure: 3 months. – Not used
  - Stage 2d Hard (structural) Demolition of the existing basement bounding wall & Substructure Construction (Under Riverwalk Closure) with Eagle Street Slow Lane Closure): 6 months.
- **Stage 3** Riverwalk Reopen & Building Superstructure Construction, including 2 Lane Construction Work Zone: **18 months**.
  - Stage 3 Interim: Substructure & Superstructure Construction (under Riverwalk Closure): **Part of 18 months;**
  - Stage 3 Substructure & Superstructure Construction (Riverwalk connection re-opened) with Eagle Street Work Zone Closure: Residual of **18 months** (after Interim Stage Changes implementation).
- **Stage 4** Waterfront Brisbane & Waterfront Place Plaza Superstructure Construction (Riverwalk connection re-opened): **22 months**.

The subsequent sections of this CMP discuss the overall traffic management strategy for the construction works.

9.2.1 Stage 1

During the initial set-up and demolition works, the Eagle Street footpath adjacent to the development was closed to the public and utilised for construction activities. As such, pedestrians were redirected towards the Mary Street / Felix Street signalised intersection.

Eagle Street southbound traffic lane was converted to a construction loading zone during work hours to facilitate the loading and unloading of construction vehicles. Vehicle movement to the construction loading zone were controlled by concrete barriers (or similar) placed at the entry to the Eagle Street southbound kerbside lane from the Eagle Street/Charlotte Street intersection. However, full possession of the Eagle Street southbound lane will not occur during this stage. All loading and unloading activities will be completed under traffic control. Traffic controllers will be located at both ends of the designated loading zone to ensure the safe entry and exit of construction vehicles.

The indicative traffic arrangement during construction hours for the duration of Stage 1 is illustrated in Figure 23 below. It is noted that outside construction hours, the waterfilled barriers closing off the kerbside lane will be removed, and the kerbside lane will be accessible to general traffic. Manoeuvring assessments have also been completed to ensure that the relevant design vehicles can access both the construction loading zone and the remaining Eagle Street southbound traffic lane over the course of the construction activities.

It is also noted that during this stage, the pedestrian and cyclist connection along Riverwalk was maintained with access and connections via existing passages located at 111 Eagle Street and Riparian Plaza. This will be further communicated to the public with wayfinding signs.

The primary access for all construction traffic will be from the Eagle Street loading zone.

The traffic arrangement remained in effect for approximately **5 months.**

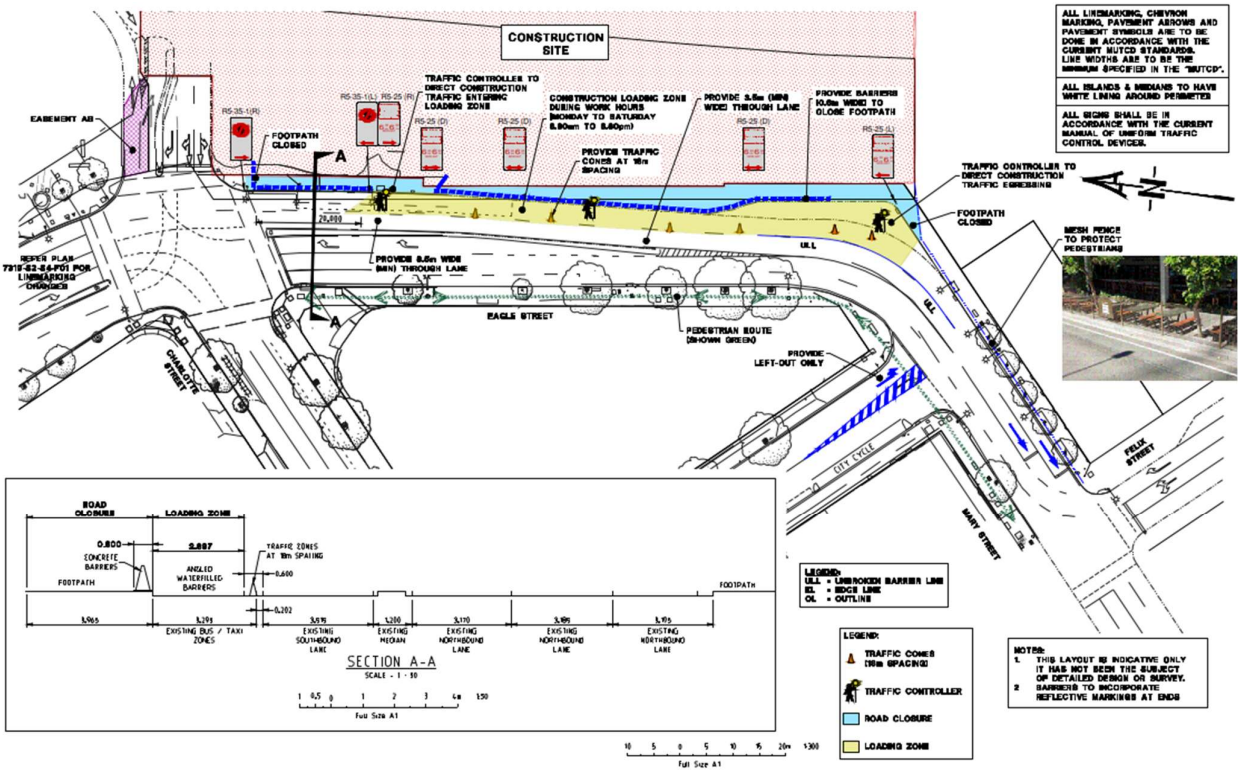


Figure 23: Stage 1 Traffic Management Arrangements

9.2.2 Stage 2a

The arrangement for Stage 2a is identical to Stage 1 in the following regards:

- Eagle Street footpath adjacent to the development will remain closed and utilised for construction activities;
- Eagle Street southbound traffic lane will be maintained as a construction loading zone during work hours to facilitate the loading and unloading of construction vehicles; and
- No construction traffic will access the basement car park as all construction traffic will only utilise the Eagle Street loading zone.

Additionally, the required 3.0m wide shared pedestrian and cyclist path to facilitate a connection Riverwalk to Eagle Street will be constructed during this stage, in preparation for opening during Stage 2b.

The indicative traffic arrangement for the duration of Stage 2a is illustrated in 24 below.

Modifications to the traffic signals layout are required to accommodate the shared path, through the construction site, being located effectively in the alignment of the existing kerbside lane of the car park egress. The modification involves repositioning of the primary signal on the left side of the exit. The central median on the approach to the intersection, will remain in place.

The traffic arrangement remained in effect for approximately **1 month.**

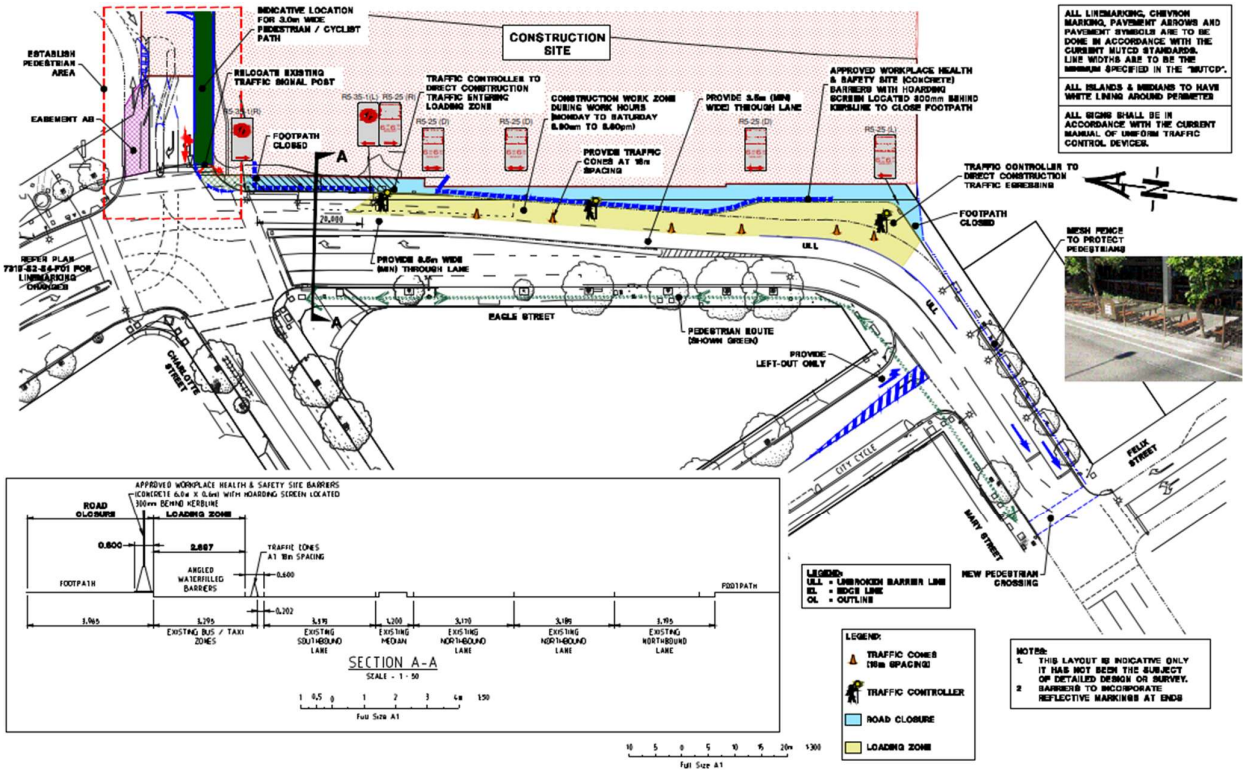


Figure 24: Stage 2a Traffic Management Arrangements

9.2.3 Stage 2b

From the commencement of Stage 2b, pedestrian and cyclist connection along the Riverwalk were not possible as the Riverwalk was closed, in preparation for its demolition. It is being replaced with the superior structure.

During this stage, in addition to the possession of the Eagle Street footpath, the construction site was extended to include the Eagle Street southbound kerbside traffic lane. Concrete barriers with hoardings will be placed along the edge of the traffic lane to protect the construction site. A truck access sliding gate was provided to facilitate access to the construction site via a break in the proposed site barriers. Traffic controllers are located at both ends of the designated loading zones as well as at the sliding gate to ensure safe entry and exit of vehicles as well as direct construction traffic into the area and deter through traffic.

In Stage 2b, the traffic arrangement was similar to Stage 2a, except for the following:

- The 3.0m wide temporary shared pathway corridor connecting the Riverwalk to Eagle Street / Charlotte Street signalised intersection was accessible to the public;
- The signalised pedestrian crossings across the basement car park access and Eagle Street south approach was open, providing crossing all four-legs of the intersection; and
- Construction access was introduced at both the northern (direct access from Eagle Street/Charlotte Street intersection) and southern ends of the proposed lane closure.

No construction traffic accessed the basement car park as all construction traffic is required to utilise the Eagle Street kerbside lane construction zone.

It is also noted that during this stage the Riverwalk has remain closed and under new construction.

Manoeuvring assessments have also been completed to ensure that the relevant design vehicles can access both the construction site and the remaining Eagle Street southbound traffic lane over the course of the construction activities. The indicative traffic arrangement during for the duration of Stage 2b is illustrated in below.

The traffic arrangement will remain in effect for approximately **7 months**.

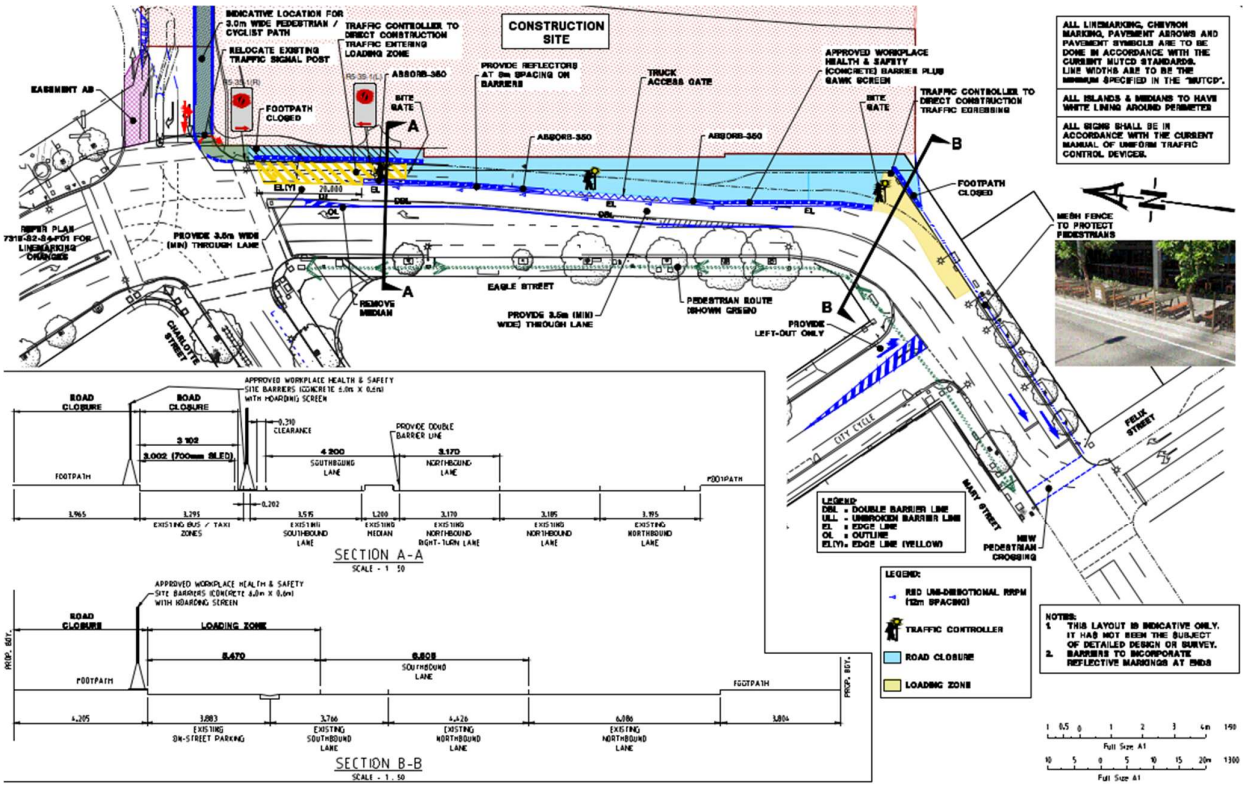


Figure 25: Stage 2b Traffic Management Arrangement

9.2.4 Stage 2c (Not USED)

Following the commencement of Stage 2c, the Eagle Street southbound kerbside traffic lane will be open to traffic again. This arrangement involves the lane being maintained as a construction loading zone during work hours to facilitate the loading and unloading of construction vehicle.

The arrangement for Stage 2c is identical to Stage 2b in the following regards:

- Eagle Street footpath adjacent to the development will remain closed and utilised for construction activities;
- The 3.0m wide temporary shared pathway corridor connecting the Riverwalk to Eagle Street / Charlotte Street signalised intersection will be opened and accessible to the public;

- The signalised pedestrian crossings across the basement car park access and Eagle Street south approach would be open, providing crossing all four-legs of the intersection; and
- Construction access will be maintained at both the northern (direct access from Eagle Street/Charlotte Street intersection) and southern ends of the Eagle Street southbound kerbside loading zone.

It is also noted that during this stage the Riverwalk will remain closed.

The indicative traffic arrangement during for the duration of Stage 2c is illustrated below. Manoeuvring assessments have also been completed to ensure that the relevant design vehicles can access both the construction site, Eagle Street construction loading zone and the remaining Eagle Street southbound traffic lane over the course of the construction activities.

The traffic arrangement will remain in effect for approximately **3 months.**

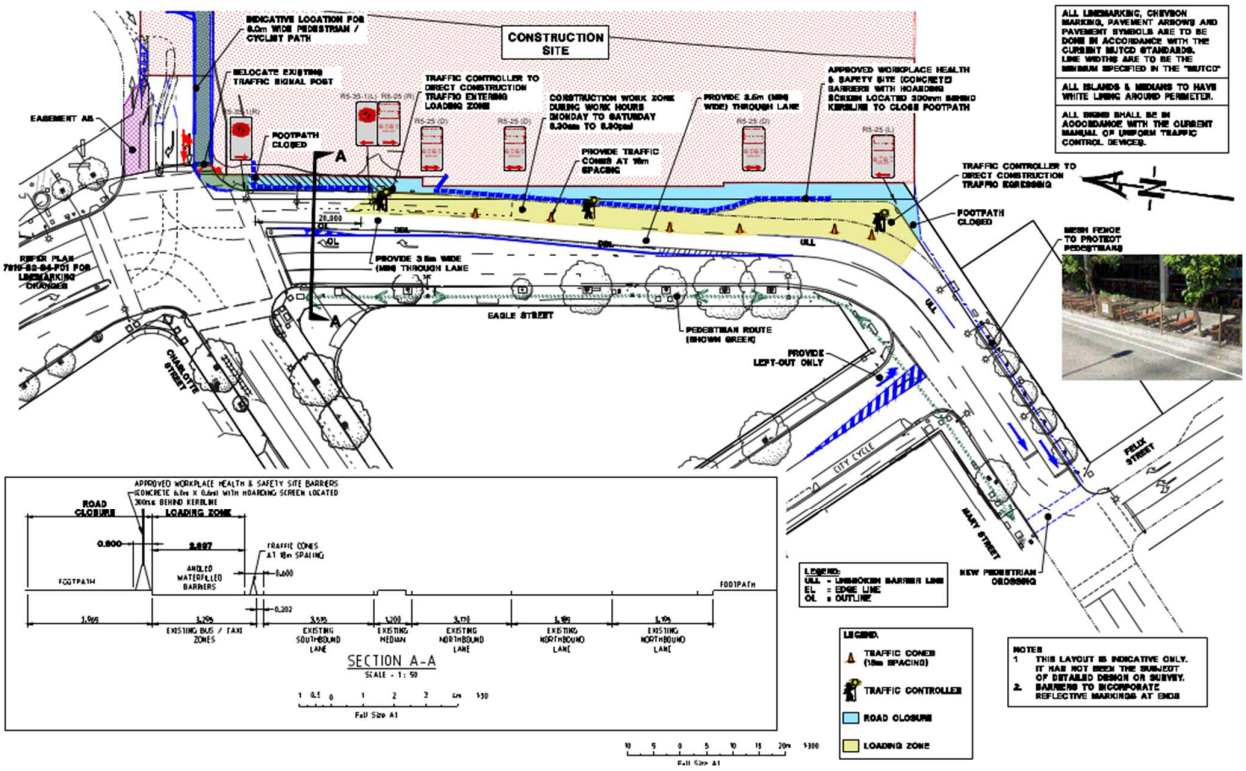


Figure 26: Stage 2c Traffic Management Arrangement

9.2.5 Stage 2d

During this stage, the traffic arrangement will be similar to Stage 2b. The construction site will extend to include the Eagle Street southbound kerbside traffic lane. Concrete barriers with hoarding screen will be placed along the edge of the traffic lane to protect the construction site. Traffic controllers will also be located at the sliding gate as well as at the southern end of the road closure to direct construction traffic into the area and deter through traffic.

The stage will also include the following:

- The closure of the 3.0m wide temporary shared pathway corridor connecting the Riverwalk to Eagle Street / Charlotte Street signalised intersection. Pedestrians and cyclists will be directed to use existing passageways/corridors north of the project and be informed by the use of wayfinding signage. Wayfinding signage will be installed up to one (1) month prior to closure activities to ensure all users of the pedestrian corridor are notified of the proposed closure and alternate routes;

- The construction of the corner of the Eagle Street / Charlotte Street / Creek Street signalised intersection will need to be completed. Consequently, during Stage 2d, which will extend for a period of approx. 3 months, the signalised pedestrian crossings across the basement car park access and Eagle Street south approach would also need to be closed. Further, the central median on the car park approach to the intersection may need to be replaced with a narrower painted median. This will require further modification to the traffic signals; and
- No access is provided at the northern end of the construction loading zone. The construction sliding gate further south along Eagle Street is used for primary access to enable vehicles to enter the site at a suitable location. This also reduces the risk of vehicles (approved and unapproved) from entering the site adjacent to an open excavation.

It is noted that during this stage, the Riverwalk will remain closed.

The indicative traffic arrangement during for the duration of Stage 2d is illustrated in Figure below, Manoeuvring assessments have also been completed to ensure that the relevant design vehicles can access both the construction site and the remaining Eagle Street southbound traffic lane over the course of the construction activities.

The traffic arrangement will remain in effect for approximately **3 months**.

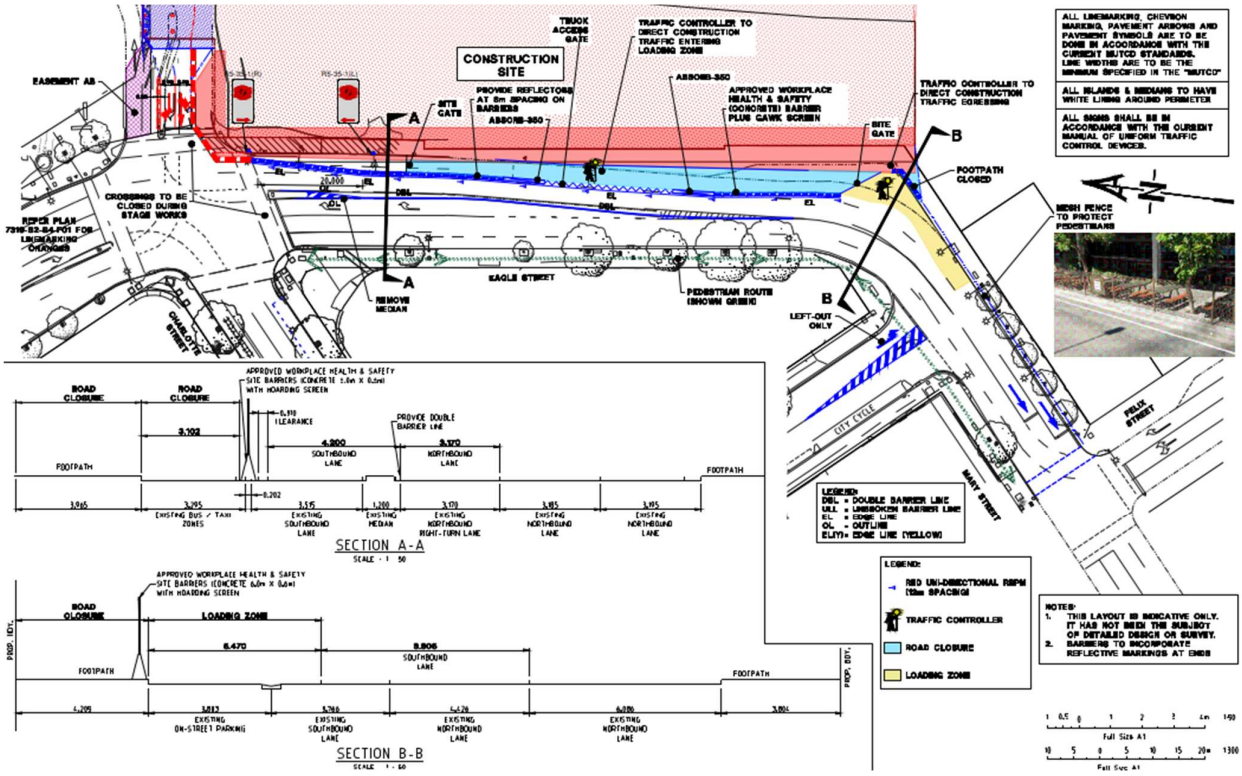


Figure 27: Stage 2d Traffic Management Arrangement

9.2.6 Stage 3 (Interim)

This Interim Stage arrangement is proposed to include a full lane closure of Eagle Street southbound kerbside traffic lane plus partial second South bound lane with concrete barriers, bollard and mesh hoarding screens placed on the edge of the kerb and concrete barriers with gawk screens plus bollard and mesh hoarding screens placed along the edge of the live traffic lane used used to protect the general public traffic and separate it from the construction site.

The intent behind the proposed Interim arrangement is to enable partial use of the proposed 2 lane width Construction Work Zone, whilst John Holland await approval from other utility regulatory authorities to relocate the existing Joint Use Pole (JUP) currently supporting both Energex Street Lights and local traffic Signals. It is intended that as soon as approval is provided by the Regulatory Authorities to relocate the JUP, the existing lane dividing median strip outside the Waterfront site at the intersection of Eagle and Charlotte Streets will be relocated one lane to the West, along with the JUP and street lights and traffic signals. This will enable implementation of the Full two lane with Construction Work Zone (CWZ). During this Stage, construction activities will result in there will being a significant volume of delivery trucks servicing the tower cranes, the ground foundations and the basement excavation, based on the top-down construction methodology and there will be a need to maintain a physical separation between construction plant/equipment and road users to ensure the safety of road users and general public.

The indicative traffic arrangement for Stage 3 Interim is illustrated in below. Manoeuvring assessments for this stage will be similar to future stages for similar full lane closures with traffic modelling being completed in early 2025 to support Stage 3 configuration movements. This traffic arrangement (Stage 3 Interim + Stage 3) will remain in effect for approximately **18 months**.

Note: The Stage 3 Interim configuration will Only remain in place until the Median Island and JUP Street Light & Traffic Signals are relocated and, immediately following this the full two (2) lane Construction Work Zone (CWZ) will be implemented. At the time of writing the commitment date for the relocation of the JUP is unknown.

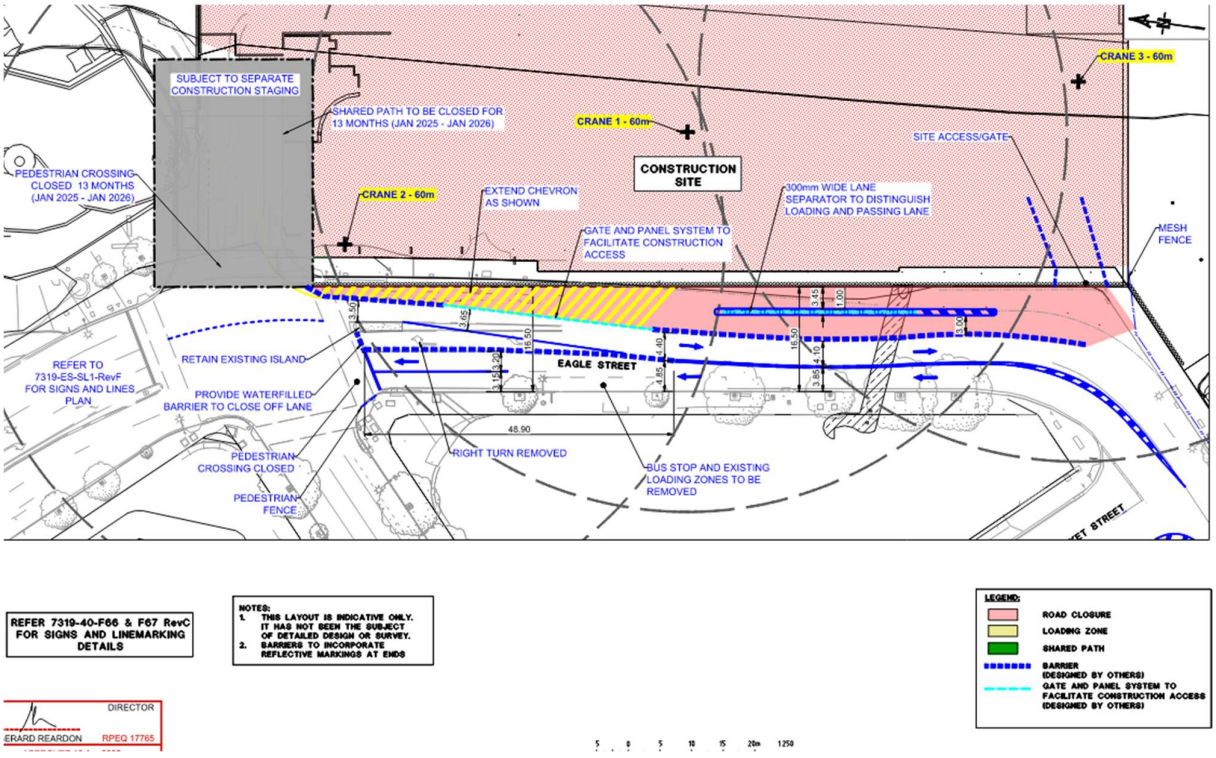


Figure 28: Stage 3 Interim – Interim 2 Lane Construction Work Zone – Traffic Management Arrangement

9.2.7 Stage 3

This Stage arrangement will include a full, two (2) lane closure of Eagle Street southbound lanes with concrete barriers, bollard and mesh hoarding screens placed on the edge of the kerb and concrete barriers with gawk screens plus bollard and mesh hoarding screens placed along the edge of the live traffic lane used to protect the general public traffic and separate it from the construction site.

The intent behind the proposed Interim arrangement is to enable use of the two (2) lane width Construction Work Zone, following the approval from Other utility regulatory authorities to relocate the existing Joint Use Pole (JUP) currently supporting both Energex Street Lights and local traffic Signals. On approval by the Regulatory Authorities to relocate the JUP, the existing lane dividing median strip outside the Waterfront site at the intersection of Eagle and Charlotte Streets will be relocated one lane to the West, along with the JUP and street lights and traffic signals. This will enable implementation of the Full two lane width Construction Work Zone (CWZ). Based on the projects top-down construction methodology, during this Stage 3, construction activities will result in there will being a significant volume of delivery trucks servicing the tower structure logistics through the tower cranes being offloaded from the CWZ, the ground deep foundations (D-wall & piles concrete and reinforcing steel) and the basement excavation (excavated materials and imported aggregates). There will be a need to maintain a physical separation between construction plant/equipment and road users to ensure the safety of road users and general public.

During Stage 3, the Initial Stage of the Riverwalk connection will be reopened, the shared pedestrian/ cycle access to Eagle Street passage at the southern end of the construction site adjacent to Waterfront place will be opened and by the end of Stage 3, reconstruction of the Easement A-A driveway will be completed, with the pedestrian and cyclist connection in the North moved to an alignment similar to the final position and clear of the Riparian carpark exit, however will remain closed to General Public to maintain flood immunity and to eliminate any risk to the public safety through interfacing construction activities.

The indicative traffic arrangement for the duration of Stage 3 is illustrated in below. Manoeuvring assessments and SIDRA modelling have been completed for this configuration at the start of 2025.

This traffic arrangement will remain in effect for the balance of the time remaining, immediately following the Stage 3 Interim JUP relocation) approximately 1**8 months Total (Stage 3 Interim + Stage 3).**

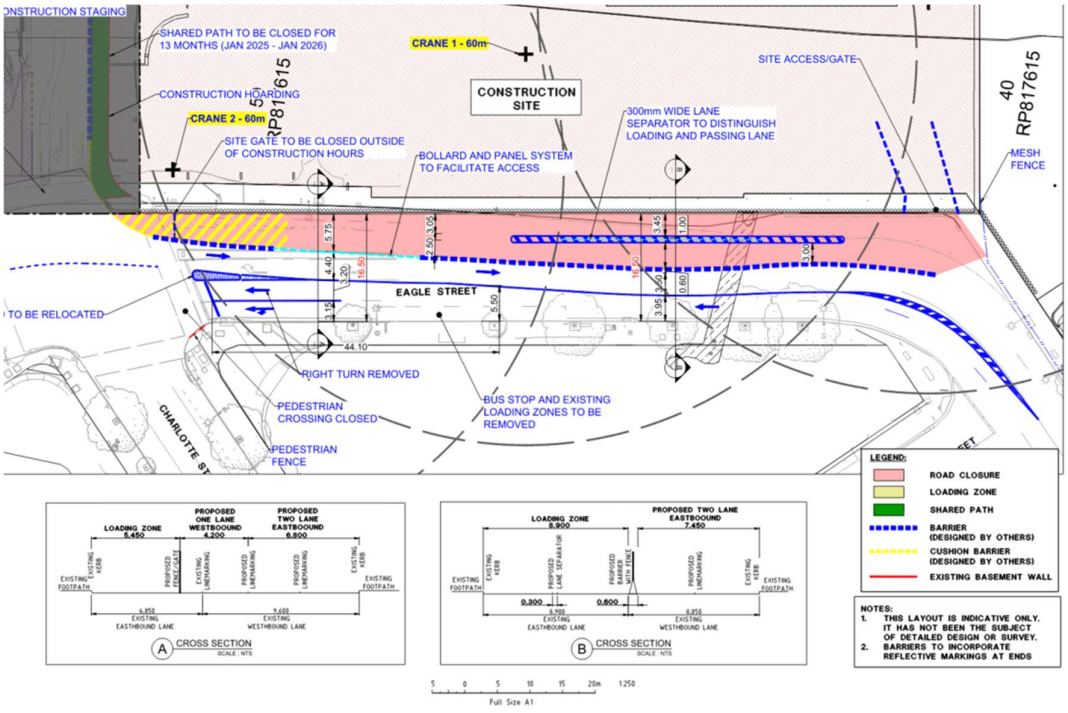


Figure 29: Stage 3 – 2 Lane Construction Work Zone – Traffic Management Arrangement

9.2.8 Stage 4

In Stage 4, the traffic arrangement along Eagle Street will be similar to Stage 2bwith the exception that:

- The Riverwalk connection will be reopened during this stage, and the shared pedestrian/ cycle access to Eagle Street passage at the southern end of the construction site, adjacent to Waterfront place, will be opened; and
- The basement car park access and driveway arrangement will be completed, from a capacity perspective.
- Construction delivery access (concrete and small deliveries) will utilise the Easement driveway to facilitate construction activities.
- The two lane CWZ will be reduced to a single lane Construction Work Zone and will be in place for the duration of this Stage to facilitate construction activities.

The indicative traffic arrangement on Eagle Street for the duration of Stage 4 is illustrated below. Manoeuvring assessments for this stage will be similar to Stages 2b with the exception of the basement carpark access which is identical to Stage 4.

The traffic arrangement along Eagle Street will be similar to Stage 3a (i) with the exception that construction access will use the driveway to facilitate construction activities.

This traffic arrangement will remain in effect for approximately **14 months.**

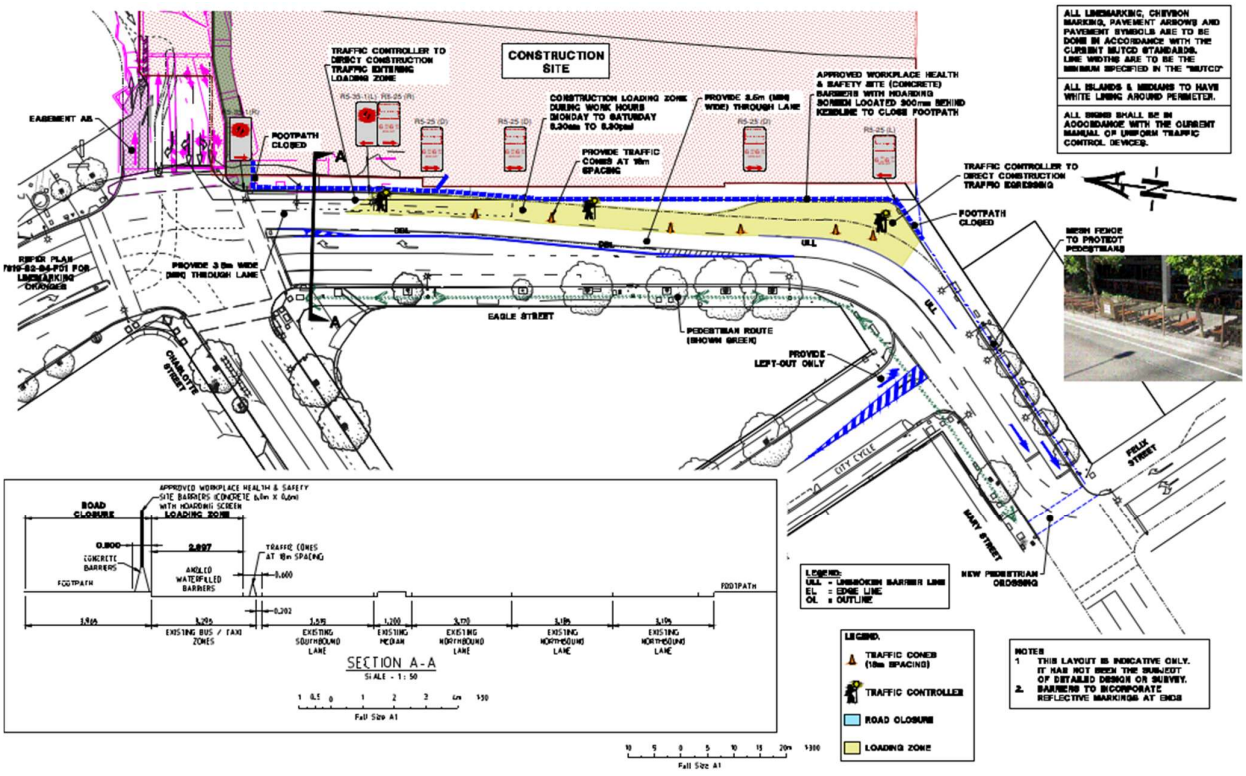


Figure 30: Stage 4 Traffic Management Arrangement

9.3 Total Construction Vehicle Volumes

As identified earlier, construction activities for the project have been broken up into 4 main construction stages.

Table 8-1 below summarises the expected average and peak daily (10 hours) heavy vehicle volumes for the construction site for the various construction stages. It is noted that this volume is subject to the methodology of the construction and vehicle volumes and may fluctuate (+/- 5% - 10%) each week. It is expected that on average truck movements will have negligible impact on the access intersection operations due to the very low number of

movements (i.e., < 10 truck movements / hour) being considered and given the majority of traffic volumes being outside of typical AM and PM road peak periods.

It has also been identified that although majority of the construction stages will have minimal traffic impact, there are several stages that relate to major concrete pours which will require traffic control and coordination, to ensure on-street queuing is appropriately managed. These stages have been highlighted in red in the table below. Notably by Stage 3 an on-site loading area will be able for concrete trucks.

Table 8-1: Construction Vehicle Volumes during Various Construction Stages

Construction Period	Construction Stages	Time Period (months)	Vehicle type	Average vehicle per day	Peak per day	Peak vph
Jan 2023 – June 2023	Stage 1 – Initial setup for Demolition	5	Truck and Dog	7	10	1
June 2023 – August 2024	Stage 2 – Riverwalk Closure for Deconstruction & Building Substructure Construction	14	Truck and Dog	32	45	5
			Concrete trucks	5	33	6
September 2024 – May 2026	Stage 3 – Riverwalk Reopen & Building Superstructure Construction	21	Concrete trucks	20	33 Note 1	6
			12.5m HRV	24	48	5
May 2026 – February 2028	Stage 4 – Waterfront Brisbane & Waterfront Place Plaza Superstructure Construction	22	Concrete trucks	20	33 Note 2	6
			12.5m HRV	6	10	5

Note 1: October 2025 – December 2025 – a total of 33 trucks will access the site to pour 200m^3 daily at a rate of 1 to 2 per week

Note 2: May 2026 to October 2027 – a total of 33 trucks will access the site to pour 200m^3 daily at a rate of 1 to 2 per week. These vehicles will directly travel to the basement and should not impact significantly on traffic.

It is also noted from the commencement of Stage 3 of the construction works, all of the concrete trucks and a proportion (approx. one third) of the rigid construction vehicles, will be able to access the loading area within the basement car park.

Prior to Stage 3 all construction traffic will only utilise the Eagle Street construction loading zone.

The expected number of construction vehicles to use the loading area within the basement car park are summarised in Table 8-2 below.

Table 8-2: Construction Vehicles (Basement Loading Dock Access)

Construction Period	Construction Stages	Time Period (months)	Vehicle type	Average vehicle per day	Peak per day	Peak vph
Jan 2023 – June 2023	Stage 1 – Initial setup for Demolition	4	**No construction traffic into basement carpark with the exception- vehicles to facilitate demolition of the driveway by August 2024**			
June 2023 – August 2024	Stage 2 – Riverwalk Closure for Deconstruction & Building Substructure Construction	14				

Construction Period	Construction Stages	Time Period (months)	Vehicle type	Average vehicle per day	Peak per day	Peak vph
September 2024 – May 2026	Stage 3 – Reconstruction of Carpark Driveway	5	Concrete trucks	20	33	6
	Stage 3 – Riverwalk Reopen & Building Superstructure Construction	17	Concrete trucks	20	33	6
			Up to 12.5m HRV	7	14	2
May 2026 – February 2028	Stage 4 – Waterfront Brisbane & Waterfront Place Plaza Superstructure Construction	22	Concrete trucks	20	33	6
			Up to 12.5m HRV	2	3	1

The entering and exiting routes noted in Sections 8.3.3. and 8.3.4 of this CMP are not listed as restricted routes under the Department of Transport and Main Roads (DTMR) Heavy vehicle route maps and restrictions register.

Where requirements are presented for heavy load and/or vehicles in excessive height and/or width are required to enter and exit the site, a permit will be sort from the National Heavy Vehicle Regulator (NHVR) who have the authorising power to exempt vehicles from requirements (e.g. mass and dimension) under the NHVR and its regulations.

Figure 31: Stage 2a Traffic Management Arrangements.

9.3.1 Eagle Street Eastern Footpath Closure

Commencing from Stage 1 of the works, the Eagle Street site frontage pedestrian footpath will be closed for the entire duration of the construction. The proposed closure is to include the eastern footpath and existing loading zones and kerbside parking spaces to facilitate the following:

- Material deliveries.
- Loading and unloading of pre-cast segments and other heavy structural elements.

- Concrete pumping and agitator feeding support.
- Lifting operations using roadside and internal tower cranes.

All these activities pose a significant risk to the public if the current footpath is maintained. Some will require clear exclusions zones and fall protection zones. As such, the level of risk and the high potential for serious injury dictates the closure of this path to the public.

As illustrated in Figure 17 and Figure 18, pedestrian traffic will be diverted onto the western side of Eagle Street and to Market Street. The existing Mary Street and Felix Street signalised intersection is proposed to be modified with an additional pedestrian crossing provided on the north-east side of Mary Street, in the modification of the phasing to include an 'all pedestrian' phase. These intersection works are considered legacy and, subject to Council's approval, would be expected to remain in operation following the completion of the construction works. Further, a pedestrian fence will be installed from the southern end of the construction site through Felix Street to eliminate the conflict of pedestrians attempting to cross Eagle Street mid-block, in the vicinity of the truck site egress. To encourage pedestrians, It is proposed to install a new signalised crossing at the Market Street / Peel Street intersection.

Figure 32: Street View – Looking north from Mary Street (Footpath on the right to be closed).

Figure 33: Street View – Looking south from Charlotte Street (Footpath on the left to be closed).

9.3.2 Construction Vehicles: Entering Route

It is proposed that vehicles will enter the Brisbane CBD in a clockwise direction, as follows:

- From Storey Bridge via Ann Street and Queen Street to access Eagle Street and the work zone.
- From Kingsford Smith Drive via Ann Street and Queen Street to access Eagle Street and the work zone.

- From Riverside Expressway via Turbot Street, Gotha Street, Ann Street and Queen Street to access Eagle Street and the work zone.

9.3.3 Construction Vehicles: Exiting Route

Primary routes construction vehicles will follow exiting the site as follows:

- To Riverside Expressway via Eagle Street, Mary Street, Felix Street, Edward Street and Alice Street.
- From the Riverside Expressway.
  - Southern suburbs via M1.
  - Northern suburbs via Inner City Bypass.

9.3.4 Construction Vehicles: Circulating

In the unplanned event where construction vehicles arrive at the site early, the drivers will be directed to complete a clockwise loop movement around the CBD. Vehicles will pass the project site and continue down Eagle Street and Mary Street before accessing the Riverside Expressway via Edward Street and Alice Street. Drivers can then travel via Turbot Street, Gotha Street, Ann Street and Queen Street before returning to the Eagle Street work zone.

If needed, consideration may be given to the potential for providing a short-term layover of construction vehicles on Turbot Street, north of Creek Street. Given the volume of construction vehicles and the consideration John Holland will be giving to scheduling the arrival of construction vehicles, the likelihood for on-street layover is low.

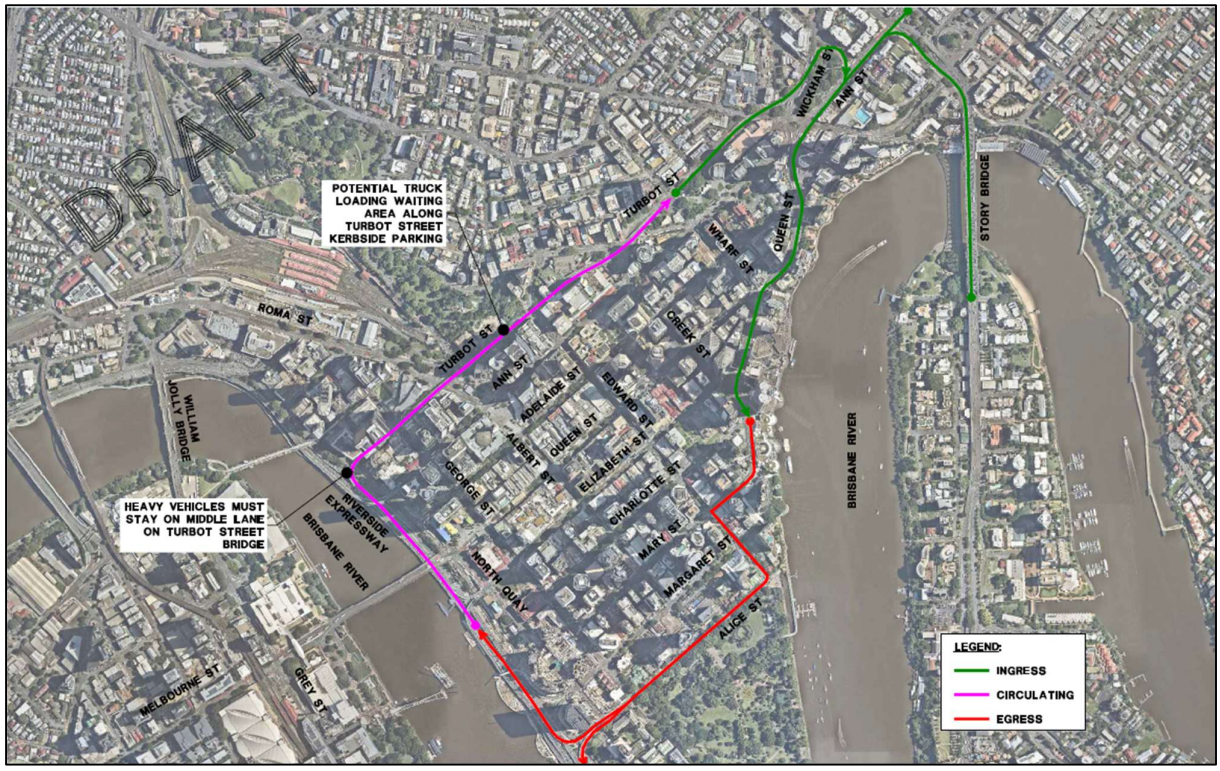


Figure 34: Proposed Construction Vehicle routes.

9.3.5 Construction Vehicles – Type

Construction vehicles expected to access the site as per the construction sequence plan are identified below:

- Concrete trucks and flat bed – 8.8m Medium Rigid Vehicle (MRV);
- Delivery vehicles – 12.5m Heavy Rigid vehicle (HRV); and

- 19m Truck and Dog.

9.3.6 Traffic Control

Traffic Controllers shall be used to control road users to avoid conflict with plants, workers, traffic, and pedestrians, and to stop and direct traffic in emergencies. Traffic Controllers shall:

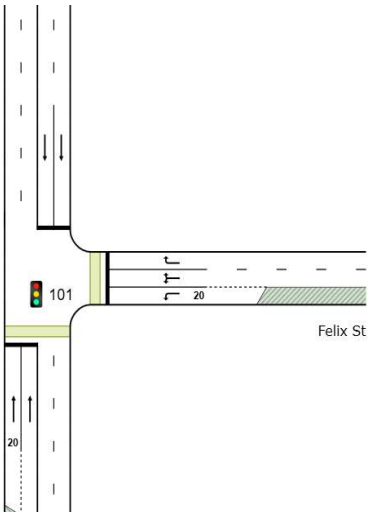
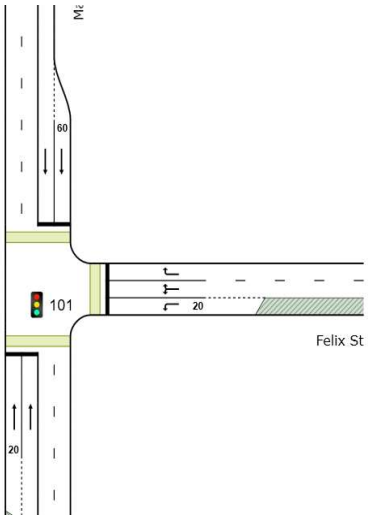
- Operate in accordance with the MUTCD Part 3 July 2022;
- Hold a current Traffic Controller's accreditation in Queensland; and
- Take appropriate breaks as required by the MUTCD Part 3 July 2022, Traffic Controller Accreditation Scheme (TCAS) and/or WHS Regulations.

9.3.7 Mary Street / Felix Street Pedestrian Crossing

Given that the project will involve the closure of the Eagle Street footpath for the full frontage of the construction site all pedestrian traffic will be diverted onto the footpath on the western side of Eagle Street and into Market Street

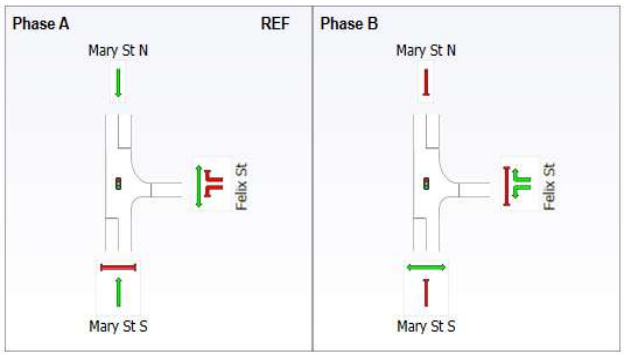
Pedestrian fencing is proposed along the eastern side of Mary Street, from the southern end of the construction site to Felix Street to guide pedestrians to the Mary Street / Felix Street signalised intersection. This fencing is to avoid the current behaviour of pedestrians crossing Mary Street midblock to access the western side of Eagle Street. Further, when the Riverwalk is closed pedestrians will be diverted to the street network and guided to use the Mary Street / Felix Street signalised intersection.

In response to the expected increase in pedestrian demand at the Mary Street / Felix Street signalised intersection, an additional pedestrian crossing is proposed on the northeast side of the intersection. The proposed change will include a new 'all pedestrian' phase.

Existing Layout	Proposed Layout
	

Phasing Plans
Existing Phasing Plan

Phasing Plans



Indicative Proposed Phasing Plan

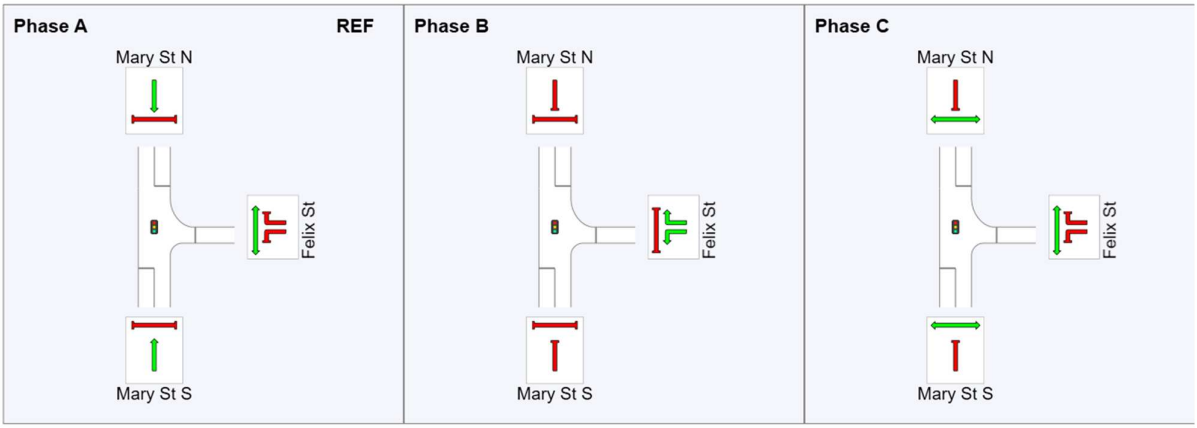


Figure 35: SIDRA Generated Layouts of the Mary Street / Felix Street signalised intersection.

9.3.8 Temporary Shared Pathway: Riverwalk to Eagle Street

A temporary 3.0m wide shared pathway is required to provide connectivity for pedestrians and cyclists during the duration of the Riverwalk closure. Its alignment will be in the vicinity of the car park access.

The proposed pedestrian pathway is to utilise the existing car park ramp with the intention to provide a pathway from the existing riverwalk to the southeast corner of Eagle Street and Charlotte Street intersection. Wayfinding signage will be installed to inform pedestrians of the existing DDA compliant locations North of the Project Site.

9.3.9 Cycle Route via Elizabeth Street

There is moderate to high pedestrian and cycle traffic in the area which is catered for through the Riverwalk, on-road cycle lanes, and footpaths.

During construction Stage 2 the Riverwalk will be closed to enable the demolition and dismantling of the existing Riverwalk and the reconstruction of its replacement. A temporary 3.0m wide shared pedestrian and cycle path, connecting the Riverwalk to Eagle Street, is required to be provided for the 31-month period during which the Riverwalk is closed.

During Stage 2b, which will extend for a period of approximately 3 months, (between. January 2024 and March 2024) the shared path is required to be closed for the safe undertaking of construction activities involving demolition of the existing basement bounding wall along Eagle Street at the southeast corner of Eagle Street and Charlotte Street intersection. The signalised pedestrian crossings across the car park access and Eagle Street (south) approach would need to be closed during this time and would reopen for Stage 2c, in April 2024.

For this short period, pedestrians and cyclists will need to seek an alternative connection from the Riverwalk north of the construction site to the street system. Pedestrian access to the Samford Hotel and the existing pontoons would be retained. Wayfinding signage will be installed to direct pedestrians on and off the Riverwalk using the existing pedestrian accessways and DDA compliant locations North and South of the Project Site.

In relation to pedestrian and cyclists' volumes on the Riverwalk, the following pedestrian and cyclist demand was noted from a 2018 Council survey completed over 16 hours from 6:00 am -10:00 pm:

- 16 Hour Volumes:
  - Pedestrians ~ 7,700 – 9,900.
  - Cyclist ~ 1,250 – 1,600 cyclists.
- AM Peak Hour Volumes:
  - Pedestrians ~ 570 – 850 peds/hour.
  - Cyclists ~ 100 – 320 cyclists/hour
- PM Peak Hour Volumes:
  - Pedestrians ~ 850 – 970 peds/hour.
  - Cyclists ~ 100 – 280 cyclists/hour.

It is acknowledged that this survey was completed before the onset of the COVID pandemic. However, casual surveillance has indicated that while demand may have reduced slightly although it remains relatively high.

During the 31-month period the Riverwalk is closed, pedestrian and cyclists will need to move through the CBD network utilising the existing public footpaths and streets, and while it remains operational the existing bi-directional on-street cycle lanes in Elizabeth Street and Edward Street, noting that these on-street cycle lanes are only a pilot and may be removed before September 2025. Figure 25 below illustrates the proposed closure locations and potential connection routes for both pedestrians and cyclists.

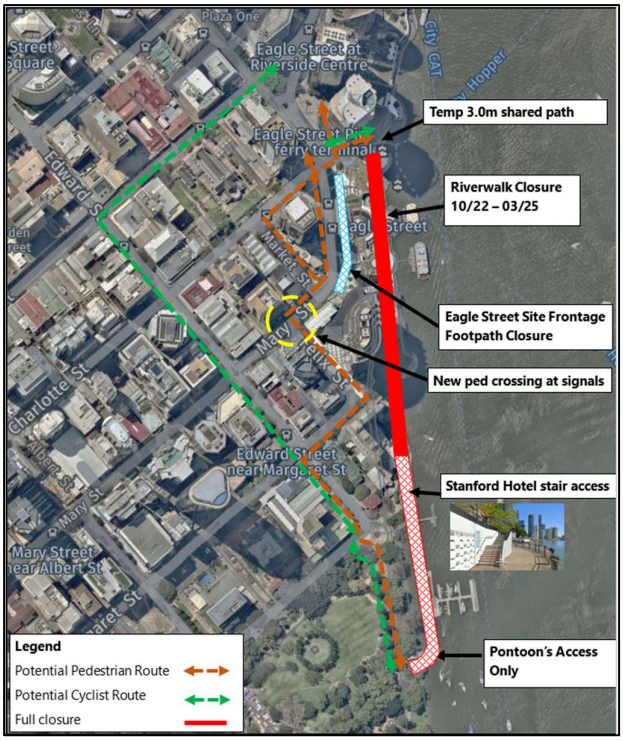


Figure 36: Proposed diversion route for pedestrians and cyclists.

9.3.10 Street Lighting

John Holland has pro-actively contacted BCC Street Lighting Team and Energex to seek comments in relation to the possible impacts to existing lighting associated with changes to footpath occupancy, lane closures and construction hoardings.

John Holland has taken possession of the southbound (Eastern alignment or riverside) footpath alignment of Eagle St with pedestrians directed to use the northbound (Eastern alignment or landside) footpath around to Mary St. This will enable the existing street lighting to Eagle St to be retained for traffic and pedestrians along the accessible sections of Eagle St throughout the course of construction works.

Design and construction of the temporary pedestrian corridor through the site form the riverwalk to Eagle St will incorporate adequate lighting and wayfinding signage in compliance with BCC Street Lighting Team's review and approval.