



PLATYPUS RENEWAL PROJECT (EXCLUDING WATERWAY COMPONENTS) PERMIT AND CONDITIONS (PERMIT NO. 2017/12)

Permit issued pursuant to Regulation 25 of the *Sydney Harbour Federation Trust Regulations 2001*.

The Harbour Trust's Platypus Renewal Project proposes to implement a significant part of the vision set out in the Platypus Management Plan 2016. The renewal project will enable the former HMAS Platypus site (Platypus) to be opened to the public through the following works:

- New open space – creating new public open space on the foreshore and facing High Street.
- Access improvements – a new over-water pedestrian link to Kesterton Park; new lift and stairs between levels; limited new car parking accessed from High Street; and road safety improvements to Kiara Close.
- Building renovation – base refurbishment of selected buildings to facilitate their future re-use.

Works are scheduled to commence in late 2017 and take approximately two years to complete.

DESCRIPTION OF THE PROPOSED ACTION

Works

New Open Spaces

- Creation of new public spaces including:
 - “Arrival Square” (in the location of the former Building 3);
 - “Gateway Plaza” (on High Street, adjacent to Building 4); and
 - Courtyard (in the location of the former central bay of Building 10);
- Improvements to the Northern Park including additional landscaping, children's playground, seating and shade structures;

Access Improvements

- Construction of a new lift, stairs, cantilevered walkway and bridge to provide public access between the Upper Level Car Park and lower levels of Platypus;
- Upgrade the existing tunnel under the laneway to provide an accessible pathway from the Upper Level Car Park to the wharf, via the proposed new lift;
- Minor works (including safety fencing, resurfacing, line marking, landscaping and improvements to lighting) to the Upper Car Park to enable its future use for regular site users;
- Improvements to the site's internal road network, through installation of planting, lighting, street furniture and signage;

(Proposed road safety improvements to Kiara Close are subject to approval and implementation by North Sydney Council in consultation with the landowner [Iora residential complex]).

Building Works

- Demolition of the central bay, and retention of saw-tooth pattern of the roof framing of Building 10 (FIMA Building);
- Base works to Buildings 2 (Submarine School) and 10 (FIMA Building) to enable future reuse in accordance with the Platypus Management Plan 2016;



- Minor works (including line marking) to Building 1 (RANTME Factory) to enable car parking for site visitors;
- Refurbishment of Building 4 (Gatehouse) to enable future reuse in accordance with the Platypus Management Plan 2016;
- Demolition of the Gatehouse in the Upper Level Car Park (Building 9);

Use

The proposed works will facilitate the opening up of Platypus to the public and the progressive use of the site as identified in the Platypus Management Plan 2016. Future proposals for uses and activities that involve significant works or operational impacts will be subject to a separate assessment and approval process, as such proposals arise.

DOCUMENTATION

This approval and conditions relate to the following supporting documentation:

Name	Date	Drawing No.	Author
Schematic Design	July 2017		Lahznimmo
Planning Statement	19 July 2017		Lucas, Stapleton, Johnson and Partners Pty Ltd
Heritage Impact Statement	19 July 2017		Lucas, Stapleton, Johnson and Partners Pty Ltd
Visual Impact Assessment	19 July 2017		Lucas, Stapleton, Johnson and Partners Pty Ltd
Noise Management Plan	26 July 2017		Benbow Environmental
Transport Assessment	18 July 2017		Arup Pty Ltd
Construction Traffic Management Plan	18 July 2017		Arup Pty Ltd

The Sydney Harbour Federation Trust grants a permit to the above proposal, subject to compliance with the following conditions:

Note 1:

Works or activities other than those authorised by this approval, including changes to building configuration or use are required to be submitted in writing for the Harbour Trust's review and approval.

The Harbour Trust may, at its absolute discretion, revoke approval for the proposed action should the conditions of the approval at any time not be met.



CONDITIONS 1 – 37

A – PRIOR TO COMMENCEMENT OF WORKS

The following must be provided to the satisfaction of the Harbour Trust prior to commencing works:

1. Construction Environmental Management Plan

As a minimum, the Construction Environmental Management Plan (CEMP) shall set out project specific constraints and criteria, environmental controls, monitoring and reporting procedures.

The CEMP is to include (but not be limited to) the following:

- Workplace Occupational Health and Safety Plan, to be compliant with all relevant Work Health and Safety requirements;
- Safe Work Method Statements;
- Procedures for preventing debris from entering into the harbour;
- Location and methodology for the storage of plant and equipment associated with the works, including the location of any storage compounds;
- Location of any Site offices and fencing;
- Project safeguards and measures to prevent offsite impacts potentially caused by noise, vibration, water quality, erosion, stormwater and dust;
- Procedures for management and disposal of all generated waste from the project;
- All equipment required for the implementation of the environmental controls, as well as the monitoring programs for these controls; and
- Management of truck and barge movements during the demolition works.

2. Construction Transport Management Plan

- (a) The appointed contractors will prepare a detailed Construction Traffic Management Plan (CTMP) having regard to the CTMP prepared by Arup, dated 18 July 2018 for the Platypus Renewal Project. The CTMP will detail vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures
- (b) The plan should demonstrate that vehicle movements associated with the construction works do not adversely affect the operation of signalised intersection of Clark Road/High Street.
- (c) The Plan must be prepared to a professional standard that could be provided to Roads and Maritime Services.

3. Site Induction

Prior to commencement of works, the Harbour Trust must induct any contractors working on the proposal about possible presence of contaminated material, Aboriginal and post-settlement archaeological remains, and requirements for the protection of threatened flora and fauna species, populations and communities.

4. Notification of Works

The Contractor undertaking the works must give the Harbour Trust at least five working days' notice before works are due to commence.



The Harbour Trust is to keep RMS, North Sydney Council, nearby residents and relevant stakeholders informed about the scheduling of works.

B – DURING WORKS

General Conditions

5. Hours of work

The hours of works, including delivery of materials to and from Platypus by truck or barge, shall be restricted as follows:

- Between 7 am and 5 pm, Mondays to Fridays inclusive;
- Between 8 am and 1 pm, Saturday;
- No works on Sundays and public holidays; and
- No hammering or sawcutting before 7.30 am Monday to Friday or before 8.30 am on Saturday.

Unless otherwise approved construction vehicles, machinery, goods or materials shall not be delivered to Platypus outside the approved hours of works.

6. Reporting of Worksite Incidents

For the duration of works, the Harbour Trust is to be informed of any incidents that have been reported to WorkCover or any other NSW or Commonwealth government authority during the construction period.

7. Sediment, Erosion and Debris Control

Sedimentation and erosion controls must be maintained effectively at all times during the course of the works and shall not be removed until all works have been completed. Dust suppression controls including water sprays must be deployed during the works. All saw cutting must be wet.

8. General Conditions

All works are to be carried out in accordance with all relevant legislation, standards, regulations, codes and guidelines. Particular attention should be paid to NSW WorkCover; NSW Department of Environment, Climate Change and Water (in relation to noise, hazardous materials, and potentially polluting activities); National Construction Code; Australian Standards; Commonwealth *Disability Discrimination Act 1992*; all relevant Occupational Health and Safety requirements and the NSW *Building and Construction Industry Long Service Payments Act 1986*.

9. Protection of Adjoining Areas

The Platypus Site is currently fenced. This fence must be maintained throughout the works, with appropriate signage, to prevent public access.



10. Public Liability Insurance

Public Liability Insurance to minimum value of \$20,000,000 per occurrence must be taken out by the successful contractor to protect any person, firm or company from injury, loss or damage sustained as a consequence of the carrying out of Site works, either within or outside the leased area.

11. Time Limit

Works are to commence within 5 years of approval being granted, otherwise the application must be re-submitted for the Harbour Trust's review.

12. Unforeseen Archaeological Discoveries

In the event that relics are unintentionally uncovered, work must cease in the area where the relics were found and the Trust immediately informed. The Harbour Trust will arrange for an archaeologist or (if relevant), a member of the Metropolitan Local Aboriginal Land Council to visit the site and undertake an assessment before determining the appropriate course of action.

It is the appointed contractors' responsibility to immediately notify the Harbour Trust of any such relics, including if footings or services etc, are discovered.

13. Signs for Building Sites

A sign must be erected in a prominent position on any work site on which building work or demolition work is being carried out:

- (a) Showing the name of the person in charge of the work and a telephone number at which that person may be contacted outside work hours; and
- (b) Stating that unauthorised entry to the work site is prohibited.

Any such sign shall be maintained while the building work or demolition work is being carried out, but must be removed when the work has been completed.

14. Location of Site Compounds

All site sheds and compounds are to be within the boundaries of Platypus.

15. Waste Management

Any waste associated with the works is to be separated, reused or recycled, or disposed of at a suitable landfill. This includes waste associated with works in the adjoining waterway, Upper Level Car Park or Kiara Close.

Parking and Traffic Management

16. High Street Restrictions

High Street has a Gross Load Limit of 15 tonnes. The successful contractor is to advise the Harbour Trust if the use of overweight trucks on High Street would be required. The Harbour Trust will liaise with North Sydney Council regarding the occasional use of overweight trucks on High Street.

17. Kiara Close and Upper Level Car Park Restrictions

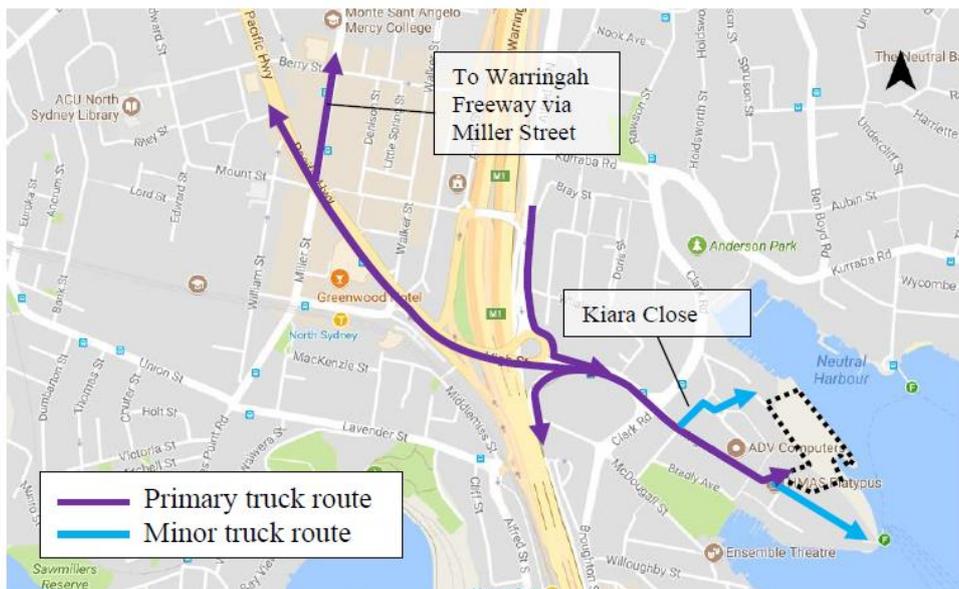
Should use of the Upper Level Car Park be required to undertake specific works, the appointed contractor/ sub-contractor will need to seek approval from the Harbour Trust **at least 5 days prior** to needing to use the upper level car park. For approval, information on the estimated number of vehicle movements and indicative construction hours and dates must be provided to the Harbour Trust **at least 5 days prior** to needing to use the Upper Level Car Park.

Note 1: Due to the constrained nature of Kiara Close and the Upper Level Car Park, access is generally limited to vehicles with a maximum length of 6 metres.

Note 2: A 10T gross vehicle mass (GVM) limit applies to the bridge within the Upper Level Car Park.

18. General Site Access and Truck Routes

- Where possible, plant and equipment must be transported to and from Platypus by High Street (note High Street has a Gross Load Limit of 15 tonnes).
- Construction vehicles will proceed straight into the confines of the site; trucks will not be permitted to queue along any of the surrounding streets.
- Access into and out of the site will only be permitted in a forward direction. No reverse manoeuvres will be permitted from the site onto any public road unless under strict traffic control.
- Trucks (for floating plant and equipment) are not permitted to enter or leave High Street outside the approved working hours.
- Where possible, trucks should avoid arrival and departing the site in the local morning commuter peak period (i.e. between 8 am and 9 am).
- The Figure below depicts the inbound and outbound routes to the site. The routes should be clearly marked by traffic control signage to ensure construction vehicles are following the correct route.





19. Parking

- Contractors are to ensure site workers park vehicles wholly within the site boundaries.
- No queuing permitted at any time at any site access point (High Street or Kiara Close).
- Delivery vehicles must not arrive on site before 7 am.

20. Construction Traffic Management and Mitigation Measures

To minimise impacts on the local environment and road network, contractors must:

- (a) Ensure vehicles access the site only within approved hours of construction.
- (b) Cover truck loads during transportation off-site.
- (c) Establish and enforce of appropriate on-site vehicle speed limits (10km/h), which would be reviewed depending on weather conditions or safety requirements.
- (d) Ensure all activities, including the delivery of materials would not impede traffic flow along local roads and highways.
- (e) Transport materials and removed spoil during standard construction hours.
- (f) Avoid idling and queuing vehicles alongside sensitive receivers (private residences).
- (g) Plan deliveries to ensure a consistent and minimal number of trucks arriving at site at any one time.
- (h) Notify the Harbour Trust and North Sydney Council of any potential disruption to roadways and footpaths.
- (i) Queuing and marshalling of trucks is not permitted on public roads. Vehicles must enter and exit the site in a forward direction where possible.
- (j) Controllers do not to stop traffic on public street(s) to allow trucks to enter or leave the site. Vehicles already on the road have right-of-way.
- (k) Vehicles entering, exiting and driving around the site will be required to give way to pedestrians at all times.
- (l) All construction worker parking is to be accommodated wholly within site boundaries.

21. Pedestrian Management

To ensure the safety of pedestrians using local footpaths, contractors must implement the following controls:

- (a) When required by site conditions, qualified traffic controllers will be used to manage pedestrian and vehicular traffic.
- (b) The pedestrian interface along High Street will be managed through the use of barriers where required.

22. Temporary Road Closures

If required, the appointed contractor will be responsible for obtaining consent for a temporary road closure through the normal approvals process, via the relevant consent authority (North Sydney Council).



Noise Management

23. Compliance with Noise Minimisation and Management Recommendations

All activities associated with the proposed action are to be undertaken in accordance with the recommendations of the "Noise Management Plan", prepared by Benbow Environmental, dated July 2017 (171067-02_NMP_Rev 5) provided as part of the tender documents (for information only) in addition to any relevant NSW EPA standards and the NSW Department of Environment and Conservation Environmental, Noise Control Manual- Construction Noise Criteria.

24. Universal Work Practices

- (a) Regularly train workers and contractors to use equipment in ways to minimise noise.
- (b) 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.
- (c) Avoid the use of radios or stereos outdoors where neighbours can be affected.
- (d) Avoid the overuse of public address systems.
- (e) Avoid shouting, and minimise talking loudly and slamming vehicle doors.
- (f) 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).

25. Plant and Equipment – General Guidelines

- (a) 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.
- (b) Examine different types of machines that perform the same function and compare the noise level data to select the least noisy machine.
- (c) Pneumatic equipment is traditionally a problem – select silenced jackhammers and damped bits where possible.
- (d) When renting, select quieter items of plant and equipment where feasible and reasonable.
- (e) 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.
- (f) Reduce throttle setting and turn off equipment when not being used.
- (g) Regularly inspect and maintain equipment to ensure it is in good working order. Also check the condition of mufflers.
- (h) Equipment must not be operated until it is maintained or repaired, where maintenance or repair would address the annoying character of noise identified.
- (i) Return any hired equipment that is causing noise that is not typical for the equipment – the increased noise may indicate the need for repair.
- (j) Ensure air lines on pneumatic equipment do not leak.
- (k) Excavators with broadband reversing alarms are to be investigated, and fitted if possible.
- (l) Trucks are not recommended to lay idle during the works, the engine should run only when the truck is arriving or leaving site.



- (m) If jackhammers are used, investigate the use of silencers or damped bits, and incorporate if possible.
- (n) Examine different types of saws that perform the same function and compare the noise level data to select the least noisy machine.

26. Location of Plant

- (a) Place as much distance as possible between the plant or equipment and residences and other sensitive land uses.
- (b) Restrict areas in which mobile plant can operate so that it is away from residences and other sensitive land uses at particular times.
- (c) Carry out noisy fabrication work at another site and then transport to site. Fabrication work that must take place on site should be carried out in an enclosed area, where possible.

27. Alternatives to Reversing Alarms

- (a) 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.
- (b) 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*.

28. Notification of Construction Activities above the Highly Affected Noise 75dB(A)

Prior to commencement of works that are predicted to be above the highly affected noise 75 dB(A) taking place, the contractor must notify the Harbour Trust and provide the following information **5 days prior** to the construction activities commencing:

- A brief outline of the proposed construction activities;
- Proposed times and dates of construction; and
- Details of noise mitigation measures.

Note: The Noise Management Plan prepared by Benbow Environmental, dated July 2017 (171067-02_NMP_Rev 5) and provided as part of the tender documentation provides further information on construction activities that are predicted to be above the highly affected noise 75 dB(A).

29. Project-Specific Construction Management and Mitigation Measures

The following mitigation measures are recommended for selected construction scenarios (source: Noise Management Plan prepared by Benbow Environmental, dated July 2017):



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)

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

Working in a Marine Environment

30. Barging And Waterway Traffic (where relevant)

If barging is proposed, the appointed contractor will be responsible for the preparation of a water traffic management plan or its equivalent.

The RMS and the NSW Port Authority must be consulted regarding water access to the site.

Any barging must be undertaken in accordance with any NSW requirements including approvals from Roads and Maritime Services and NSW Port Authority. Barging and associated vessel movements are not permitted to enter or leave Neutral Bay outside the working hours, unless specific approval has been given by the relevant authority.



31. Protection of Wharf and Seawall

The existing wharf (including headstocks) and seawall must be protected from damage during the works. No drilling is permitted unless approved by the Harbour Trust.

Contamination and Hazardous Materials

32. Contamination

Previous remediation projects have treated, capped or contained any contaminants within the soil of the site to NSW EPA standards.

Any other soil that is removed must be tested for the presence of contaminants. If the soil is confirmed to contain contaminants, it must be disposed of in accordance with the relevant Guidelines, Standards, Codes, Acts and Regulations that may apply.

All contractors must refer to the Hazardous Materials Register upon commencement of works. The Register will identify any potentially hazardous materials remaining on the site.

33. Maximum depth of earthworks / excavation

Within the Northern Park there is 800mm of clean capping soil placed on top of a Geosynthetic Clay Liner (GCL) above treated contaminants. Therefore the maximum depth of any earthworks/ excavation must not be deeper than 800mm to ensure the Geosynthetic Clay Liner (GCL) of treated contaminants is not penetrated to expose potentially contaminated material.

C – FOLLOWING WORKS

34. Certification

Immediately following the finalisation of the works, copies of all relevant documentation must be submitted to the Harbour Trust. This certification and documentation must include statements from suitably qualified engineers and a statement of compliance with the National Construction Code and relevant Australian Standards for all new structural elements.

35. Compliance with Operational Noise Mitigation Measures

The revitalisation of Platypus for public access and implementation of the various components of the Renewal Project is to be in accordance with relevant NSW EPA standards and the NSW Department of Environment and Conservation Environmental, Noise Control Manual - Construction Noise Criteria.

To achieve compliance with relevant standards, it is recommended the following noise mitigation measures be implemented for each operational scenario (source: Noise Management Plan prepared by Benbow Environmental, dated July 2017):

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.

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.

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.



36. Vehicle Access and Parking Management

Parking supply is limited at Platypus and must be closely managed to support the site's efficient operation and to protect local amenity. To achieve this, the Harbour Trust must implement a range of measures to encourage workers and visitors to travel to/from the site by other modes (walking, cycling or public transport), and to provide for the efficient and orderly use of parking areas for site users. Such parking management measures may include, but are not limited to:

- Time restrictions;
- Paid parking (with a pricing structure aimed at achieving the right balance between supply and demand);
- Pre-bookings (possibly using an online system);
- Vehicle Permits issued to regular or authorised users;
- Use of the upper level car park (via Kiara Close) to be generally limited to regular or authorised users;
- Closing parking areas when the site is not open to the public;
- Access to the RANTME Factory parking area to be managed to avoid vehicles queuing in High Street;
- Working with North Sydney Council to provide some spaces on High Street for short stays (eg for deliveries), and for a passing bay at the RANTME Factory entry driveway; and
- The provision and design of parking spaces for people with a disability must comply with minimum requirements of the National Construction Code and any relevant Australian Standard.

Platypus' internal street system (accessed via High Street) is to generally be a pedestrian-only zone. Occasional access for motor vehicles may be permitted for special purposes such as deliveries; maintenance; demolition/construction; emergencies; or drop-off/pick-up for people with a disability, or in association with special events/functions. Access from High Street will need to be managed by means such as a boom gate. Access may also be permitted for non-motorised vehicles (such as bicycles), at the discretion of the Harbour Trust.

37. Site Security

Platypus is currently closed to public access, however, the Harbour Trust intends to progressively open the site to the public as the various components of the Renewal Project are completed. The Harbour Trust's intention is that the site will eventually be open 24 hours per day.

Closed circuit television (CCTV) and on-site rangers and security personnel will be provided on Harbour Trust land.

To prevent unauthorised access to the site, particularly when parts of the site are active works zones, designated pedestrian and vehicle entry points will be secured. Entry points include the High Street, Kiara Close, and Kesterton Park entrances to the site. Lockable gates will be provided at these entry points.