

Platypus Renewal Project

Public Domain and Access Improvements and Refurbishment of Selected Buildings

PLANNING STATEMENT



Prepared for:
Sydney Harbour Federation Trust

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Executive Summary

Platypus is a waterfront site located on the foreshore of Neutral Bay. Operating as a gasworks from 1876 to the mid-1930s, the North Shore Gas Company supplied gas to local authorities for street lighting and to the residents and businesses of the North Shore of Sydney for home and business use.

As part of the war effort, the Commonwealth Government resumed a portion of the site in 1942 to establish a torpedo manufacturing and maintenance facility as well as a facility for servicing the naval vessels of the Pacific Fleet.

In 1967 the site was named 'HMAS Platypus' when it was commissioned as the eastern seaboard base for the Australian Navy's six Oberon Class submarines. This facility was closed in 1998.

In 2005 the Sydney Harbour Federation Trust took over the management of the Platypus site and began planning for the remediation of the site and for its long-term use.

As one of the sites under the care of the Harbour Trust, Platypus is managed in accordance with its cultural and environmental significance. The purpose of the Harbour Trust is to *“manage the sites with the objective of maximising public access to the sites, cleaning up contaminated areas and rehabilitating public land. It will preserve heritage buildings and features of the sites.”* (Sydney Harbour Federation Trust Heritage Strategy, 2016, p. 3).

The Harbour Trust's vision is to transform Platypus into public open space and to adapt its buildings for cultural, recreational, community and commercial uses.

This current proposal forms part of the larger renewal scheme of Platypus as a new waterfront public park including adaptive reuse and provision of public access as outlined in the *Management Plan Platypus North Sydney*, 2016 (the Management Plan). To achieve the Harbour Trust's vision for Platypus the Management Plan outlines the principal aims for the ongoing management of the site. These aims are to:

- Create a **waterfront urban park**
- Protect, manage and interpret the site's **heritage values**
- Maximise **public access** to the site
- Revive the site with a **mix of new uses** that are compatible with the site's character and constraints
- Protect **local environment and amenity**

The Commonwealth Government is providing \$20 million in funding towards the Platypus Renewal Project with an additional \$3.8 million provided by the Harbour Trust. These funds will allow a significant part of the Management Plan vision to be realised. This vision will be progressively implemented as further funding becomes available.

The focus of the works to be undertaken in this Renewal Project is for:

- Kesterton Park Link;
- New stairway link from Northern Park to the upper level;
- Landscaping improvements to the Northern Park;
- Public domain improvements including construction of a new lift, stairs, cantilevered walkway and bridge between the Upper and Lower Levels of Platypus;
- New Arrivals Square, Plaza and courtyard areas;
- Carparking provisions;
- Refurbishment of selected buildings to enable future reuse; and

- Road safety improvements for vehicles and pedestrians to Kiara Close.

These works will facilitate the site being opened to the public and the progressive occupation of buildings for a range of new uses.

This Planning Statement has found that the proposal for public domain improvements and the opening of the site for public access is unlikely to have a significant impact on the qualities and characteristics of the area or the heritage values of the place. In accordance with Sections 26 and 28 of the *EPBC Act* 1999, it is considered that the proposed action is unlikely to have a significant impact on the environment.

Overall, the proposal complies with the aims and future outcomes for the site as per the *Management Plan, Platypus, North Sydney* (2016) and will result in a number of high priority project outcomes being implemented.

Contents

1.	Introduction.....	1
1.1	Report Authors	1
2.	The Site & Adjoining Land.....	2
2.1	Platypus	2
2.2	Adjoining Waterway	3
2.3	Adjoining Land: Kesterton Park.....	3
2.4	Adjoining Land: Kiara Close	3
3.	The Proposal.....	5
3.1	Documents Describing the Proposal	5
3.2	Summary of Proposal	5
3.3	Operational Management (During and Post).....	8
3.4	Photographs of the Relevant Components of the Site (April & June 2017)	8
4	Planning Framework	14
4.1	Platypus & Adjoining Waterway.....	15
4.2	Adjoining Land: Kesterton Park.....	15
5	Planning Considerations	16
5.1	Platypus & Adjoining Waterway.....	16
5.1.1	Environmental Protection and Biodiversity Conservation Act 1999	16
5.1.2	Sydney Harbour Federation Trust Act (2001)	17
5.1.3	Harbour Trust Comprehensive Plan	17
5.1.4	Management Plan Platypus, North Sydney	18
5.1.5	Environmental Planning & Assessment Act (EP&A Act) 1979.....	19
5.1.6	Ports and Maritime Administration Act 1995	19
5.1.7	NSW Fisheries Management Act 1994 & NSW Threatened Species Conservation Act 1995	20
5.1.8	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	21
5.1.9	Sydney Harbour Foreshores and Waterways Development Control Plan 2005	22
5.2	Adjoining Land: Kesterton Park.....	23
5.2.1	North Sydney Local Environmental Plan 2013	23
5.2.2	North Sydney Development Control Plan 2013	24
6.	Environmental Considerations.....	25
6.1	Ecological Sustainable Development (ESD).....	25
6.2	Heritage Impacts.....	26
6.3	Archaeology: Historic, Aboriginal and Maritime	27
6.4	Visual Impacts	28
6.5	Operational Management: During Construction.....	29
6.5.1	Construction Traffic Management	29
6.5.2	Hazardous and Contaminated Material.....	31
6.5.3	Waste Management.....	32
6.5.4	Construction Phase Local Amenity: Noise, Vibration and Dust	32
6.6	Operational Management: Post Construction (Site Opened to the Public).....	33
6.6.1	Access.....	33
6.6.2	Security	34
6.6.3	Waste Management.....	35
6.6.4	Operational Phase Local Amenity: Noise, Privacy, Traffic, Parking & Maritime Activity	35
7.	Public Consultation.....	38

8. Summary	39
8.1 Mitigation Measures.....	39
8.1.1 Construction Approval: Architectural Plans and Specifications	39
8.1.2 Construction Management Plan.....	41
8.1.3 Other Approvals	43
8.2 Conclusion	44
Appendix A: Operational Management and Mitigation Measures.....	45
Appendix B: Construction Management and Mitigation Measures	47

1. Introduction

This Planning Statement for proposed public domain and access improvements and the refurbishment of selected buildings at the former HMAS Platypus site, North Sydney (Platypus), has been prepared by Lucas, Stapleton, Johnson & Partners (LSJ) on behalf of the Sydney Harbour Federation Trust. The purpose of the works is to enable public access to the site and for the future reuse of buildings in accordance with the *Management Plan, Platypus, North Sydney* (2016).

Platypus is owned by the Sydney Harbour Federation Trust (Harbour Trust), a Commonwealth government agency. The proposed works require planning approval and the Harbour Trust is the consent authority under the *Sydney Harbour Federation Trust Act* (SHFT Act) for the proposed works to Platypus. The Harbour Trust will undertake an assessment in accordance with its requirements which will include consideration of submissions that result from the public exhibition of the proposal.

Some aspects of the proposed works are required to be carried out on land controlled by other authorities: the NSW Roads & Maritime Services (RMS) and North Sydney Council (Council).

Under Section 71 of the SHFT Act, the Harbour Trust is exempt from certain state laws. On this basis, the Harbour Trust's planning process will apply for all proposed works to Platypus, the adjoining waterway (under the care and management of RMS) and the adjoining land of Kesterton Park (managed by Council). (Refer to Section 5 below for further details.)

Separate associated works are also proposed for Kesterton Park (a new path) and road safety improvements on Kiara Close. The Harbour Trust is putting these forward as suggested works only and these would be for North Sydney Council to implement and subject to Council's own approval process.

This Planning Statement has been prepared in accordance with the following:

- *Sydney Harbour Federation Trust Act* 2001;
- Sections 3, 10A and 11 of the Harbour Trust's Comprehensive Plan 2003 (as amended);
- Management Plan for Platypus 2016; and
- Sections 26 and 28 of the *Environmental Protection and Biodiversity Conservation Act* 1999

The following documents have been prepared to support the proposal:

- *Heritage Impact Statement*, prepared by LSJ, dated July 2017
- *Visual Impact Statement*, prepared by LSJ, dated July 2017
- *Noise Management Plan*, prepared by Benbow Environmental, dated July 2017
- *Traffic Assessment*, prepared by Arup, dated July 2017
- *Construction Traffic Management Plan*, prepared by Arup, dated July 2017
- *Marine Biodiversity Assessment*, prepared by NGH Environmental, dated June 2017

This Planning Statement, including the above supporting documentation will inform the Harbour Trust's assessment of the proposal.

1.1 Report Authors

This report was prepared by Kate Denny of this office (see attached CV). The place and surrounding areas were inspected by Ian Stapleton, Kate Denny and Alice Stapleton on several occasions in April and June 2017.

2. The Site & Adjoining Land

For the purposes of this report, the site consists of the land owned by the Harbour Trust (Platypus) and the adjoining waterway that is owned by the NSW State government (RMS) and is proposed to be licensed to the Harbour Trust for their use (the 'adjoining waterway').

In addition, the current proposal includes minor works to a small section of an existing public park, Kesterton Park that is owned and managed by North Sydney Council.

The location of the areas of land affected by the current proposal are described in detail below. See also Figure 1.

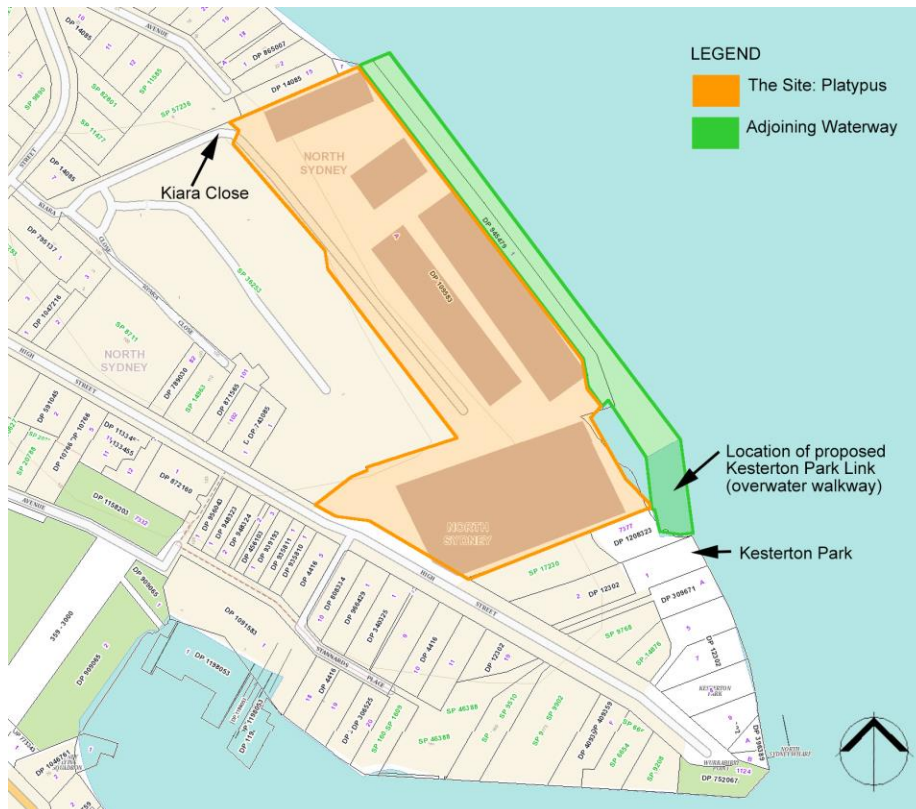


Figure 1: Street map of the locality showing the cadastral boundaries for the site and identifying the boundaries of the Trust land, Harbour land, Council land and Private land. Source: NSW LPI, SixMaps, downloaded April 2017

2.1 Platypus

Platypus is owned and managed by the Sydney Harbour Federation Trust. The site is located on the eastern side of the Wurrabirra Point peninsula, in the suburb of North Sydney in the local government area of North Sydney Council. The site faces east into the waters of Neutral Bay and has an area of approximately 1.8 hectares (approximately 18,000 m²) and contains 10 buildings (some of heritage significance), internal roads, car parking areas, residual industrial structures, landscaping and a 14 metre wide concrete submarine wharf.

The real property definition of the Platypus is Lot A of DP109583.

The site topography is modified, conforming to the general benching of waterfront peninsulas on the harbour with a low platform, mid and upper level platforms, capable of supporting large working areas and sheds adjacent to deep water, and road access along the ridge. Platypus is physically divided into three discrete and disconnected areas:

- *High Street level* - With direct street frontage to High Street, this level contains the former Gatehouse and a large factory building (Building 1) that runs the length of the southern boundary of the site, and overlooks Neutral Bay.
- *Waterfront level* – A flat area fronting the foreshore located at the base of a modified cliff line. This level contains the majority of the site’s buildings, the former Submarine Wharf and the newly created open space. A roadway cutting from High Street provides access to this level.
- *Upper level* – A narrow strip of land along the top of the man-made cliff that contains a storage building, the former Coal Stores and the main car park for the site. Vehicular access to the upper level car park is from Kiara Close.

The main vehicular entry to the site is at the southern end from High Street, with secondary vehicular access from High Street further to the south. A third vehicular access point provides access to the upper level car park at the northern end of the site via Kiara Close, from Hipwood Street. There is currently no formal pedestrian access to the site via Kiara Close.

Platypus directly adjoins residential areas to the north, west and south, including the Iora Apartments at 1 Kiara Close, which are in an elevated position to the west, built upon part of the former gas works site. Also to the south of the site is Kesterton Park which extends further southward terminating at Wurrabirra Point and the North Sydney Ferry Wharf.

For the history of development of the Platypus Site, refer to the *Heritage Impact Assessment* accompanying this application.

2.2 Adjoining Waterway

The proposal includes works to the existing Submarine Wharf and free-standing remnant concrete piles and headstocks to the northern and southern ends of the wharf that define the eastern boundary of Platypus, as well as additional areas of the adjoining waterway between the Submarine Wharf and the northern end of Kesterton Park.

This area is owned by NSW Roads and Maritime Services (RMS) and the Harbour Trust proposes to enter into a licence agreement to carry out works and use this adjoining waterway for the proposal. The license is proposed to cover the areas of the adjoining waterway identified to accommodate the Kesterton Park Link. (See Figure 4.)

The real property definition of the adjoining waterway includes Lot 1 of DP945479.

The adjoining waterway including the seabed is under the care and management of NSW Roads and Maritime Authority.

2.3 Kesterton Park

The proposal includes minor works to a small section of an existing public park, Kesterton Park, that is owned and managed by North Sydney Council. The real property definition of the northern allotment of Kesterton Park is Lot 1 of DP 12302.

2.4 Kiara Close

Kiara Close located to the north of Platypus provides vehicular access to the Upper Level Car Park. The roadway forms part of the Iora Apartments complex and is owned by the body corporate for Iora Apartments, No. 1 Kiara Close. North Sydney Council benefits from a right-of-way under which it is responsible for the care, control and management of the roadway and the Harbour Trust benefits from a right-of-way over the roadway. The real property definition of Kiara Close is SP36253.

Road safety improvement works are proposed (as suggested works only) to Kiara Close and these works would be for implementation by North Sydney Council and subject to a separate approval process in consultation with the landowners.



Figure 2: Extract from HMAS Platypus Management Plan identifying the boundaries of the site and the various buildings. Source: Figure 1, Management Plan 2016

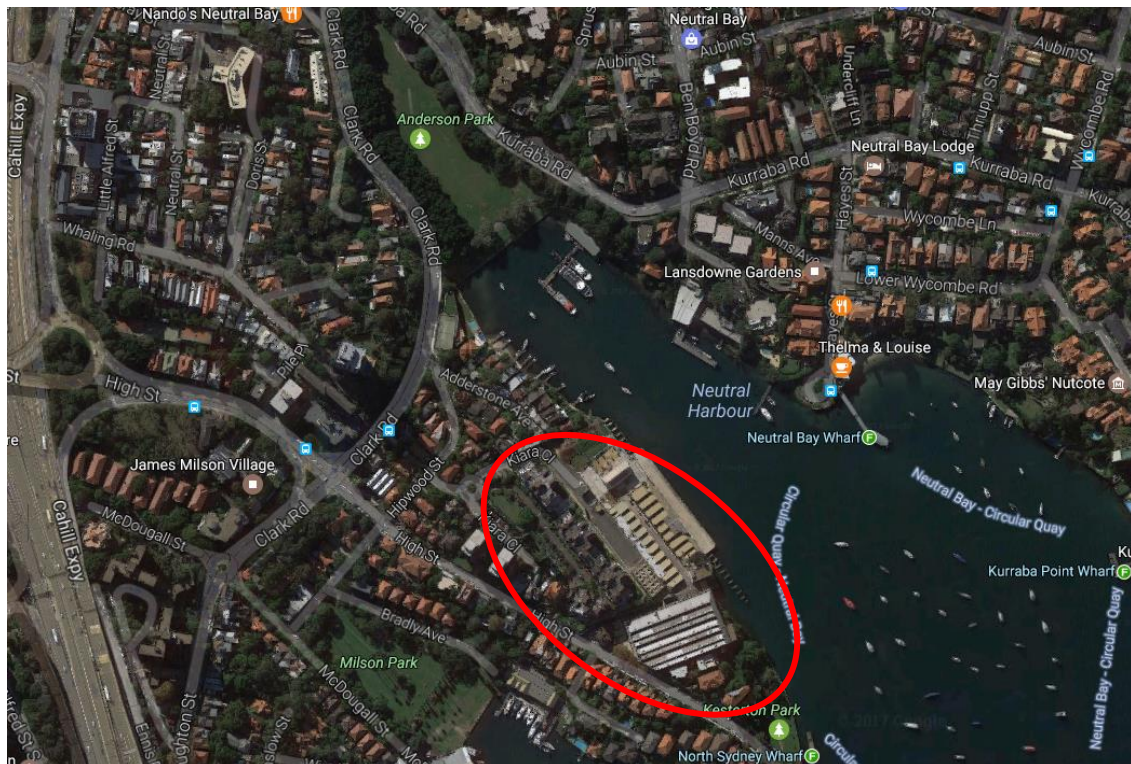


Figure 3: Aerial view of North Sydney showing the location of HMAS Platypus (circled in red) on the north shore of Sydney Harbour to the east of the Sydney Harbour Bridge. Source: GoogleMaps, April 2017

3 The Proposal

3.1 Documents Describing the Proposal

The proposed works are described in the following documents:

- *Platypus Renewal Project Schematic Design*, prepared by Aspect Studios and Lahznimmo Architects, dated July 2017
- *Heritage Impact Statement*, prepared by LSJ, dated July 2017
- *Visual Impact Statement*, prepared by LSJ, dated July 2017
- *Noise Management Plan*, prepared by Benbow Environmental, dated July 2017
- *Traffic Assessment*, prepared by Arup, dated July 2017
- *Construction Traffic Management Plan*, prepared by Arup, dated July 2017
- *Marine Biodiversity Assessment*, prepared by NGH Environmental, dated June 2017

3.2 Summary of Proposal

Vision for the site

The Former HMAS Platypus site will be rehabilitated to provide a sequence of terraces, streets, squares and gardens for public enjoyment by the waterfront. The sequence of public spaces will culminate in an urban park that will provide greenery and shade as well as a place to appreciate the whole of the site's heritage. Management Plan Platypus North Sydney, 2016

The proposal forms part of the larger revitalisation scheme of the Platypus Site as a new waterfront public park including adaptive reuse and provision of public access as outlined in the *Management Plan Platypus North Sydney, 2016* (the Management Plan). To achieve the Harbour Trust's vision the Management Plan outlines the principal aims for the ongoing management of the Platypus Site. These aims are to:

- Create a **waterfront urban park**
- Protect, manage and interpret the site's **heritage values**
- Maximise **public access** to the site
- Revive the site with a **mix of new uses** that are compatible with the site's character and constraints
- Protect **local environment and amenity**

The proposed use of the site is as a publicly accessible area for passive and active recreation. To achieve the above aims, the Harbour Trust also aims to:

- Be consistent with Commonwealth Heritage management principles
- Establish Platypus as a place of public enjoyment by providing public spaces of high amenity
- Improve pedestrian links between the levels, to public transport and to surrounding areas
- Maximise opportunities for access to the foreshore
- Provide for water-based public access
- Realise the potential for easy access to and within the site including access for people with disabilities
- Increase public open space throughout the site
- Provide visitor facilities and amenities such as lookouts and children's play facilities
- Facilitate the adaptive re-use of the site and its buildings for a diverse mix of cultural, commercial and community uses

- Encourage uses and activities that are sensitive to local amenity especially with respect to minimising traffic and noise generation
- Apply the principles of Ecologically Sustainable Development (ESD)
- Provide interpretative opportunities for visitors to understand and appreciate the rich and varied history of Platypus
- Remediate hazardous materials and manage contamination in accordance with a long term Environmental Management Plan.

The Management Plan also provides a **prioritised project implementation plan** for all works included in this proposal, the majority of which are noted as being of High priority. In brief, the main components of the proposal include the following:

Proposed Works	Management Plan Outcome	Implementation Priority
<i>Gatehouse and Plaza</i>		
<ul style="list-style-type: none"> • Building 4 (Gatehouse) – improvement to building façade and internal refurbishment and adaptation works as 2 x 2 bed apartments including a change of use from office space to residential uses. 	Works to Enable Use/ Site Activation	Medium
<ul style="list-style-type: none"> • Introduction of benches and planter boxes and part demolition of wall facing High Street to create a public plaza including two (2) parking spaces for the Gatehouse residents (adjacent to Gatehouse). 	Public Domain Improvements	High
<i>Lifts, Stairs and Cliff Walk</i>		
<ul style="list-style-type: none"> • Construction of lift and stairs adjoining Building 2 (the Submarine School) with below ground connection to existing tunnel. 	Works to Enable Use/ Site Activation	High
<ul style="list-style-type: none"> • Construction of a cantilevered walkway along the eastern elevation of the coal stores connecting to new lift and stairs and leading to Upper Level Car Park. 	Improved Public Access and Safety	High
<ul style="list-style-type: none"> • Construction of a new bridge to provide an accessible path of travel connecting Building 1 (RANTME Factory) to cantilevered walkway (includes demolition of the existing bridge). 	Improved Public Access and Safety	Medium
<i>New Arrival Square</i>		
<ul style="list-style-type: none"> • Landscaping to create a new public square with benches and plantings. • Construction of stairs to link through to the “Cutting” (these works will follow demolition of Building 3 which is not part of this proposal). 	Public Domain Improvements	High
<i>Submarine Wharf and Kesterton Park Link</i>		
<ul style="list-style-type: none"> • Construction of composite timber and part fibreglass reinforced plastic (FRP) deck and metal balustrade connecting the Submarine Wharf to Kesterton Park (the Kesterton Park Link). 	Improved Public Access and Safety	High
<ul style="list-style-type: none"> • Installation of a security gate at the boundary with Kesterton Park. 	Improved Public Access and Safety	High
<ul style="list-style-type: none"> • Construction of metal and timber framed pontoon with gangways and kayak benching to the Kesterton Park Link. 	Improved Public Access and Safety	Medium

Proposed Works	Management Plan Outcome	Implementation Priority
<ul style="list-style-type: none"> Introduction of benches, shade structures and planter boxes to the Submarine Wharf promenade. 	Public Domain Improvements	High
Northern Park		
<ul style="list-style-type: none"> Construction of FRP multi-flight stair case and balustrade linking Upper Level Car Park and the Northern Park fixed to existing sandstone cutting face. 	Works to Enable Use/ Site Activation	High
<ul style="list-style-type: none"> Introduction of playground equipment, tables and bench seating, BBQs and landscaping to the Northern Park. 	Public Domain Improvements	High
FIMA Workshop and Submarine School		
<ul style="list-style-type: none"> Building 2 (Submarine School) – modifications to external building fabric including penetrations for new windows and doors, new public toilets, base building refurbishment (services, toilets, basic lighting) 	Works to Enable Use/ Site Activation	Medium
<ul style="list-style-type: none"> Building 10 (FIMA Workshop) – Partial demolition of central bays of Building 10 to accommodate new courtyard linking the Laneway with the Submarine Wharf. 	Works to Enable Use/ Site Activation	Medium
<ul style="list-style-type: none"> Building 10 (FIMA Workshop) – modifications to external building fabric including new awnings and penetrations for new windows and doors, base building refurbishment (services, toilets, bin store, basic lighting). 	Works to Enable Use/ Site Activation	Medium
<ul style="list-style-type: none"> Addition of air conditioning plant and equipment to roof level of Buildings 2 and 10. 	Works to Enable Use/ Site Activation	Medium
<ul style="list-style-type: none"> Surface treatments and planter boxes to the Laneway (between Buildings 10 and 2). 	Works to Enable Use/ Site Activation	Medium
<p>Note: Base building fitout works in Buildings 2 and 10 are to facilitate future leasing of these spaces for as-yet unknown future uses. Any future uses would be consistent with the <i>Management Plan, Platypus, North Sydney</i> (2016) and be subject to a separate planning/approval process.</p>		
Carparking Provisions		
<ul style="list-style-type: none"> Adapt RANTME Factory as a carpark for up to 30 vehicles (parking for construction vehicles only during works, casual public parking once works have been completed). 	Works to Enable Use/ Site Activation	High
<ul style="list-style-type: none"> Upgrade Upper Level Car Park including demolition of existing access gate and Gate House (Building 9) and introduce new access control solution (lockable gate), safety barriers, handrails, line markings and bike racks (use of this carpark is generally for regular parking e.g. staff, regular clients and occasional events) with some low level planting in boxes. 	Improved Public Access and Safety	High/Medium
Proposed Works	Management Plan Outcome	Implementation Priority
Other Works		
<ul style="list-style-type: none"> Install site interpretation, wayfinding signs and statutory signage throughout 	Public Domain Improvements	Medium

Proposed Works	Management Plan Outcome	Implementation Priority
<ul style="list-style-type: none"> Install low level lighting and power supply to new Kesterton Park Link, along the Submarine Wharf, throughout the Northern Park and new Arrival Square and Plaza. 	Improved Public Access and Safety	High
<ul style="list-style-type: none"> Upgrade/install new security lighting poles and CCTV (to monitor Harbour Trust managed lands only) adjacent to entrances. 	Improved Public Access and Safety	High
<i>Kesterton Park</i>		
<ul style="list-style-type: none"> Minor works to connect the Kesterton Park Link to Kesterton Park. 	Improved Public Access and Safety	High

3.3 Operational Management (During and Post)

Due to the nature and extent of the proposed works, the current proposal also raises the following matters to be considered:

During Construction

- Hazardous and Contaminated Material
- Amenity: Noise, Dust & Vibration
- Construction Traffic
- Waste management

Post Construction (Site Opened to the Public)

- Amenity: Noise, lighting, privacy
- Traffic management
- Access and Security
- Waste management
- Boat access

3.4 Photographs of the Relevant Components of the Site (April & June 2017)

The following photographs of the components of the site affected by the proposal were taken by Ian Stapleton and Alice Stapleton in April 2017 and by Kate Denny and Alice Stapleton in June 2017.

Submarine Wharf and Kesterton Park Link



Figure 4: View from southern end of Submarine Wharf looking south to northern tip of Kesterton Park. The location of the existing concrete headstocks is the proposed location of the Kesterton Park Link. Building 3 seen in the foreground is to be demolished (not part of this proposal). The RANTME Factory building is visible behind.

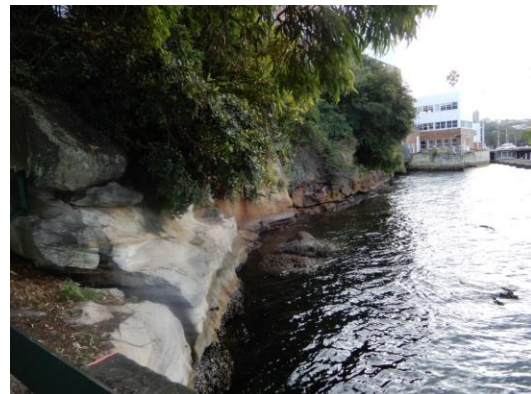


Figure 5: View from the northern tip of Kesterton Park looking north to the southern end of the Submarine Wharf and the concrete headstocks.

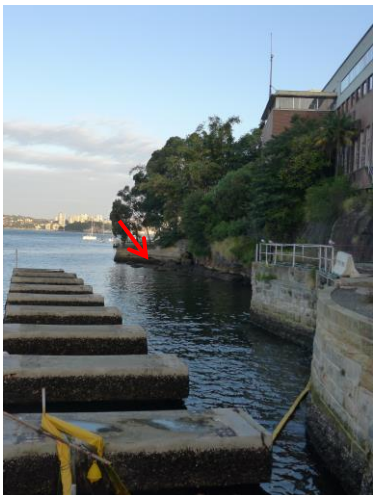


Figure 6: View of the northern tip of Kesterton Park (indicated with an arrow) at which point the link bridge is proposed to be attached.



Figure 7: View looking south along the Submarine Wharf with the FIMA Workshop building (Building 10).



Figure 8: View looking north along Submarine Wharf with FIMA Workshop (Building 10)

Upper Level Car Park and Kiara Close

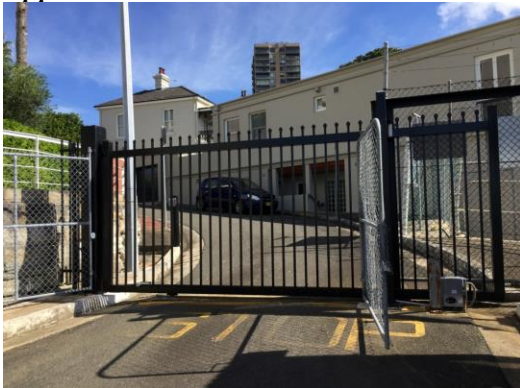


Figure 9: Existing access gate from Kiara Close to the Upper Level car park.



Figure 10: Existing guardhouse (Building 9-to be demolished) and access gate from Kiara Close.



Figure 11: View looking north along length of Upper Level Car Park with Anderson Park in the background.



Figure 12: View looking south along length of Upper Level Car Park with the Iora Apartment complex.

Northern Park



Figure 13: Existing man-made excavated rock face with stone retaining wall above separating the Upper Level and the Waterfront Level of Platypus. The Northern Access Stairway is proposed for this location.



Figure 14: View looking down from the Upper Level car park to the Northern Park showing interpretation of the former gas works use of the site.



Figure 15: View from Northern Park looking northwest to the proposed location of Northern Access Stairway attached to excavated rock face.

RANTME Factory



Figure 16: Entry façade to the RANTME Factory building (Building 1) with forecourt area



Figure 17: North elevation of the RANTME Factory building



Figure 18: Internal view of RANTME Factory building.



Figure 19: Internal view of RANTME Factory building with blast walls.



Figure 20: RANTME Factory and front wall as seen from High Street.

Plaza and Gatehouse



Figure 21: The Gatehouse (Building 4) as seen from High Street. The ‘Cutting’ is to the left with the Iora Apartments located above.



Figure 22: Vehicular entry into forecourt area adjacent to Gatehouse with RANTME Factory building behind.



Figure 23: View of front wall to forecourt area



Figure 24: View of forecourt area with Gatehouse in background.

Submarine Workshop and Submarine School



Figure 25: View looking south along the ‘laneway’ between the FIMA Workshop (Building 10 on the left) and the Submarine School (Building 2 on the right).



Figure 26: View of sawtooth roofs to Building 2 (foreground) and Building 10 (behind).



Figure 27: Waterfront façade of Building 10. The larger central section is to be demolished for new courtyard/plaza.



Figure 28: Rear elevation of Building 10 showing bay to be demolished for new courtyard/plaza.



Figure 29: Internal view of FIMA Workshop.



Figure 30: Internal view of FIMA Workshop.



Figure 31: Front (east) elevation of Submarine School. The Retort building is visible in the background.



Figure 32: Internal view of the Submarine School.



Figure 33: Internal view of the Submarine School.



Figure 34: Internal view of the tunnel connecting the Submarine School building to Building 3.

Lift, Stairs, Bridge and Cantilevered Walkway



Figure 35: View of southern end of Submarine School building with cliff behind- proposed location of the lift and stairs.

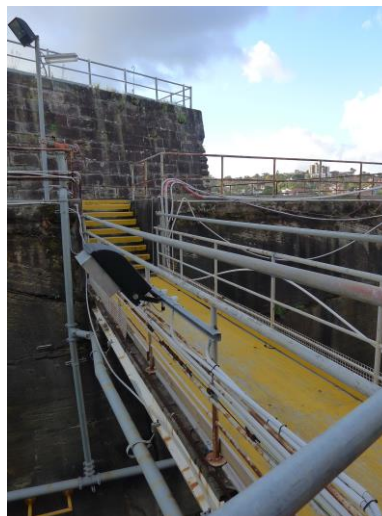


Figure 36: Existing bridge link between the RANTME Factory building to the top of the cliff above the Submarine School.

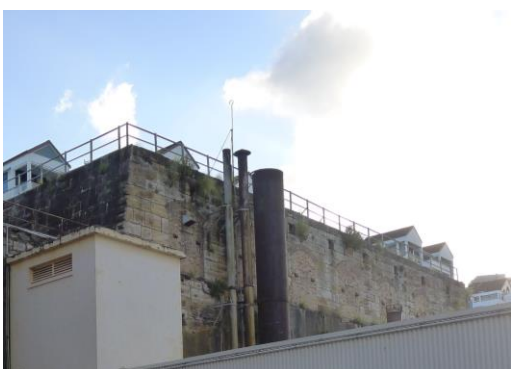


Figure 37: View of east elevation of Coal Stores above Submarine School- proposed location of cantilevered walkway.



Figure 38: View of Coal Stores from Upper Level Car Park.

Arrival Park and RANTME Office

Figure 39: View of RANTME Office (Building 3) to be demolished (not part of this proposal) and new courtyard/plaza introduced on waterfront.



Figure 40: View looking east down 'Cutting' to proposed location of the new Arrival Park.



Figure 41: Rear elevation of RANTME Office.



Figure 42: View of RANTME Factor building as seen from Neutral Bay with the RANTME Office building adjacent- proposed location for new Arrival Plaza.

4 Planning Framework

Under the *Sydney Harbour Federation Trust Act 2001*, the Harbour Trust is the planning approval authority for the proposed actions to the Harbour Trust lands.

Under Section 71 of the SHFT Act, the Harbour Trust is exempt from certain state laws, including for any works in relation to property owned and managed by the Trust and for any works done by or on behalf of the Trust to other lands. State laws that the Trust is exempt from include NSW laws relating to town planning, the alteration or demolition of a building, structure or facility, the construction or use of a building, structure or facility and the protection of the environment or cultural heritage (Section 71(2)).

The above is relevant for the proposed works to the adjoining waterway (owned and managed by RMS) and to Kesterton Park (owned and managed by North Sydney Council).

On this basis, the Harbour Trust's planning process will apply for all proposed works outlined above (Section 3.2).

Notwithstanding the above, the Harbour Trust will have regard for relevant NSW plans and policies to ensure consistency and best practice. Relevant legislation pertinent to this proposal is outlined below.

4.1 Platypus & Adjoining Waterway

Platypus

The Harbour Trust is the planning approval authority for proposed actions under the *Sydney Harbour Federation Trust Act 2001*. As per Section 3 of the *Management Plan, Platypus, North Sydney* (2016), the following planning framework guides the future use and development of the site:

- *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *Sydney Harbour Federation Trust Act 2001* (SHFT Act)
- Harbour Trust Comprehensive Plan
- Harbour Trust Management Plan: Platypus Site
- *Disability Discrimination Act 1992* (cth.)

Adjoining Waterway

In addition to the above, the following planning legislation and policies have been identified as also being of relevance to the proposed works for the adjoining waterway:

- *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *Environmental Planning & Assessment Act 1979* (EP&A Act)
- *Ports and Maritime Administration Act 1995*
- *NSW Fisheries Management Act 1994*
- *NSW Threatened Species Conservation Act 1995*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (Sydney REP)
- *Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005* (Sydney DCP)

Heritage Status

Platypus is not listed as an item of heritage significance on the National Heritage List or the Commonwealth Heritage List, under the EPBC Act.

The (*former*) *HMAS Platypus Conservation Management Plan* (2008) identifies potential Commonwealth heritage values of Platypus.

Platypus including both the Harbour Trust land (Lot A DP109583) and the adjoining waterway (Lot 1 DP945479), together with the former gasworks at Iora Apartments, 1 Kiara Close (SP 36253) is identified as a local heritage item under Schedule 5 of the *North Sydney Local Environmental Plan 2013* (Item No. I0859).

Refer to the *Heritage Impact Statement* accompanying this application.

4.2 Kesterton Park

The proposed connection to Kesterton Park will involve minor works to land managed by North Sydney Council. As discussed above, Section 71 of the SHFT Act exempts the Harbour Trust from certain state laws including those that relate to the powers and functions of local councils. However, the following environmental planning instruments and associated policy have been identified as being of relevance to the proposal:

- *Environmental Planning & Assessment Act 1979* (EP&A Act)
- *North Sydney Local Environmental Plan 2013*
- *North Sydney Development Control Plan 2013*

Kesterton Park, High Street, Neutral Bay is identified as a local heritage item under Schedule 5 of the *North Sydney LEP 2013* (Item No. I0858) and is zoned RE1: Public Recreation.

North Sydney Council has advised that the proposed minor works to Kesterton Park would be subject to Council granting land owners consent and Council has previously expressed in principle support for the proposal.

Under Cl. 5.10(3)(a) of the *North Sydney Local Environmental Plan (LEP) 2013*, certain works to heritage items can be undertaken without the need for development consent if the proponent of the works has advised Council and Council has responded in writing that they are satisfied the works are of a minor nature and would not adversely affect the heritage significance of the heritage item.

As Kesterton Park is identified as a local heritage item, this provision of the North Sydney LEP applies and North Sydney Council has advised the Harbour Trust that the proposed works to connect the Kesterton Park Link to Kesterton Park may be carried out under the relevant heritage provisions of the North Sydney LEP.

Separate associated works to Kesterton Park (including a path through the park linking the Kesterton Park Link with North Sydney Ferry Wharf) would be implemented by North Sydney Council and be subject to its own approval process. These works do not form part of this application.

For consistency and best practice, Section 5.2 provides an assessment of the proposed works to Kesterton Park.

5 Planning Considerations

Assessment and Approval of Actions

Proposed actions will be assessed for their potential impacts on heritage values and the environment in accordance with the EPBC Act, and for their consistency with the outcomes identified in this Management Plan and in the Harbour Trust's Comprehensive Plan.

Consideration will also be given to operational issues (such as transport and access).

Approved actions will be subject to conditions to avoid potential impacts; or to put in place measures to minimise or mitigate impacts, and to manage activities in accordance with relevant legislation and standards. Management Plan Platypus, North Sydney, p. 76

5.1 Platypus & Adjoining Waterway

5.1.1 Environmental Protection and Biodiversity Conservation Act 1999

All 'actions' undertaken by the Harbour Trust must be considered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Section 26 of the EPBC Act protects Commonwealth land from actions taken on or outside it that may have a significant impact on the environment of the Commonwealth land. Section 28 protects the environment from actions taken by the Commonwealth or a Commonwealth agency that may have a significant impact. This proposal will be assessed under Part 26 and Part 28 of the EPBC Act.

A 'significant impact' is an impact which is important, notable, or of consequence, having regard to its context or intensity. In considering whether the proposed work would have a significant impact on the environment, the Harbour Trust will undertake a 'self-assessment' process as outlined in the *Significant Impact Guidelines 1.2: Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies* (Commonwealth of Australia, 2013).

5.1.2 Sydney Harbour Federation Trust Act (2001)

Section 6 of the *Sydney Harbour Federation Trust Act* (2001) sets out the Objects of the Harbour Trust. Consideration has been given to how implementation of the proposal would further these Objects, as per the following:

Objects of the Harbour Trust Act	Is the Proposal Consistent?
(a) to ensure that management of Trust land contributes to enhancing the amenity of the Sydney Harbour region;	Yes- the proposal provides for increased public access along the foreshores of the Sydney Harbour and provides for further opportunities for passive and active recreation on the foreshores of the Sydney Harbour with potential impacts managed as part of the proposed action.
(b) to protect, conserve and interpret the environmental and heritage values of Trust land;	Yes- see <i>Heritage Impact Statement</i> and <i>Marine Biodiversity Report</i> accompanying this application.
(c) to maximise public access to Trust land;	Yes- the purpose of the proposal is to open the site to public access.
(d) to establish and manage suitable Trust land as a park on behalf of the Commonwealth as the national government;	Yes- the proposal is for the adaptation of the site as a publicly accessible park with buildings adapted for a range of uses (future works).
(e) to co-operate with other Commonwealth bodies that have a connection with any Harbour land in managing that land;	N/A- No other Commonwealth bodies are directly affected by the proposal.
(f) to co-operate with New South Wales, affected councils and the community in furthering the above objects.”	Yes- The Harbour Trust has been in discussion with and will continue to coordinate with North Sydney Council, RMS, the Department of Primary Industries and the relevant Harbour Master.

5.1.3 Harbour Trust Comprehensive Plan

Under the Harbour Trust’s *Comprehensive Plan* (2003), a proposed action must be consistent with the objectives and policies described in Section 3 of the Plan and meet the outcomes described for a specific Harbour Trust site as per Part B of the Plan.

The Comprehensive Plan provides for a range of specific outcomes for Platypus (Section 10a of the Plan) which includes the overall rehabilitation of the site to provide:

- A sequence of terraces, streets, squares and gardens for public enjoyment by the waterfront;
- improved access into and through the site, linking the site to existing open space and walks in the neighbourhood;
- adaptation of the buildings to suit a range of possible new uses and to provide the amenity required for public visitation; and
- retention of the industrial heritage values of the buildings.

As per Figure 46 below, the Comprehensive Plan details desired future outcomes for all components of the site including works to the Submarine Wharf, the Kesterton Park Link, a new lift and stairs between the Upper Level Car Park and the Northern Park, improved access between the Upper Level and the Waterfront, new landscaped courtyards/public plazas, adaptive reuse of some of the buildings and the provision of improved car parking.

The scope of the works for this proposal is consistent with the desired future outcomes for Platypus as per the Harbour Trust’s Comprehensive Plan.



Figure 43: Extract from the Harbour Trust *Comprehensive Plan* showing detailed outcomes for the site. Outcomes relevant to this proposal are highlighted in yellow. Source: *Comprehensive Plan*, 2003 as amended

5.1.4 Management Plan Platypus, North Sydney

Section 7 of the *Management Plan Platypus, North Sydney* (2016) identifies the desired outcomes for the revitalisation of Platypus as a new waterfront public park. The site is to be revived with a mix of new uses that are compatible with the character and constraints of Platypus, whilst protecting, managing and interpreting the site's heritage values, maximising public access and protecting the local environment and amenity.

The outcomes detailed in the Management Plan are derived from those contained in Section 10a of the *Comprehensive Plan* (see above) with further information addressing amenity and design consideration. As shown in Figure 47 below, the proposal is consistent with the desired future outcomes for HMAS Platypus as per the Management Plan for Platypus, North Sydney.

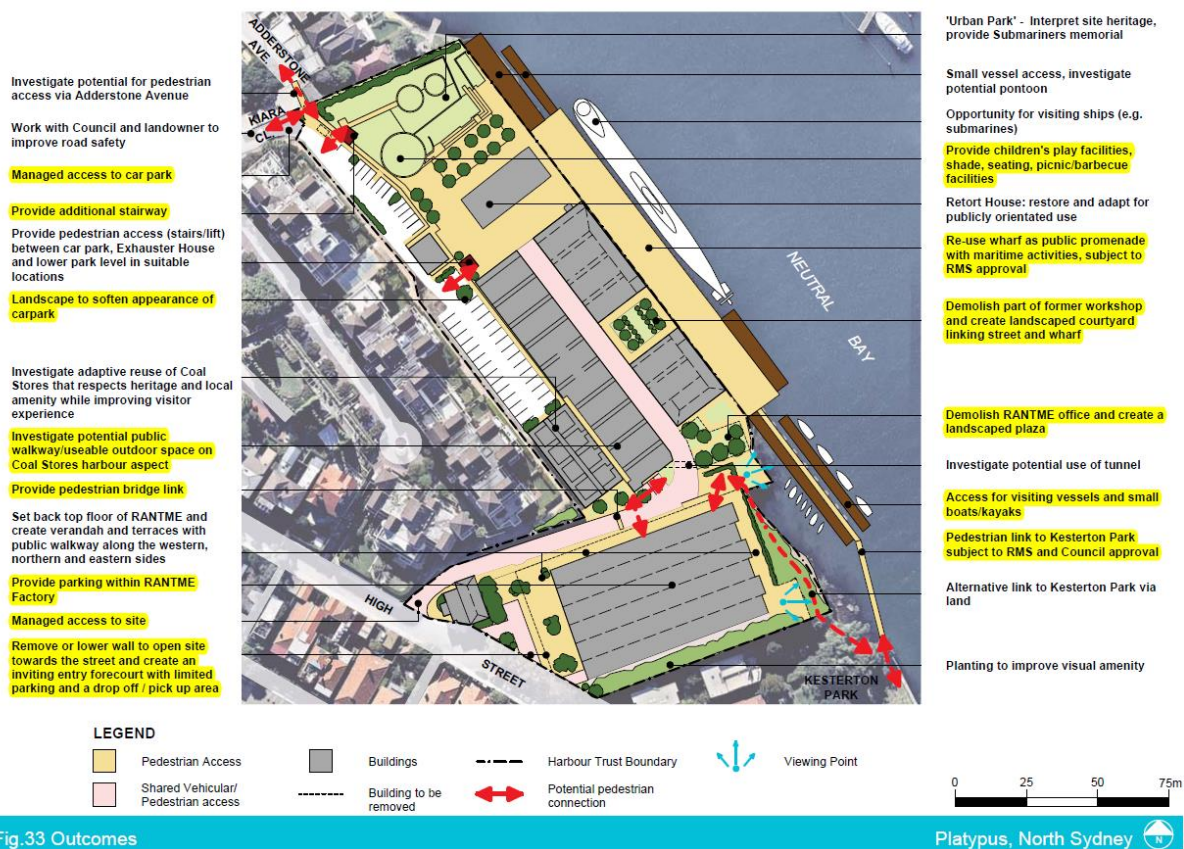


Figure 44: Extract from the Platypus Management Plan showing detailed outcomes for the site. Outcomes relevant to this proposal are highlighted in yellow. Source: *Management Plan Platypus, North Sydney* (2016), pg. 49

5.1.5 Environmental Planning & Assessment Act (EP&A Act) 1979

The NSW Roads and Maritime Services is ordinarily the consent authority for most water-based development within Sydney Harbour including jetties, wharves, boat lifts, slipways, pontoons, mooring pens and the like and development consent for these structures is required under the EP&A Act via the NSW Roads and Maritime Services (RMS).

We are advised that the Harbour Trust has liaised closely with the NSW Roads and Maritime Services (RMS) regarding the Kesterton Park Link and Pontoon components of the proposal. The Harbour Trust's approval processes will apply for this proposal on RMS land.

The Harbour Trust will seek a licence from RMS for the proposed works and use of the adjoining waterway. See Section 8.1.3 for other approvals.

5.1.6 Ports and Maritime Administration Act 1995

The waters of Sydney Harbour, including its tidal bays such as Neutral Bay, are an identified port for the purposes of the *Ports and Maritime Administration Act 1995* (Schedule 1 of the Regulations).

Under Clause 67ZN of the *Ports and Maritime Administration Regulations 2012*, written permission of the relevant Harbour Master is to be obtained for any works which will disturb the bed of a port.

A copy of all documentation including this report is to be forwarded to Port Authority of NSW for their written permission to the proposed works prior to the commencement of works. See Section 8.1 for Mitigation Measures.

5.1.7 NSW Fisheries Management Act 1994 & NSW Threatened Species Conservation Act 1995

Under Section 71 of the SHFT Act, the Harbour Trust is exempt from the requirements of these Acts. However, to ensure consistency and best practice, the Harbour Trust has considered the requirements of these Acts and engaged NGH Environmental to prepare a *Marine Biodiversity Assessment* report (June 2017). This report provides an assessment of the proposed Kesterton Park Link, pontoon and associated works to the adjoining waterway. The report identifies four distinct types of Marine habitats which provide habitat for a variety of common fauna spaces. These are (see Figure 45):

- Wharf piles with associated epiphytic growth including invertebrates and macroalgae
- Seawalls (natural and artificial) with associated epiphytic growth including invertebrates and macroalgae
- Sandy bed with a 240 metre² of seagrass (*Halophila* sp.). This area is considered a type 1 – highly sensitive key fish habitat
- Subtidal rocky reef with dense macroalgae. This area is considered a type 2 – moderately sensitive key fish habitat.

The report notes that the proposal has the potential to temporarily disturb the habitats and associated fauna during construction activities, in particular during the installation of the piles which would disturb the bed sediments. The installation of the piles would also directly impact the seagrass and macroalgal bed.

However, it is further noted that the overall area of disturbance of these two sensitive habitats would be minor relative to the availability of habitat present at the site and negligible when considering similar habitats within Neutral Bay and Sydney Harbour.

Overall, the report concludes that the proposed works are unlikely to significantly impact the environment, including threatened or migratory species listed under the EPBC Act, FM Act or TSC Act and a referral or species impact statement are not required.

Regardless, management measures should be taken to avoid, minimise and/or mitigate any potential impacts and are these are included as Mitigation Measures for this proposal (see Section 8.1).

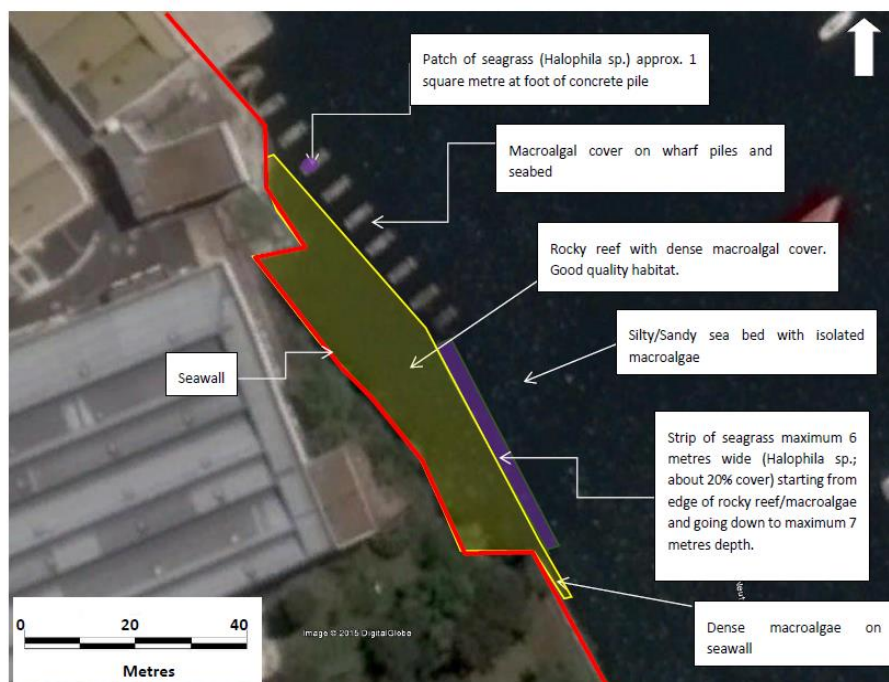


Figure 45: Figure 4-1: Marine Habitats from *Marine Biodiversity Assessment* (June 2017) showing the various habitats located at the subject site in the area proposed for the Kesterton Park Link. Source: *Marine Biodiversity Assessment*, NGH Environmental, 2017, p. 10.

5.1.8 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Platypus, on the foreshores of Neutral Bay is identified as being part of the Sydney Harbour Catchment and therefore the provisions of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP) are relevant.

Adjoining Waterway

The adjoining waterway associated with Platypus (i.e. the Submarine Wharf and proposed location for the Kesterton Park Link, pontoon, gangways and kayak landing steps) is zoned Zone No. W1-Maritime Waters under the SREP. The objectives of Zone No. W1 are (Clause 17: Zoning Objectives):

- “(a) to give preference to and protect waters required for the effective and efficient movement of commercial shipping, public water transport and maritime industrial operations generally,
- (b) to allow development only where it is demonstrated that it is compatible with, and will not adversely affect the effective and efficient movement of, commercial shipping, public water transport and maritime industry operations,
- (c) to promote equitable use of the waterway, including use by passive recreation craft.”

As the current proposal involves works that are considered to have no discernible impacts on the existing movements of commercial shipping, public water transport or maritime industrial operations and involves the promotion of the equitable use of the waterway by passive recreation craft via the provision of a kayak landing stairs, the proposal is considered to meet the objectives of Zone No. W1-Maritime Waters.

The Harbour Trust is to consult with the Port Authority of NSW and the Harbour Master for all relevant permits and approvals required for works to the adjoining waterway. See Section 8.1.3 for other approvals.

Wetlands Protection

The SREP (*Sydney Harbour Catchment*) 2005 *Wetlands Protection Area Map* identifies the area of the adjoining waterways to the south of the Submarine Wharf as a “Wetlands Protection Area” (see Figure 46).



Figure 46: Detail from SREP (Sydney Harbour Catchment) 2005 Wetlands Protection Area Map identifying the location of Wetlands Protection Areas under the SREP. The proposed location of the Kesterton Park Link is identified with a red arrow.

As discussed above, an assessment of the potential impacts on the aquatic habitats and flora and fauna within the subject area to the south of the Submarine Wharf has been undertaken as part of this proposal. The *Marine Biodiversity Assessment* (2017) concluded that the works are unlikely to have significant impacts on the environment.

5.1.9 Sydney Harbour Foreshores and Waterways Development Control Plan 2005

The Harbour Trust is to have regard to the *Sydney Harbour Foreshores and Waterways Development Control Plan* (DCP) 2005 when assessing proposed actions within the area covered by the Foreshores and Waterways Area as defined under the *SREP (Sydney Harbour Catchment)* 2005 (see above).

The DCP provides performance-based criteria and guidelines relating to matters such as foreshore access, visual and natural environments, recreation and maritime industrial uses. Part 4 of the DCP provides design guidelines for water based and land/water interface developments.

The proposal meets the relevant provisions of the design guidelines for Foreshore Access (Clause 4.3) and Reclamation (Clause 4.18) as per the following:

DCP Guideline	Comment
<p><i>Foreshore Access</i></p> <p>Foreshore Access is to be encouraged and promoted and wherever possible, public access to and along the foreshore should be secured or improved. Foreshore links joining public open spaces or access points are most desirable.</p>	<p>In this case, the proposal includes the construction of the Kesterton Park Link that will provide a new physical connection between the northern end of Kesterton Park and the existing wharf structure at HMAS Platypus for public access along the western foreshore of Neutral Bay. The <u>proposal meets the provisions</u> of the design guidelines for Foreshore Access.</p>
<p><i>Reclamation</i></p> <p>The DCP states that reclamation will generally not be encouraged and it will be necessary to demonstrate that reclamation provides a valuable public facility or service or leads to environmental improvements, such as encapsulating contaminated sediments. A key requirement for reclamation is that the quality of the reclaimed lands must be suitable for the proposed use.</p> <p>Note: <i>Reclamation Work</i> is defined under the SREP as any work that involves:</p> <p>(a) the filling or draining of submerged land for the purpose of reclaiming the land, or</p> <p>(b) the filling of submerged land for the purpose of supporting a building or structure (such as a bridge) being erected over the land.</p>	<p>The reclamation works are being proposed in association with the construction of the proposed Pedestrian Link which consists of a walkway supported on existing concrete headstocks and new piers in order to provide a publicly accessible connection between Platypus and Kesterton Park to the south. The proposal aims to provide a valuable public facility through the provision of increased access to the foreshore lands. The <u>proposal meets the provisions</u> of the design guidelines for Reclamation.</p>
<p><i>Landscape Character</i></p> <p>The adjoining waterways associated with Platypus are located within <i>Landscape Character Type 8</i> which are described as areas with a high level of built form with waterside commercial, industrial and residential uses.</p> <p>For any proposed development the following performance criteria should be satisfied:</p> <ul style="list-style-type: none"> • <i>vegetation is integrated with land-based development to minimise the contrast</i> 	<p>In this case, the <u>proposal meets all four of the performance criteria</u>:</p> <ul style="list-style-type: none"> • Landscape planting to the Northern Park forms part of this proposal following construction of the new Northern Access Stairway. Landscaping in this area is minimal as is appropriate for a former industrial and defence site. • Design and mitigation measures are being provided to minimise amenity impacts on surrounding residential areas and have been

DCP Guideline	Comment
<p><i>between natural and built elements;</i></p> <ul style="list-style-type: none"> • <i>design and mitigation measures are provided to minimise noise and amenity impacts between incompatible land uses;</i> • <i>the maritime uses on the Harbour are preserved. Pressure for these uses to relocate is minimised. New developments adjoining maritime uses are designed and sited to maintain compatibility with existing maritime uses; and</i> • <i>remaining natural features that are significant along the foreshore are preserved and views of these features are maintained.</i> 	<p>addressed as part of the <i>Visual Impact Assessment, Noise Management Plan and the Traffic Management Plan</i> accompanying this application.</p> <ul style="list-style-type: none"> • Maritime uses on Sydney Harbour and in the waters of Neutral Bay are to be retained and preserved. The proposal poses no known impediment to the ongoing use of Neutral Bay for maritime uses and the proposal will allow for improved boat access once the works are completed. • All existing natural features located along that part of the foreshore that forms the eastern boundary of Platypus are to be preserved and views of these features are maintained. The <i>Marine Biodiversity Assessment</i> accompanying this application provides appropriate mitigation measures.

5.2 Kesterton Park

The current proposal includes minor works to the northern end of Kesterton Park as part of the introduction of the new Kesterton Park Link involving the introduction of a cantilevered end to the proposed Kesterton Park Link to eliminate bearing on the sea wall.

The proposed works affect land that falls under the jurisdiction of North Sydney Council. As discussed above, as Kesterton Park is identified as a local heritage item under the North Sydney LEP, the provisions of Cl. 5.10 (3)(a) apply as the works are considered to be minor and should have no impact on the heritage significance of the park (refer to the *Heritage Impact Statement* accompanying this application).

As also discussed above, the Harbour Trust is exempt from certain state laws, including the relevant laws that address town planning provisions and the powers and functions of local councils. Notwithstanding, for consistency and best practice, the following statutory and non-statutory planning provisions are relevant:

5.2.1 North Sydney Local Environmental Plan 2013

Under Clause 2.1 of the LEP, Kesterton Park is zoned Zone RE1: Public Recreation. The objectives of the zone (Clause 2.3: Land Zone Objectives) are:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To ensure sufficient public recreation areas are available for the benefit and use of residents of, and visitors to, North Sydney.*

Under Zone RE1: Public Recreation, “water recreation structures” are permitted with consent. Water recreation structures are defined as: “*a structure used primarily for recreational purposes that has a direct structural connection between the shore and the waterway, and may include a pier, wharf, jetty or boat launching ramp.*”

The current proposal involves the construction of a pedestrian overwater walkway with pontoon associated structures including kayak landing steps, the Kesterton Park Link, providing a physical connection between the existing Submarine Wharf and the northern end of Kesterton Park. The

Kesterton Park Link is considered to be defined as “water recreation structures” and is therefore permissible with consent.

The works are proposed to enable Platypus to be used as public open space for passive and active recreation purposes and will increase opportunities for the recreational use of the natural environment of the waters of Neutral Bay. As such the current proposal for the Kesterton Park Link connecting with Kesterton Park meets the objectives of Zone RE1: Public Recreation.

5.2.2 North Sydney Development Control Plan 2013

Under the *North Sydney Development Control Plan 2013* (DCP), Kesterton Park is located within the “Neutral Neighbourhood” area and relevant guidelines for the Neutral Neighbourhood Area Character Statement are considered below:

DCP Guideline	Comment
Section 7.2.2 of the DCP provides the following relevant guidelines for the desired future characteristics for Kesterton Park :	
<i>P4 Maintaining and enhancing recreational and cultural facilities.</i>	<u>Complies</u> . The proposed link to Kesterton Park forms part of a staged program of works for the adaptive reuse of Platypus to provide a range of recreational and cultural facilities. The current proposal aims to increase public access along the foreshore, increase public access to Platypus and its new recreational facilities. The proposal will enhance recreational facilities at Kesterton Park via the proposed link bridge.
Section 7.2.3 of the DECP provides the following relevant guidelines for the desired built form of Kesterton Park :	
<i>P2 Development on sites on or near the foreshore should be carefully designed to not restrict water views from neighbouring property or from public areas.</i>	<u>Complies</u> . The <i>Visual Impact Assessment</i> accompanying this application concludes that the proposed new structures will not inhibit or block existing views of the waters of Neutral Bay or Sydney Harbour from Kesterton Park or the residential properties immediately adjacent to the site.
<i>P3 Development adjacent to the foreshore is small in scale and does not dominate the foreshore frontage.</i>	<u>Complies</u> . The proposed Kesterton Park Link will form an extension to the existing Submarine Wharf structure. The deck of the proposed new link bridge would only gradually rise by 1 metre to join with the existing Submarine Wharf level. As such the proposal will not visually or physically dominate the foreshore frontage.
<i>P5 Development adjoining foreshore areas use muted colours and non-reflective materials, such as brick and timber to ensure the scenic and environmental qualities are enhanced.</i>	<u>Complies</u> . The proposal consists of a link bridge to be constructed of composite timber and fibreglass reinforced plastic (FRP) to increase longevity of the structures, minimise visual impacts and minimise shadow impacts to the seabed habitats. The materials are to be natural timber and metal in appearance and will not include reflective materials nor bright colours.

6. Environmental Considerations

The main potential impacts and issues arising from the proposal relate to the following:

- Environmentally Sustainable Development
- Heritage impacts
- Archaeology (Historic and Aboriginal)
- Visual impacts
- Operational Management:

<i>during construction</i> <ul style="list-style-type: none"> ○ Hazardous and Contaminated Material ○ Traffic management (construction phase) ○ Waste Management ○ Local Amenity: Noise, Vibration, Dust 	<i>post construction (site opened to the public)</i> <ul style="list-style-type: none"> ○ Hazardous and Contaminated Material ○ Access and Security ○ Traffic management (operational phase) ○ Waste Management ○ Local Amenity: Noise, Vibration, Dust and Privacy ○ Boat Access
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Each of these matters is discussed under separate headings below.

6.1 Ecological Sustainable Development (ESD)

Design Principles: Ecological Sustainable Development

The Harbour Trust aims to manage its sites in accordance with ESD principles using an approach to sustainability that considers economic, environmental and social factors in decision-making, performance, and reporting.

The Harbour Trust's vision for achieving a sustainable site includes:

- *Bringing the place back to life as an example of sustainability in practice*
 - *Maximising its resilience in the context of future changes*
 - *Using the site appropriately given its past and future*
 - *Providing learning experiences and building knowledge about sustainability.*
- Management Plan Platypus, North Sydney, p. 69*

The following ESD principles are outlined in Section 3A of the EPBC Act:

ESD Principle	Comment
Decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the 'integration principle').	The proposal meets the desired future objectives of the Harbour Trust's Comprehensive Plan and the specific outcomes identified for Platypus under the Management Plan. The integration of long-term and short-term considerations have been addressed within these plans and the current proposal forms part of their implementation.
If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the 'precautionary principle').	Mitigation measures have been provided to ensure that all works, particularly those to the adjoining waterway, will not result in environmental degradation.

ESD Principle	Comment
The principle of inter-generational equity – that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the ‘intergenerational principle’).	The proposal provides for increased public open space on the foreshores of Neutral Bay together with accessible active and passive recreational areas. The proposed adaptation works to the buildings at Platypus are to provide flexible and resource-efficient spaces for suitable new uses.
The conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making (the ‘biodiversity principle’).	Analysis of the proposed works to the adjoining waterway for potential impacts on Marine biodiversity forms part of this proposal.
Improved valuation, pricing and incentive mechanisms should be promoted (the ‘valuation principle’).	Not applicable.

6.2 Heritage Impacts

Desired Outcomes: Heritage Conservation

The reactivation of Platypus and adaptive reuse of buildings will be guided by the Australia ICOMOS Burra Charter and the Commonwealth Heritage management principles and the 2008 Conservation Management Plan (CMP).

Platypus will be reactivated with uses and activities that are compatible with and respect the site’s heritage significance.

*Activities will be undertaken in accordance with the ICOMOS Burra Charter, the Commonwealth Heritage Management Principles, and the site’s Conservation Management Plan (2008).
Management Plan Platypus, North Sydney, p. 65*

Platypus is not currently listed as a Heritage place under the *EPBC Act*, however as Platypus is a Commonwealth-government owned place that was listed on the Interim List of the Register of the National Estate (RNE), a non-statutory list of places of heritage value, it is appropriate to manage the place in accordance with the Commonwealth Heritage management principles.

Platypus, the adjoining waterway and the adjacent Iora Apartment complex are identified as an item of local heritage significance under Schedule 5 of the *North Sydney Local Environmental Plan 2013*, as the former Gasworks site, Item No. I0859.

A Conservation Management Plan (CMP) was prepared for Platypus by this firm, Lucas Stapleton Johnson and Partners Pty Ltd (formerly Clive Lucas Stapleton and Partners Pty Ltd) in 2008 on behalf of the Harbour Trust which addresses the potential Commonwealth heritage values of the place, as well as the local heritage values.

An assessment against the Commonwealth Heritage management principles, the Statement of Significance for Platypus and the relevant conservation policies contained within the CMP is provided for within the *Heritage Impact Assessment* (LSJ, July 2017) forming part of this proposal.

The current proposal is consistent with outcomes for the conservation of the heritage values of the place as outlined in the *Comprehensive Plan* and the *Management Plan* for Platypus.

The proposal meets the requirements of the Commonwealth Heritage management principles.

Mitigation measures have been provided in relation to some of the components of the proposal and are included in Section 8.1 of this report.

6.3 Archaeology: Historic, Aboriginal and Maritime

The *Management Plan, Platypus, North Sydney* (2016) notes the following potential for surviving archaeology at the site:

Historic Archaeology

Archaeological investigations carried out at Platypus as part of the CMP (2008) found that: *While some remains may survive, given the extensive disturbance that has occurred at the site, it is considered unlikely that most subsurface remains relating to the gasworks will survive intact and in situ. Surviving remains are anticipated to consist of the occasional building slab from former gasworks structures, associated building rubble, and underground pipework.* (Management Plan Platypus, North Sydney, p. 46)

Aboriginal Archaeology

In 2006 the Harbour Trust engaged Historian Consultant Rosemary Kerr to undertake an Aboriginal historical assessment of the site and the report concluded: *“No sites have been identified in the study area itself. Given the extent of industrial development on the site, with whaling allotments created in 1829, and especially from the late nineteenth century onwards- with the North Shore Gas Company using the site from 1877, and its subsequent use by the Department of Defence - it is unlikely that any evidence of Aboriginal occupation of the site remains today.”* (Management Plan Platypus, North Sydney, p. 46)

Maritime Archaeology

The CMP (2008) included an assessment of the maritime archaeological potential of the site. The assessment found that: *HMAS Platypus is not an identified maritime archaeological site and does not lie within a known maritime archaeological area. However HMAS Platypus does have some maritime archaeological potential. No underwater archaeological survey has been carried out in the waters of Neutral Bay to date. The NSW Maritime Heritage online database records three shipwrecks in close proximity to Neutral Bay (Argo, Austral and Katie), however all three have since been refloated.* (Management Plan Platypus, North Sydney, p. 46)

The CMP for Platypus includes an archaeological zoning plan that identifies areas of low, moderate and high archaeological potential and significance within the boundaries of the site and the *Heritage Impact Assessment* (LSJ, May 2017) accompanying this proposal provides an assessment of the impacts on the archaeological potential of affected areas of the site.

Based on the results of the assessments already undertaken on site and the extent of change the site has already undergone, it is considered highly unlikely that archaeological relics (Historic, Aboriginal or Maritime) will be uncovered as a result of this proposal. Notwithstanding this, the proposed works will include mitigation measures to minimise impacts on surviving surface features and above ground relics.

In the event that relics are unintentionally uncovered during the works, work will cease in that area and the Harbour Trust immediately informed and appropriate consultation and assessment will be undertaken to ensure the conservation of significant archaeology.

Refer also to the *Heritage Impact Statement* accompanying this application.

6.4 Visual Impacts

Design Principle: Protection of Views/Privacy

The visual amenity of neighbouring properties will be protected to ensure the use of the site does not cause overlooking or loss of privacy. This will include planting vegetation and tree species to provide a visual buffer to adjacent residences. Planting in the upper car park will be low level to ensure it does not obstruct views from the neighbouring properties

The modification of buildings and provision of additional public open space will improve views to and from the site. Management Plan Platypus, North Sydney, p. 70

Under the Management Plan for Platypus, the aims for achieving the Harbour Trust's vision for the site include: "Protect, manage and interpret the site's heritage values" and "Protect local environment and amenity". This includes minimising potential visual impacts due to the following components of the proposal:

- Construction of stairs between the Northern Park and the Upper Car park, adjacent to the exposed rock face.
- Construction of the Kesterton Park Link, pontoon and ancillary structures
- Construction of lift, stairs, bridge and cantilevered walkway, at southern end of Submarine School.
- Introduction of landscaping and ancillary structures to the Northern Park including playground equipment, covered tables, BBQs etc.
- Introduction of landscaping, ancillary structures and pergolas/shade structures to Submarine Wharf and FIMA Workshop building.
- Introduction of landscaping to new Gateway Plaza, new Arrival Plaza and new Landscaped Courtyard to FIMA Workshop building.

A *Visual Impact Assessment* report has been prepared by Lucas, Stapleton, Johnson and Partners Pty Ltd (July 2017) which provides an assessment of:

- potential impacts such as changed or obstructed views of the Platypus Site from the surrounding public domain (land and water).
- potential for adverse impacts on available views of the public domain (the waters of Neutral Bay) from adjacent private properties

The report concludes (in brief):

- Given the industrial and maritime character of the Platypus site and its location within close proximity to other public parks, the proposal is not incompatible with the existing character of the site and its immediate surrounds. Views of the site from the surrounding areas will not detract from or obscure the key features of the place being the collection of Defence and former Gasworks buildings, the exposed cliff face and the former Submarine Wharf.
- Existing views of Neutral Bay and Sydney Harbour as seen from the immediately adjacent residential properties will be retained.

Ongoing Site Management: Lighting

Lighting will be designed to meet appropriate safety standards, provide security and enhance the visual qualities of the park, while minimising glare and light spill.

Potential light impacts associated with new uses will be considered to ensure light spill and glare does not unreasonably impact on local amenity.

The design, selection of and installation of lighting systems will have regard to their daytime appearance, whilst also considering the night time effects of lighting on the nature and character of the space. The design of all outdoor lighting must consider the impacts upon local amenity and views of the site. Management Plan Platypus, North Sydney, p. 73

The proposal includes the provision of external low-level lighting attached to the FIMA Workshop building fronting the Submarine Wharf, along the existing Submarine Wharf itself, at Kesterton Park and along the Kesterton Park Link and throughout the Northern Park and the Upper Level Car Park.

As new lighting is proposed to the foreshore areas and within the vicinity of adjacent residential properties, consideration is needed to be given to any potential impacts that additional lighting may have on maritime traffic in the area as well as the adjacent residential and public open space areas.

Bright lighting which reflects on the water, can cause problems with night navigation and should be avoided; external lights should be directed downward, away from the water; and all lights on structures should be shielded seawards and positioned to avoid disturbance to neighbouring properties.

All lighting to be installed along the Kesterton Park Link, the Submarine Wharf and throughout the Northern Park and Upper Level Car Park is to comply with the relevant Australian Standards for light spill and glare thereby minimising visual impacts on the surrounding areas, including the waters of Neutral Bay.

6.5 Operational Management: During Construction

Platypus has a number of constraints which mean that its reactivation must be undertaken sensitively to ensure that the environment and amenity of the site and its surrounds are protected. Constrained street access, limited parking and the residential nature of Neutral Bay means traffic, parking and noise are particular issues that will need to be carefully managed both during the construction phase and once the site is open to the public.

6.5.1 Construction Traffic Management

A *Construction Traffic Management Plan* (Arup, dated 18th July 2017) has been prepared to assess access issues and the operation of construction traffic with respect to safety and capacity. The plan provides the framework for managing construction traffic, with regards to the surrounding environment and allowing for appropriate access to Platypus. In brief, the report provides the following key information:

Hours of Operation

The hours of operations for all construction work and deliveries are as follows:

- Monday to Friday 7am to 5pm
- Saturday 8am to 1pm
- Sunday and Public Holidays No works permitted

The proposed hours of construction are within the recommended standard hours of work within the *Interim Construction Noise Guideline* (DECC, 2009). It is also possible that early morning piling

works may be needed on an emergency basis during the night-time period, should the need for minimal harbour wash arise.

Truck Movements

The number of truck movements will vary dependent on the stage of construction, generally the movement has been estimated as follows:

- **Demolition Stage** – typically 3 Vehicles per day (up to 10)
- **Excavation Stage** – 1 Vehicle per day
- **Construction Stage** – 3 Vehicles per day

Parking

It is proposed that onsite parking will be available for construction staff. The maximum construction workforce expected is 40 personnel, which may generate demand for 40 parking spaces. The RANTME Building has a capacity of 30 spaces. The Upper Carpark (55 spaces) may also be used for contractor parking if required. There is sufficient parking on-site for construction workers and therefore on-street parking is unlikely to be affected by construction staff.

Access

Vehicle access to the construction areas will be off High Street and Kiara Close. The main access to the site is located off High Street. Construction vehicles will proceed straight into the confines of the site boundary; trucks will not be permitted to queue along this street or any of the surrounding streets.

For access to Kiara Close, small trucks will be used wherever possible. Generally, access to Platypus via Kiara Close should be limited to vehicles with a maximum length of 6 metres. Kiara Close would only be used for construction vehicles where absolutely necessary to avoid impact on local traffic and residents.

Kiara Close

The report also addressed the basic road safety improvements needed along Kiara Close in association with the Platypus Renewal Project. However, as discussed above, as these works would be implemented by North Sydney Council and in consultation with the landowners of Kiara Close, conceptual improvements to Kiara Close only are provided for within the report for the consideration of Council and the landowner, and are subject to Council's approval process.

Conclusion

The report identifies measures to ameliorate the impacts of the construction work, including:

- Containment of most works and vehicles within the boundaries of the site; and
- Traffic control measures.

Drivers wishing to access the site for any reason will be required to report to the Harbour Trust rangers or the site foreman and receive instructions and guidance. Scheduling will be the main management method in ensuring minimal multi-vehicle arrivals. A radio set-up will manage multiple vehicle arrivals and allow for circulation routes around the site.

The appointed contractors will be required to prepare detailed Traffic Management Plans and Traffic Control Plans detailing specific methods of safely managing construction vehicle traffic within the surrounding area. This will ensure impacts to surrounding areas are appropriately managed.

In addition, mitigation measures have been recommended for adoption during the construction phase to ensure the timely construction and deliveries, and that traffic movements have minimal impact on surrounding land uses and the community in general. See Section 8.1 for Mitigation Measures.

6.5.2 Hazardous and Contaminated Material

On-going Site Management: Hazardous Materials and Remediation

Further investigation will be required to confirm the status of potential hazardous building materials prior to demolition, or refurbishment works that may lead to their disturbance. Any removal of hazardous materials will be carried out in accordance with relevant requirements and standards; including SafeWork NSW and the Protection of the Environmental Operations (Waste) Regulation 2014.

The site also contains treated contaminants that have been capped with clean material to make the site safe for public access. Ongoing management requirements of retained contamination will need to be documented and implemented by the Harbour Trust in accordance with a Long Term Environmental Management Plan (LTEMP) for the site. Management Plan Platypus, North Sydney, p. 74

As a result of Platypus's former use as a Gasworks and a Defence base, significant contamination was present on site when it was transferred to the Harbour Trust in 2005.

Platypus has been listed by the NSW Environment Protection Authority (EPA) as a contaminated site under the *Contaminated Land Management Act 1997* (CLM Act). Platypus will be removed from the EPA list of contaminated sites once the remediation works have been certified by the auditor. The harbour area adjacent to Platypus, in Neutral Bay, is no longer declared a contaminated site under the CLM Act (See Section 5.6).

The Platypus Remediation Project was carried out by the Harbour Trust from 2010-2016 to clear the site of contaminants. This included the creation of the Northern Park.

The Northern Park contains treated contaminants that have been capped with clean material to make the site safe for public access. The treated material layer is composed of a Geosynthetic Clay Liner (GCL) with grass and vegetation on top. The depth of clean capping soil is 800mm.

The proposal includes minor works to the Northern Park including the provision of new pathways, adjustments to ground levels, introduction of new ancillary structures including playground equipment, tables and chairs and BBQs etc. and the introduction of footings for the Northern Access Stairway. This work has some limited potential to disturb or uncover the treated contaminated soils located in the area. The Harbour Trust will restrict any earthworks or excavation to a maximum of 800mm to ensure this layer is not penetrated.

In the event that undetected hazardous materials are exposed during works, the composition of these materials will be determined prior to works in those areas continuing. Any hazardous materials that are found will be removed by suitably qualified contractors and disposed of at a licensed landfill.

Any disturbance or removal of hazardous or potentially hazardous materials will be carried out in accordance with relevant requirements and standards; including *SafeWork NSW* and the *Protection of the Environmental Operations (Waste) Regulation 2014*. See Section 8.1 for Mitigation Measures.

A review of the hazardous materials register for the Platypus Site will form part of site inductions prior to construction works commencing.

6.5.3 Waste Management

On-going Site Management: Waste Management

Where possible, the Harbour Trust will encourage minimisation of waste generation, in keeping with ESD principles. Waste generated on the site will be disposed of and recycled according to its classification and in accordance with the EPA's Waste Classification Guidelines (2014). Management Plan Platypus, North Sydney, p. 74

Prior to construction, the contractor will be required to prepare a Waste Management Plan identifying the appropriately licensed waste facilities for reuse, recycling or discarding construction waste.

As per the recommended mitigation measures contained within the *Marine Biodiversity Report* (2017), site signage associated with the Kesterton Park Link, the Submarine Wharf and the pontoon is to include information to educate the public on the sensitive nature of the Marine environment at the proposal site and the wider locality and to provide instruction on appropriate behaviours including waste management to minimise disturbance and potential impacts. See Section 8.1 Mitigation Measures.

6.5.4 Construction Phase Local Amenity: Noise, Vibration and Dust

On-going Site Management: Demolition and Construction Management

The construction phases and the subsequent use of the site will be managed so as to minimise potential impacts on surrounding residences and areas (such as through the generation of dust, noise, vibration and light spill).

Works associated with the development and operation of Platypus will be required to go through a development application approval process. Through this process, the Harbour Trust will assess any potential environmental impacts to ensure local amenity is protected.

Management Plan Platypus, North Sydney, p. 73

As the site is surrounded by residential areas to the north, south, west and east (across the waters of Neutral Bay), the proposed works and activities at HMAS Platypus have the potential to generate noise, dust and sediments that may impact on the amenity of adjacent residences.

To minimise potential impacts during construction works, the nominated Contractor will be required to prepare a *Construction Environmental Management Plan* (CEMP), or *Safe Work Statement* (dependant on the cost of the works) to provide details of mitigation measures for noise control, vibration from machinery and airborne dust.

Demolition and construction works will also be undertaken during standard construction hours and in accordance with NSW Environmental Protection Agency's guidelines and requirements.

Construction Noise and Vibration

A *Noise Management Plan* (Benbow Environmental, July 2017) has been prepared to address noise and vibration impacts from construction activities during the renewal works. The noise management plan identifies the key features of the site and nearby receivers surrounding the site.

The process of assessment provided for within the report included the identification of applicable noise criteria from the *Interim Construction Noise Guideline* (DECC, 2009) and the *NSW Industrial Noise Policy* (EPA, 2000) and the modelling of construction activities conducted using the noise modelling software SoundPlan 7.3.

Construction activities were modelled for the construction scenarios. The report concluded that noise levels were predicted to exceed the 'noise affected Rating Background Level (RBL) + 10 dB' criteria at nearby receivers throughout some stages of the construction works. Selected receivers are predicted to exceed the 'highly noise affected 75 dB(A)' level during certain construction scenarios.

Guidance for construction vibration was taken from *British Standard BS7385-Part 2: 1993 'Evaluation and measurement for vibration in buildings'* in line with the TfNSW *Construction Noise and Vibration Guideline*. The report concluded that vibration from construction works is not predicted to cause cosmetic damage or human response at the nearest receivers.

Based on the outcome of the construction noise level assessment, the report provides recommendations for a number of management and mitigation measures in order to reduce the potential for noise impacts from the site, including the following:

- construction hours of work;
- universal work practices;
- plant and equipment;
- on-site measures;
- community notification;
- complaints procedure; and
- noise monitoring.

See Section 8.1 for detailed Mitigation Measures.

Dust & Sediments

The works to the Northern Park will involve importing turf, soil, mulch, gravel, plantings and other materials. Dust suppression controls including water sprays will be deployed during the works to prevent generation of dust and all saw cutting will be wet.

6.6 Operational Management: Post Construction (Site Opened to the Public)

6.6.1 Access

Outcomes: Accessibility

The provision of public access is a fundamental objective of the Harbour Trust. This commitment entails a responsibility to create an environment that is accessible to all members of the community, including children, the elderly, and people with disabilities.

Access for people with disabilities will be fulfilled as far as possible given the topography and nature of the site. A consideration of accessibility issues will encompass access to the site, navigation between the different levels as well as access to individual buildings and spaces.

New landscaped areas and facilities (such as accessible toilets, water fountains, playgrounds and information posts) will be designed and planned to reflect the diverse needs of the community.
Management Plan Platypus, North Sydney, p. 68

Under the Management Plan for Platypus, an identified aim in achieving the Harbour Trust's vision for the site is to "Maximise public access to the site". In doing this, the Harbour Trust also aims to:

- Improve pedestrian links between the levels, to public transport and to surrounding areas
- Maximise opportunities for access to the foreshore
- Provide for water-based public access
- Realise the potential for easy access to and within the site including access for people with disabilities
- Increase public open space throughout the site

The proposal involves the construction of a number of new access points into and through the site including the Kesterton Park Link with associated pontoon, gangways and kayak landing steps which will maximise opportunities for access to the foreshore and provide for water-based public access.

In addition the Northern Park Stairs, the cantilevered walkway, the bridge, the lift and stairs will improve pedestrian links throughout the site. The formation of the Arrivals Square, the courtyard to the FIMA Workshop building and the Plaza on High Street will increase public open space throughout the site.

Initially access to public areas will be limited to day light hours only but this will be extended in the future as a variety of new uses are introduced to the site which will support public access at all hours.

Disability Discrimination Act 1992 (cwth.)

The *Disability Discrimination Act* (DDA) makes it against the law for public places to be inaccessible to people with a disability. Section 23 of the DDA requires non-discriminatory access to premises which the public or a section of the public is entitled or allowed to use. Some of the premises covered by Section 23 include public footpaths and walkways and parks, which is of relevance to the Platypus Renewal Project.

In order to realise the potential for easy access to and within the site including access for people with disabilities, wherever possible, the new walkways, bridge, stairs etc. will be designed to allow for equitable access into and through the site and in compliance with the provision of Australian Standards AS 1428 *Design for Access and Mobility*.

Likewise, as new parking facilities are to be provided within the RANTME Factory and improved facilities are to be provided for the Upper Level Car Park, accessible parking spaces will be designed in compliance with the provisions of Australian Standard AS/NZS 2890.6:2009 *Parking Facilities*.

Adaptive Reuse of the Buildings

As the buildings at Platypus were originally designed for specific industrial and military use, in order to introduce a range of new, compatible uses to the site, the Submarine School, the FIMA Workshop building and the RANTME Factory will need to be upgraded to achieve compliance with the National Construction Code (NCC) and relevant Australian Standards. As well as equitable access (addressed above) this will also include matters such as fire protection, emergency egress, and sanitary facilities as well as providing upgraded services throughout to support a range of new community and commercial uses (yet to be determined).

6.6.2 Security

Design Principles: Crime Prevention through Environmental Design (CPTED)

The design and use of Platypus will have regard to Crime Prevention through Environmental Design (CPTED) principles to provide safety and security to users and the community.
Management Plan Platypus, North Sydney, p. 71

In order to support the opening up of the Platypus site to the public for a range of active and passive recreational uses, security provisions will be included into the final designs for the upgrading works. This will include measures such as:

- Surveillance (natural, formal and technical)
- Access control and space management
- Effective lighting of public places
- Landscape design
- Regulatory signage

The Harbour Trust will work closely with their appointed designer to ensure the CPTED principles can be achieved.

6.6.3 Waste Management

Materials and Waste

Aim: To reduce materials used and waste generated at Platypus. This will be achieved by:

- *Minimising the amount of waste generated by visitors and workers*
- *Recycling building materials and other consumables*
- *Implementing an effective waste management system*
- *Minimising the use of materials, which deplete natural resources or create toxic pollution in their manufacture, use or disposal. Management Plan Platypus, North Sydney, p. 70*

As per the recommended mitigation measures contained within the *Marine Biodiversity Report* (NGH Environmental, June 2017), site signage associated with the Kesterton Park Link, the Submarine Wharf and the pontoon is to include information to educate the public on the sensitive nature of the Marine environment at the proposal site and the wider locality and to provide instruction on appropriate behaviours including waste management to minimise disturbance and potential impacts. See Section 8.1 for Mitigation Measures.

6.6.4 Operational Phase Local Amenity: Noise, Privacy, Traffic, Parking & Maritime Activity

Platypus has a number of constraints which mean that its reactivation must be undertaken sensitively to ensure that the environment and amenity of the site and its surrounds are protected. Constrained street access, limited parking and the topography and residential nature of Neutral Bay means traffic, parking and noise are particular issues that will need to be carefully managed. Management Plan Platypus, North Sydney, p. 71

Noise

Platypus is currently vacant. As the proposal involves the opening up of the site to the public, it is expected that an increase in noise during daylight hours will occur as a result of the increased usage of the site.

A *Noise Management Plan* (Benbow Environmental, July 2017) has been prepared to address noise impacts from operational activities. The noise management plan identifies the key features of the site and nearby receivers surrounding the site.

The process of assessment provided for within the report included the identification of applicable noise criteria from the *NSW Industrial Noise Policy* (EPA, 2000) and the modelling of operational activities conducted using the noise modelling software SoundPlan 7.3.

Operational noise levels are predicted to be within the framework of the appropriate guidelines, following adoption of recommended mitigation measures and management practices. Noise mitigation measures including limiting times of use and sound power levels of equipment have been recommended. See Section 8.1 for Mitigation Measures.

Privacy

Design Principles: Protection of Views/Privacy

The visual amenity of neighbouring properties will be protected to ensure the use of the site does not cause overlooking or loss of privacy. This will include planting vegetation and tree species to provide a visual buffer to adjacent residences. Planting in the upper car park will be low level to ensure it does not obstruct views from the neighbouring properties.

Management Plan Platypus, North Sydney, p. 70

Platypus is located within a predominantly residential area of North Sydney, with residential flat buildings located on its south, west and north site boundaries. These adjacent residential properties benefit from views to the east, northeast and southeast of Neutral Bay and Sydney Harbour, as well as having broad-scale views over Platypus. It should be noted that due to the history of changes that have occurred at Platypus over the previous decade, the built form of the site has been minimised via the demolition of a number of buildings, thereby opening up views to Neutral Bay and Sydney Harbour for private properties located to the west and north of the site.

Due to the proximity of the surrounding residential development and the topography of Platypus, some views into these private properties are already available from the Upper Level Car Park (see Figures 47 and 48).

The proposal involves the addition of a new stair linking the Northern Park to the Upper Level Car Park and the stair has the potential to impact on the privacy of the adjacent residential properties directly to the north on Kiara Close and Adderstone Avenue.

However, these adjacent properties are located over 20 metres away from the proposed location of the Northern Access Stair and the stairs will not provide any additional viewing points to the nearby private properties that are not already available from the Upper Level Car Park. Regardless mitigation measures have been recommended to minimise additional overlooking opportunities that may be available from the new Northern Access Stairs. See Section 8.1 for Mitigation Measures.

Additional landscaping to the Northern Park also forms part of the proposal and as views into the foreshore properties on Adderstone Avenue are already obscured by existing vegetation both on the northern boundary of Platypus and within the rear yard of Adderstone Avenue property, additional tree plantings will serve to further restrict overlooking potential from the Northern Park, the Upper Level Car Park and from the new Northern Access Stairs.

Refer also to the *Visual Impact Assessment* accompanying this application.

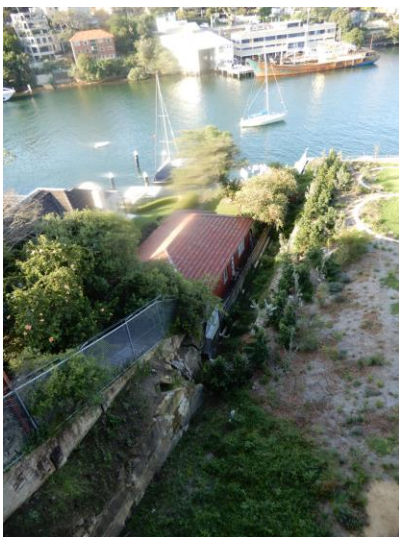


Figure 47: View looking down from the Upper Level Car Park to the private property on Adderstone Avenue on the northern boundary of Platypus.

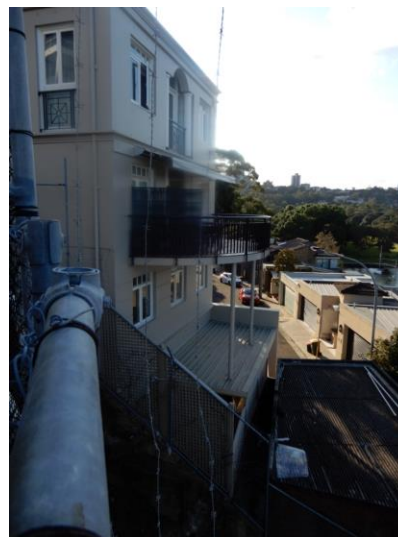


Figure 48: View of private property to the north on Kiara Close as seen from the Upper Level Car Park.

Traffic Management and Parking

On-going Site Management: Traffic and Parking

Given the limited availability of on-site parking, uses will be selected that are best suited to encouraging the majority of workers and visitors to access the site by public transport, walking and cycling. The selection of future uses includes consideration of potential parking and traffic impacts. Uses that have a low parking demand and are low traffic generating will be prioritised. Management Plan Platypus, North Sydney, p. 71

A *Transport Assessment* report (Arup, July 2017) has been prepared to review the existing site and locality conditions in relation to traffic and parking and provides an assessment of the potential impacts and issues associated with the opening up of Platypus for public access and how will be managed.

The report notes that the proposed works will create new open spaces, however buildings will remain unoccupied and it is expected that once opened the site would be more attractive to local residents rather than a wider catchment. As local residents, a majority of these visitors are expected to walk to the site.

A smaller proportion of visitors who live outside the walking catchment would likely be inclined to drive or use public transport to get to the site. Platypus is well situated to take advantage of its proximity to walking and cycling networks and public transport facilities (bus, train and ferry). These modes provide viable access to the site to minimise private car use.

To accommodate anticipated demand for parking, up to 30 spaces parking spaces for casual visitors are proposed to be established in the RANTME Factory (Building 1). The number of staff associated with the opening of the site for public access will be minimal and regular site users including staff will utilise the existing Upper Level Car Park and no staff parking is expected to overflow onto local streets.

During special events, the Harbour Trust will work closely with organisers on a case by case basis. Permits could be issued to manage use of the car park and to ensure there is no overflow parking on local streets. A separate transport management plan would be considered for larger events. For any event, there would be an emphasis on use of public transport or use of charter coaches and ferries to transport people to and from the venue.

Key findings of the *Transport Assessment* include:

- Opening up the site to public access is not considered to detrimentally affect local traffic and parking and can be appropriately managed through implementing the recommendations of this report
- Measures such as time restrictions, paid parking, permits and online booking will help manage demand for limited parking spaces
- Peak visitation periods are expected to be during the day on weekends.
- Visitors choosing to drive to the site are expected to be low given the local catchment. However, the proposed parking within the RANTME Factory and on-street parking are expected to meet demand.
- Part of the proposed works include the refurbishment of several buildings. These buildings will be progressively occupied following a thorough tenant selection process. When suitable tenants are identified, consideration will be given to the management of their specific transport-related impacts and issues.
- The Harbour Trust will work closely with North Sydney Council and local residents regarding the proposed road safety improvements in Kiara Close and to appropriately manage vehicle and pedestrian traffic in the vicinity of the site.

Maritime Activity

On-going Site Management: Maritime Activity

All maritime activities and the use of the wharf, including boat access, maintenance activities, berthing visiting ships, or transport shall be conducted in a manner that protects local amenity; maximises public access; does not cause light spill or pollution; and does not cause disturbance of sediments or significantly impact any flora or fauna within the harbour. Management Plan Platypus, North Sydney, p. 70

The Kesterton Park Link includes a pontoon and kayak landing steps and kayaks and boats will be able to access Platypus from these new features.

The Harbour Trust will work with RMS, Transport for NSW and the Port Authority of NSW to ensure the use of the wharf and the navigation of boats to the site is carried out safely and efficiently, and existing ferry operations are not impacted.

7. Public Consultation

Future Consultation

The Harbour Trust's Community Advisory Committee (CAC) will continue to have input throughout the reactivation of Platypus. Significant projects will be exhibited for public comment as part of the Harbour Trust's development assessment process.

Consultation will be ongoing. The Harbour Trust will consult with the community, special interest groups, and Local, State and Commonwealth Governments. Management Plan Platypus, North Sydney, p. 77

The *Harbour Trust Comprehensive Plan 2003* (as amended) identifies one of the objectives of the Trust is to develop an understanding of community expectations and concerns and to work closely with the community to ensure that Harbour Trust sites are planned and managed appropriately for the benefit of future generations. In line with this objective, the Harbour Trust will:

- Actively seek the involvement of all stakeholders and communities of interest
- Communicate frequently through public meetings, events, newsletters and media with regard to the:
 - Harbour Trust
 - Planning process
 - Plan implementation and site management

The *Management Plan* for Platypus reiterates the above, stating that community consultation and communications is critical to the implementation of the Management Plan for the site. The Harbour Trust is committed to the following consultation process for Platypus as identified within the Management Plan:

- The Harbour Trust's Community Advisory Committee (CAC) will continue to have input throughout the reactivation of Platypus.
- Significant projects will be exhibited for public comment as part of the Harbour Trust's development assessment process.
- The Harbour Trust will consult with the community, special interest groups, and Local, State and Commonwealth Governments.

As part of the assessment and consultation process, the proposal will be publicly exhibited and public submissions will be invited. The Harbour Trust will consider all submissions received in its assessment of the proposal.

8. Summary

Based on the above, it is considered that the proposal for public domain improvements and the consequent opening of the site for public access are unlikely to have a significant impact on the qualities and characteristics of the area or the heritage values of the place. In accordance with Sections 26 and 28 of the *EPBC Act 1999*, it is considered that the proposed action is unlikely to have a significant impact on the environment.

Overall, the proposal complies with the aims and future outcomes for the site as per the *Management Plan, Platypus, North Sydney* (2016) and will result in a number of high priority project outcomes being implemented.

The current proposal supports the adaptive reuse of the Platypus site as a waterfront urban park, with improved public access into and through the site and allowing for the future introduction of a range of new uses that will revitalise the site whilst protecting the site's character and heritage values.

8.1 Mitigation Measures

The following mitigation measures recommended by the consultants in relation to biodiversity, noise, visual impact, privacy, traffic management and heritage values will be incorporated into the detailed design, construction management and ongoing care and maintenance of the site.

8.1.1 Construction Approval: Architectural Plans and Specifications

The following design details will be included in any architectural plans and/or specifications prepared for the project for the review and approval by the Harbour Trust, prior to Construction:

Marine Biodiversity

- The design of the Kesterton Park Link and pontoon is to ensure maximum light penetration to the seabed to minimise impacts to macroalgal and seagrass growth.

Heritage

- Details of the following should be prepared for the following aspects of the proposal prior to the commencement of works:
 - Details and finishes of the adaptation works to the Gatehouse showing retention of the existing original joinery (doors, windows, skirtings, built-in cupboards etc.) where appropriate.
 - Materials, finishes and colours for all site and landscape features for the Arrivals Square of an appropriate character that enhance the maritime/industrial character of Platypus. Reference to *Policy 4* of the CMP 2008 is recommended.
 - Materials, finishes and colours for the Bridge, Cantilevered Walkway and Lift of an appropriate character that enhance the maritime/industrial character of Platypus. Reference to *Policy 4* of the CMP 2008 is recommended.
- The proposed Kesterton Park Link walkway and any balustrade including the pontoon, gangways and kayak landing steps should be of an open design, of minimum practical height, allowing east-west views of the sea wall and natural rock shelves on shoreline to be largely maintained. Proposed colours are to be muted in tone and appropriate to a maritime environment. Bright colours for these works are not considered appropriate.
- The proposed Cantilevered Walkway and any balustrading are to be of an open design and of minimum practical height, preserving views of the eastern elevation of the Coal Stores. Bright colours for these works are not considered appropriate.

- The proposed landscape features for the Submarine Wharf promenade are to be marine/industrial in character and are not to overwhelm or detract from the existing character and features of the wharf, including retention of existing metal bollards and the plain concrete surface.
- The design of the Proposed Northern Access Stair is to be of an open character to minimise obstruction of views to the cliff face behind. Materials and colours for the proposed stairs are to be muted in tone and industrial in character to ensure the stairs are not an obvious new feature in the landscape. Bright colours for these works are not considered appropriate.
- The detail design of the Proposed Northern Access Stair and the Cantilevered Walkway is to include minimum fixing points to the cliff face and the east elevation of the Coal Stores so as to preserve any archaeological evidence surviving of the early gasworks period of use.
- The selection of species for new plantings to the Northern Park are to take into account existing views of the cliff face of Platypus as seen from the east, north-east and south-east and are to be sited to avoid obscuring views of the Retort Building and the Exhauster House.
- Proposed demolition works to the FIMA Workshop (Building 10) are to ensure the retention of as much of the building form as possible in order to retain an appreciation of the buildings' original length and form and including the prominent sawtooth roof form. The character of the Sawtooth Street Precinct is to be maintained.
- The proposed new awnings to the east elevation of the FIMA Workshop (Building 10) are to be discreet, separate structures ensuring that they do not overwhelm the existing building and the original form and length of the building remains legible.
- A revised CMP for Platypus should be written, to update the significance and conservation policies to the current conditions of the place.

Visual Impacts

Public Domain Views

- The proposed walkway and any balustrade included is to be of an open design allowing east-west views of the sea wall and natural rock shelves located on the shoreline (below the RANTME Factory) to be largely maintained.
- The design of the Northern Access Stair is to be of an open character to minimise obstruction of views of the cliff face behind.
- Species selection for additional planting proposed for the Northern Park is to take into consideration existing broad-scale views of Platypus and in particular the cliff face, as seen from east, north-east and south-east.
- The proposed landscaping and pergola to the east elevation of the FIMA Workshop building is to be articulated to ensure that an appreciation of the whole length of the building can still be appreciated in the broader landscape.
- The demolition of the two central bays of the RANTME Factory building should include the retention of parts of the existing structure as an interpretation of the original form of the building.
- Lighting design and fittings proposed including CCTV equipment are to be selected to need minimum lighting levels for safe night time use. Lamps are to be directed downwards and are to be suitably shielded to prevent glare when viewed from surrounding areas external to the place.

Private View Sharing

- The Proposed Northern Access Stair is to be compact, minimising the width of the overall structure, to minimise potential impacts on available views to the south from No. 9A Kiara Close to Sydney Harbour.
- Species selection for any new plantings to the northern boundary of the Northern Park should take into consideration existing view lines from No. 9A Kiara Close and from No. 24 and 22A Adderstone Avenue to the waters of Neutral Bay.

Archaeology

- The location and design of the Northern Access Stairway is to ensure that all surviving evidence (historic fixings and marks) of the former historic uses of the site located on the excavated rock face are retained and preserved.
- During any future works at the place, relics discovered by accident should be assessed by a qualified archaeologist and resources made available for the adequate recording and storage of the finds (as per *Policy 37* in the CMP, 2008).

Privacy

- Privacy screening to the northern elevation of the Northern Access Stairs could be considered to minimise overlooking of private properties to the north of Platypus.
- A solid boundary fence on the western site boundary adjacent to Kiara Close could be considered to minimise overlooking of private properties to the north of Platypus.

Noise Management

Refer to Appendix A: Operational Management and Mitigation Measures as per the *Noise Management Plan* (Benbow Environmental, July 2017).

Accessibility

- Wherever possible, the new walkways, bridge, stairs etc. are to be designed to allow for equitable access into and through the site and in compliance with the provision of Australian Standards AS 1428 *Design for Access and Mobility*.
- Accessible parking spaces provided within the RANTME Factory and the Upper Level Car Park are to be designed in compliance with the provisions of Australian Standard AS/NZS 2890.6:2009 *Parking Facilities*.

Signage

- Signs should be installed to educate the public on the sensitive nature of the marine environment at the proposal site and the wider locality and to minimise disturbances

Lighting

- External lights are to be directed downward, away from the water and are to meet the provisions of the following Australian Standards:
 - (AS4282–1997) *Guidelines for Outdoor Lighting and Pedestrian Area* (Category P)
 - (AS/NZ 1158.3 – 1999) *Lighting*

Security

- CCTV cameras proposed for the site are to be installed in accordance with the *Harbour Trust's CCTV Guidelines*.

8.1.2 Construction Management Plan

The detailed Construction Management Plan to be submitted to the Harbour Trust for approval prior to the commencement of works is to incorporate the following:

Marine Flora and Fauna

- A silt curtain would be placed around the construction site to contain any sedimentation to the disturbance zone. A gap of 500mm would be maintained between the seabed and the bottom of the silt curtain at the lowest astronomical tide. Where feasible, the silt curtain would be placed in such

a way to avoid the rocky reef and seagrass areas. The silt curtain would be monitored throughout construction on a daily basis to ensure damage to seagrass and macroalgae is avoided.

- Installation of the piles should be undertaken in a manner that would cause minimal disturbance to the seabed. Where possible, piles will be screwed into place rather than driven.
- All fuels and other chemicals required for the proposed would be stored in a bunded area away from the foreshore.
- A spill management plan would be prepared for the proposed works and an appropriately sized spill kit would be located on site at all times during construction.
- All construction boats and barges would be checked for invasive species prior to entering Neutral Bay.
- Use of propellers in shallow areas and over rocky reefs would be avoided where possible to limit sediment disturbances and damage to macroalgae.
- Anchoring would not be allowed within the rocky reef and seagrass areas.
- Daily tool box talks and the Safe Works Method Statement (SWMS) should highlight recommended mitigation measures and appropriate corrective measures.

Contamination

- Earthworks and/or excavation within the Northern Park area is to be restricted to a maximum of 800mm.
- Dust suppression controls including water sprays are to be deployed during the works to prevent generation of dust and all saw cutting must be wet.
- In the event that undetected hazardous materials are exposed during works, the composition of these materials must be determined prior to works in those areas continuing. Any hazardous materials that are found are to be removed by suitably qualified contractors and disposed of at a licensed landfill.
- Any disturbance or removal of hazardous or potentially hazardous materials is to be carried out in accordance with relevant requirements and standards; including *Safe Work NSW* and the *Protection of the Environmental Operations (Waste) Regulation 2014*. See Mitigation Measures.
- A review of the hazardous materials register for the Platypus Site will form part of site inductions prior to construction works commencing.

Waste Management

- A Waste Management Plan is to be prepared identifying the appropriately licensed waste facilities for reuse, recycling or discarding construction waste.

Noise

Refer to Appendix B: Construction Management and Mitigation Measures as per the *Noise Management Plan* (Benbow Environmental, July 2017).

Vibration

- The Construction Management Plan is to show compliance with the following:
 - *Assessing Vibration: A Technical Guideline* (Department of Environment & Heritage, 2006)
 - ISO 4866:2010- *Mechanical vibration and shock: Vibration of fixed structures- Guidelines for the measurement of vibrations and evaluation of their effects on structures*.

Construction Traffic Management

- Appointed contractors are to prepare detailed Traffic Management Plans and Traffic Control Plans outlining specific methods of safely managing construction vehicle traffic within the surrounding area. The following measures are to be accounted for within these plans:
 - Ensuring vehicles access the site only within approved hours of construction

- Truck loads would be covered during transportation off-site
- Establishment and enforcement of appropriate on-site vehicle speed limits (20km/h), which would be reviewed depending on weather conditions or safety requirements
- Neighbouring properties would be notified of construction works and timing.
- Any comments would be recorded and taken into consideration when planning construction activities.
- Liaising with Council and the landowner regarding traffic safety improvements on Kiara Close
- All activities, including the delivery of materials would not impede traffic flow along local roads and highways
- Materials would be delivered and spoil removed during standard construction hours
- Avoid idling and queuing vehicles alongside sensitive receivers
- Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at site at any one time
- Council will be notified of any future disruption to roadways and footpaths
- No queuing or marshalling of trucks is permitted on a public road. All vehicles will enter and exit the site in a forward direction where possible. Traffic
- Controllers are not to stop traffic on public street(s) to allow trucks to enter or leave the site. They must wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way.
- Vehicles entering, exiting and driving around the site will be required to give way to pedestrians at all times.
- Accommodating construction worker parking demand on site

8.1.3 Other Approvals

The following approvals, permits, notifications and written permissions are to be obtained from the relevant authorities, prior to the commencement of works:

Consent Authority	Approval, Permit, Notification or Consent required
Kesterton Park Link and Pontoon	
<i>Roads and Maritime Services (RMS)</i>	<ul style="list-style-type: none"> ● Provision of a licence by Roads and Maritime Services as owners of the adjoining waterway for the proposed action and the use of the adjoining waterway by the Harbour Trust
<i>Port Authority of NSW</i>	<ul style="list-style-type: none"> ● Port Authority of NSW (Harbour land) - written permission for any works which will disturb the bed of a port (Sydney Harbour)
<i>North Sydney Council</i>	<ul style="list-style-type: none"> ● Consent from North Sydney Council as landowners of Kesterton Park for minor works to the northern end of the park in association with the Kesterton Park Link.

8.2 Conclusion

Considering the above, the proposal will have, in our view, negligible adverse environmental effects if conducted in accordance with the proposed mitigation measures.

A handwritten signature in black ink, appearing to read 'Kate Denny', is positioned above the typed name.

Kate Denny
Lucas Stapleton Johnson & Partners Pty Ltd
LSJ Heritage Planning & Architecture
Encl. KD CV

Appendix A: Operational Management and Mitigation Measures

Noise Management Plan (Benbow Environmental, July 2017).

9. OPERATIONAL MANAGEMENT AND MITIGATION MEASURES

The predicted noise levels from the operational Scenarios 1-13 were presented in section 8. In general, most noise activity is expected during the day period. In order to further reduce the predicted noise levels, the following noise mitigation measures are proposed for each operational scenario

Kesterton Park Pedestrian Link (Operational Scenario 1)

- Incoming boats should be limited to a set speed to reduce noise.
- Signage is recommended close to the wharf to encourage incoming boats to reduce noise levels from radios and the craft.

Northern Park Events (Operational Scenario 2)

- The park is recommended to be predominately used during day light hours during the renewal works.
- The total sound power level from the attendees is recommended to be below 93 dB(A) (amount of attendees to be adjusted for a given activity).
- The speakers should be limited to a SWL of 70 dB(A) per speaker, with a maximum of four speakers allowed.
- Outdoor events with amplified speakers are recommended to be limited to daytime hours 7am – 6pm Monday to Saturday, or 8am – 6pm on Sundays.
- Events which continue into the evening period 6pm – 10pm, are recommended to have a total sound power level from attendees below 93 dB(A) and not use amplified speakers. Events are not recommended to continue past 10pm.
- Signs are recommended to be erected to encourage quiet behaviour in the northern park.

Northern Park Recreation (Operational Scenario 2)

- For recreation purposes, during the day and evening periods, the total sound power level from the attendees is recommended to be below 93 dB(A).
- Between 10pm and 7am, the northern park is recommended to have a total sound power level from attendees of less than 86 dB(A).
- Signs are recommended to be erected to encourage quiet behaviour in the northern park.

Upper level car park (Operational scenario 3)

- Kiara Close has a low speed limit; similarly, cars in the upper car park should be limited in speed to reduce noise levels.
- The gate beeping alarm should be disabled or replaced with an alarm that does not make offensive noise when the gate opens or closes (broadband alarm).
- The gate may be open when the car park is in use, and locked after hours, to reduce noise from the opening and closing.
- The upper level car park should not be regularly used before 7am or after 10pm due to potential exceedances in sleep disturbance.
- Car movements between 10pm and 7am should be minimised where possible, and it is understood that the carpark is not planned to be used often between 11pm and 4am. Use of the carpark between 6am and 7am and 10pm and 11pm should be minimised where possible, and the proponent may wish to consider additional mitigation measures such as signage to encourage quiet use of the carpark.



Wharf Promenade (Operational Scenario 4)

- The use of outdoor music should be limited to a total SWL of 70 dB(A) from the speakers.
- Outdoor use is not recommended during the night period (10pm – 7am).

Arrival Square (Operational Scenario 5)

- The use of outdoor music should be limited to a total SWL of 70 dB(A) from the speakers.
- Outdoor use is not recommended during the night period (10pm – 7am).

Gateway Plaza (Operational Scenario 6)

- The use of dining or extended outdoor use in the gateway plaza is recommended for the day and evening periods only.

Lift, cliff walkway and RANTME bridge (Operational Scenario 7)

- The lift motor and mechanical equipment should be selected and located to reduce noise levels at the Kiara Close apartments as much as possible.
- Signage is recommended close to the walkway/shared zone to encourage pedestrians to reduce noise levels for neighbouring residents.

RANTME factory car park (Operational Scenario 8)

- The car park is recommended to retain the southern wall facing 140 High Street North Sydney, or if this façade is demolished, include a 5 m high wall of a sound reduction index of at least $R_w = 26$ dB on the southern façade of the RANTME building (consistent with the recommendation of the 2016 report 161005_Advice_Rev4 Final).
- The car park is recommended to have a low speed limit, in order to reduce noise levels.
- The RANTME building car park may be used before 7am or after 10pm, should the 5 m high noise wall be installed. However, the proponents may wish to limit car movements where possible to further reduce noise impacts for the existing residents.

Northern Wharf (Operational Scenario 9)

- Incoming boats should be limited to a set speed to reduce noise.
- Signage is recommended close to the wharf to encourage incoming boats to reduce noise levels from radios and the craft.

Northern Stairs (Operational Scenario 10)

- Signage is recommended close to the walkway to encourage pedestrians to reduce noise levels at night for neighbouring residents.

Laneway (Operational Scenario 11)

- Trucks are recommended to be used during daytime and evening periods.
- Signage is recommended close to the walkway to encourage pedestrians to reduce noise levels at night for nearby residents.

The Cutting (Operational scenario 12)

- Trucks are recommended to be used during daytime and evening periods
- Signage is recommended close to the walkway to encourage pedestrians to reduce noise levels at night for neighbouring residents.

Upper level car park for construction workers (Operational scenario 13)

- Kiara Close has a low speed limit; similarly, vehicles in the upper car park should be limited in speed to reduce noise levels.



- The gate beeping alarm should be disabled or replaced with an alarm that does not make offensive noise when the gate opens or closes (broadband alarm).
- The gate may be open when the car park is in use, and locked after hours, to reduce noise from the opening and closing.
- The upper level car park should not be regularly used before 7am or after 10pm due to potential exceedances in sleep disturbance.
- Construction vehicle movements between 10pm and 7am should be minimised where possible. Where vehicle movements outside these hours occur, it is recommended that the movements be one-way, i.e. vehicles arrive in the carpark before 7am and do not again leave until after 7am.
- Truck movements into the carpark should be encouraged to occur after 7am and before 10pm.
- The proponent may wish to consider additional mitigation measures such as signage, and educating workers on the importance of reducing noise, to encourage quiet use of the carpark.

General controls

- A version of the complaints procedure outlined in Section 7.4 and complaints procedure in Section 7.3 should be considered for adoption during the operational phase of the project.
- Attended noise monitoring is recommended to take place during the commissioning phase of the operational activities.

Appendix B: Construction Management and Mitigation Measures

Noise Management Plan (Benbow Environmental, July 2017).



7. CONSTRUCTION MANAGEMENT AND MITIGATION MEASURES

A number of management and mitigation measures are recommended to reduce the potential for noise impacts from the site. Proposed noise management procedures and mitigation measures include:

- Construction Hours of Work (Section 7.1);
- Mitigation Measures (Section 7.2);
- Community Notification (Section 7.3);
- Complaints Procedure (Section 7.4); and
- Noise Monitoring (Section 7.5).

7.1 CONSTRUCTION HOURS OF WORK

Due to the noise impacts predicted during construction works in Section 5, it is proposed that construction works take place during standard hours.

The proposed hours of operations for all **construction and delivery** works are as follows:

Monday to Friday:	7am to 5pm (with no hammering or saw-cutting to occur before 7.30am)
Saturday:	8am to 1pm (with no hammering or saw-cutting to occur before 8.30am)
Sunday and Public Holidays:	No works permitted

7.2 MITIGATION MEASURES

A number of general mitigation measures are recommended to be adopted where possible, including universal work practices (7.2.1), plant and equipment (7.2.2) and on-site measures (7.2.3).

7.2.1 Universal work practices

Universal work practices from section 6 of the *Industrial Construction Noise Guideline* are recommended to be adopted, including the following:

- Regularly train workers and contractors (such as at toolbox talks) to use equipment in ways to minimise noise.
- Ensure site managers periodically check the site and nearby residences and other sensitive land uses for noise problems so that solutions can be quickly applied.
- Include in tenders, employment contracts, subcontractor agreements and work method statements clauses that require minimisation of noise and compliance with directions from management to minimise noise.
- Avoid the use of radios or stereos outdoors where neighbours can be affected.
- Avoid the overuse of public address systems.
- Avoid shouting, and minimise talking loudly and slamming vehicle doors.



- Keep truck drivers informed of designated vehicle routes, parking locations, acceptable delivery hours or other relevant practices (for example, minimising the use of engine brakes or compression braking, and no extended periods of engine idling).
- Develop a one-page summary of approval or consent conditions that relate to relevant work practices, and pin it to a noticeboard so that all site operators can quickly reference noise information.
- Workers may at times need to discuss or negotiate practices with their managers.

7.2.2 Plant and Equipment

As per section 6 of the *Industrial Construction Noise Guideline* controlling construction noise at the source is recommended to be done by the following means:

Use quieter methods

- Use alternatives to diesel and petrol engines and pneumatic units, such as hydraulic or electric controlled units where feasible and reasonable. Where there is no electricity supply, use an electrical generator located away from residences.

Use quieter equipment

- Examine different types of machines that perform the same function and compare the noise level data to select the least noisy machine.
- Pneumatic equipment is traditionally a problem – select silenced jackhammers and damped bits where possible.
- When renting, select quieter items of plant and equipment where feasible and reasonable.
- When purchasing, select, where feasible and reasonable, the most effective mufflers, enclosures and low-noise tool bits and blades. Always seek the manufacturer's advice before making modifications to plant to reduce noise.

Operate plant in a quiet and efficient manner

- Reduce throttle setting and turn off equipment when not being used.

Maintain equipment

- Regularly inspect and maintain equipment to ensure it is in good working order. Also check the condition of mufflers.
- Equipment must not be operated until it is maintained or repaired, where maintenance or repair would address the annoying character of noise identified.
- Return any hired equipment that is causing noise that is not typical for the equipment – the increased noise may indicate the need for repair.
- Ensure air lines on pneumatic equipment do not leak.

7.2.3 On Site

On site location of plant should be considered where possible, as per section 6 of the *Industrial Construction Noise Guideline*:

Location of plant

- Place as much distance as possible between the plant or equipment and residences and other sensitive land uses.
- Restrict areas in which mobile plant can operate so that it is away from residences and other sensitive land uses at particular times.



- Locate site vehicle entrances away from residences and other sensitive land uses.
- Carry out noisy fabrication work at another site (for example, within enclosed factory premises) and then transport to site. Fabrication work that must take place on site is recommended to be carried out in an enclosed area, where possible.

Alternatives to reversing alarms

- Avoid use of reversing alarms by designing site layout to avoid reversing, such as by including drive through for parking and deliveries, and using spotters and traffic controllers.
- Install where feasible and reasonable less annoying alternatives to the typical ‘beeper’ alarms taking into account the requirements of the Occupational Health and Safety legislation; examples are smart alarms that adjust their volume depending on the ambient level of noise and multi frequency alarms that emit noise over a wide range of frequencies.
- In all circumstances, the requirements of the relevant Occupational Health and Safety legislation must be complied with. For information on replacing audible warning alarms on mobile plant with less annoying alternatives, see Appendix C of the Interim Construction Noise Guideline.

7.2.4 Other Specific Mitigation Measures

The following mitigation measures are recommended for selected construction scenarios:

Kesterton Park Pedestrian Link (Construction Scenario 1)

- If environmental conditions allow, screw piling is preferred over hydraulic piling.
- Piling works are recommended to take place during the daytime period on weekdays unless engineering advice states that no alternative is possible.
- Piling works are expected to take place during standard construction hours. However, piling works may need to take place at night on an emergency basis, should the need for minimal harbour wash arise. Should piling works be conducted at night, specific notification of surrounding receivers is to be done in accordance with section 7.3 of this report.
- Where possible, deck pieces should be constructed off site and brought into site with minimal fixing/noise generation required.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

Northern Park Landscaping Improvement Works (Construction Scenario 2)

- Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

Demolition of the Upper Level Carpark Gate House (Construction Scenario 3)

- Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- If jackhammers are used, investigate the use of silencers or damped bits, and incorporate if possible.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.



Wharf Promenade (Construction Scenario 4)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

Arrival Square (Construction Scenario 5)

- Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

Gateway Plaza (Construction Scenario 6)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

Lift, Cliff Walkway and new RANTME Bridge (Construction Scenario 7)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

RANTME Factory Car park (Construction Scenario 8)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

Northern Access Stairway (Construction Scenario 9)

- Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

Laneway (Construction Scenario 10)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

Gatehouse Building (Construction Scenario 11)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

Building 2 (Construction Scenario 12)

- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.



Building 10 (Construction Scenario 13)

- Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.
- Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

The Cutting (Construction Scenario 14)

- Planningre not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.

7.3 COMMUNITY NOTIFICATION

The community is more likely to be understanding and accepting of construction noise if frank information is provided, and commitments firmly adhered to. It is therefore recommended to undergo a community notification programme prior to construction works commencing.

Residents at potentially affected properties are to be notified of upcoming construction works by a newsletter letterbox drop. The newsletter is to contain, but not limited to the following:

- A brief outline of the proposed construction activities;
- Proposed times and dates of construction;
- Details of noise mitigation measures;
- Details of the noise complaints procedure; and
- Contact details of the community liaison officer.

A letter box notification is recommended for the renewal works, with a proposed area of letterbox drop is shown in Figure 7-1. Information is recommended to arrive at the residents' properties between 5 and 14 days before the renewal construction works commence. Additional notification is recommended should night-time piling works be required.

Figure 7-1: Proposed letterbox notifications





The SHFT website is also to contain information on the construction works, including the above newsletters and complaints procedure (Section 7.4).

7.4 COMPLAINTS PROCEDURE

A complaints procedure with a complaints hotline and a community liaison officer is recommended to manage and log all calls in a register. The liaison officer is to be a SHFT employee, a member of the construction company or on-site acoustician. The caller should be provided with relevant information including construction operations and finishing times when relevant.

In addition to the complaints hotline, a postal address, email address and details of the community liaison should also be included on the Sydney Harbour Federation Trust Platypus project website. The complaints register should record details of all complaints including but not limited to:

- a) The date and time of the complaint/feedback;
- b) The method by which the complaint was made (telephone, email, in writing, in person);
- c) Any personal details of the complainant that were provided, or if no details were provided, a note to that effect;
- d) The nature of the complaint;
- e) Any action(s) taken by SHFT in relation to the complaint, including investigations and any follow up contact with the complainant; and
- f) If no action was taken by SHFT, record the reason why no action was taken.

Any complaints should be acknowledged within 48 hours, with every effort made to resolve the issue within 10 days. All complaints and feedback are to be tabled for discussion at meetings with the Director responsible for operations.

7.5 NOISE MONITORING

The following construction scenarios are predicted to have the highest noise impacts at the surrounding receivers:

- Kesterton Park Pedestrian Link – pile driving (Construction scenario 1a);
- Upper level car park – demolition of gate house (Construction scenario 3); and
- Gatehouse building, refurbishment works (Construction scenario 11a).

During the piling works (construction scenario 1a), it is recommended to conduct on-site and offsite noise monitoring by a suitable qualified acoustic consultant during the construction period. Monitoring is recommended to take place during the period predicted to have the highest noise impact, i.e. the pile driving.

Should noise complaints be received during the other stages of the works, such as construction scenarios 3, 8a and 11, it is recommended that on-site and offsite noise monitoring be conducted by a suitable qualified acoustic consultant. All the noise complaints received to the hotline shall be recorded on a complaint register for reference.



On-site measurements shall be taken at a reference point from the noise generating activities. Offsite noise monitoring shall be undertaken at the most exposed residential receivers. An independent firm of suitably qualified noise consultants should undertake the noise monitoring programme.

Measurement of event noise levels employs a variety of time intervals to obtain a representative noise level in the relevant noise descriptor, i.e. L_{Aeq} and L_{Amax} .

The independent noise consultants should be in radio or mobile phone contact with Construction Manager. This should ensure that noise measurements in residential areas that exceed the predicted noise levels initiate a response at the noise source.

An alternative to in-person acoustic measurements is noise monitoring on a continual basis using a noise monitoring system.

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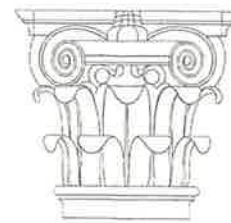
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LSJ Heritage Planning & Architecture

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University of Sydney, Bachelor of Arts (Anthropology, Art History), 1994

Employment: Lucas Stapleton Johnson & Partners as Heritage Planner since April 2010.
Taylor Brammer Landscape Architects as Heritage Assistant 2007 -2010
Conybeare Morrison as Heritage Specialist, 2006
Leichhardt Council as Development Assessment Assistant, 1999-2005

Recent work includes:

Conservation Management Plans

- Hyde Park Barracks, Sydney
- Juniper Hall, Paddington
- Sydney General Post Office, Sydney
- Brisbane General Post Office, Sydney
- Roseneath Cottage, Parramatta
- 14 Hickson Road, Walsh Bay
- Woolloomooloo Finger Wharf, Woolloomooloo
- Goods Island Lighthouse, Torres Straits
- Booby Island Lighthouse, Torres Straits
- Double Island Point Lighthouse, Queensland
- Major House, Lower Fort Street, Millers Point
- Vernon's Flats, Lower Fort Street & Trinity Avenue, Millers Point
- Steven's Building, Windmill Street, Millers Point
- (former) Shipwright's Arms Hotel, Windmill Street, Millers Point
- Bronte House, Bronte
- Experiment Farm Cottage, Harris Park
- University of Sydney Grounds (Camperdown and Darlington campuses)
- Mallet Street Campus, University of Sydney
- Blackburn Building, University of Sydney
- Exeter Park and School of Arts Building, Exeter, NSW
- Mining Museum, George Street, The Rocks
- Milton Terrace, 1-19 Lower Fort Street, Millers Point
- Braemar, Springwood
- Penhurst Street Baby Health Clinic (former), Penhurst
- Cabarita Federation Pavilion, Cabarita Park
- Penhurst Street Baby Health Centre, Penhurst
- Windmill Street, Trinity Avenue and Kent Street (various), Millers Point

Heritage Studies and Assessments

- Lansdowne, 3 Anderson Street, Neutral Bay
- (former) Metropolitan Remand Centre, Glebe
- Gap Bluff, Sydney Harbour National Park, Watsons Bay

- Millers Point heritage strategy, Department of Family and Community Services
- Ku-ring-gai Council Review of Potential Heritage Items
- Kirribilli Village and Milson Point Railway Station, Ennis Road, Kirribilli
- Hunter Region Rural Homestead Complexes comparative study for the NSW Heritage Office
- Catherine Hill Bay Conservation Area Heritage DCP
- NSW Parliament House, Macquarie Street, Sydney
- Pier One, Walsh Bay
- Willoughby Council Heritage Review
- St Paul's College, University of Sydney
- St Andrew's Anglican Church, Summer Hill
- St Andrew's College, University of Sydney

Interpretation Plans and Strategies

- Queen Mary Building, University of Sydney
- New Law Building, University of Sydney

Heritage Development Work (applications to consent authorities)

- Roseneath Cottage, Parramatta
- Swifts, Darling Point Road, Darling Point
- Juniper Hall, Paddington
- Martin Place, Sydney
- Telford Lodge (Place), 159 Brougham Street, Kings Cross
- Ennis Road shops and North Sydney Train Station Entry, Kirribilli
- Greenwich Baths, Lane Cove
- Craignairn, Burns Road, Wahroonga
- Craigmyle, Burns Road, Wahroonga
- Queen Mary Building, University of Sydney
- Sydney GPO, Martin Place, Sydney
- Former Police Station, 103 George Street, The Rocks
- St Keirans, Fairfax Road, Bellevue Hill
- Tresco, Elizabeth Bay
- Woolloomooloo Finger Wharf (residential component), Woolloomooloo
- Our Lady of Mercy College, Parramatta
- Blackburn Precinct and Vet Science Precinct, University of Sydney
- Donald Bradman's boyhood home, 52 Shepherd Street, Bowral
- Old AMP Building, Circular Quay
- Adelaide Villa, 48 Botany Street, Bondi Junction
- Lyndoch Place, 2 Barker Road, Strathfield
- Hazelmere, 49 Queen Street, Woollahra
- Lipson, 70 Jersey Road, Woollahra
- 198 Queen Street, Woollahra (former Woollahra Grammar School)
- Lane Cove Council (Heritage Assessment Officer services- ongoing)

Assistance in preparing statements of evidence

NSW Land Environment Court:

- Bidura and (former) Metropolitan Remand Centre, Glebe
- 139 Goods Street, Parramatta
- Lansdowne, 3 Anderson Street, Neutral Bay
- Hazelmere, 49 Queen Street, Woollahra
- Clovelly Hotel, Clovelly
- Banksia, 3 Beach Street, Double Bay

February 2017