Ennis Road Bays Office Refurbishment and Revitalisation
Submissions Report

JUNE 2015
Roads and Maritime Services

Ennis Road Bays, Kirribilli, Office Refurbishment and Revitalisation

Submissions report
June 2015

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Executive summary

This submissions report relates to the Ennis Road Bays Office Refurbishment and Revitalisation Review of Environmental Factors (REF) and should be read in conjunction with that document.

The REF was placed on display between Monday 27 April and Sunday 17 May 2015. During and following the display, ten submissions from the public, one response from North Sydney Council and nil responses from government agencies were received by Roads and Maritime Services (Roads and Maritime).

Of the ten public submissions received, one was not applicable to the project and has been discounted for this submissions report. Of the remaining nine, one supported the proposal (11 per cent), two objected to the proposal (22 per cent) and six did not offer a direct position on the proposal (67 per cent).

The main issues raised by the public included:

- The impact on parking availability in and around the proposal site during construction and operation
- The noise impacts on surrounding residents during construction
- The impacts on pedestrian movements during the construction phase
- The potential impacts on traffic during operation stemming from the additional daily population in the area.

The main issues raised by North Sydney Council included:

- The statutory framework identifying the planning assessment process for the proposal
- The consistency of the proposal with the North Sydney Local Environmental Plan 2013 and the North Sydney Development Control Plan 2013
- The potential layout, elevation, lighting and cycle route impacts of the proposed car park
- The potential noise impacts on residents of the Greenway Flats from the car park.

Review of the submissions has resulted in no changes to the proposed design. Issues identified from the submissions have required the addition or modification of several safeguards. These are presented in Chapter 4 of this report.

Roads and Maritime will now proceed to the determination stage of the REF process, at which point it will be decided if the proposal is to proceed.
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Appendix A Community consultation documentation
1 Introduction and background

1.1 Purpose

This submissions report relates to the Ennis Road Bays Office Refurbishment and Revitalisation Review of Environmental Factors (REF) and should be read in conjunction with that document.

The REF was placed on public display and submissions relating to the proposal and the REF documents were received by Roads and Maritime Services (Roads and Maritime). This submissions report summarises the issues raised and provides responses to each issue (Chapter 2) and identifies new or revised environmental management measures (Chapter 4).

1.2 The proposal

Roads and Maritime proposes to refurbish and revitalise the bays at Ennis Road, Kirribilli (known as the Ennis Road Bays). The bays subject to the proposal are located at the ground floors of 24 – 44 Ennis Road and the first floors of 20 – 44 Ennis Road. These are built into the Cahill Expressway viaduct and are below road level. The proposal would accommodate about 250 Roads and Maritime staff.

The proposal involves alterations, additions and restoration works to refurbish and revitalise the ground floor and first floor of bays 1-11 and the first floors of bays 12 and 13 in the Ennis Road building. Figure 1-1 shows the proposal site and Figure 1-2 and Figure 1-3 show the bay numbers used for the ground and first floor of the building.

The main features of the proposal are:

- Demolition works, including removal of existing services, stairs, partitions, floor coverings, ceilings and other works
- Construction of amenities, including the provision of bathroom and kitchen facilities
- Internal re-configuration, including new ceilings, flooring and partitions
- Façade modifications, involving infill of missing bricks, new framed glass and louvres, blockwork infill and reinstatement of awning
- Access modifications to comply with the NCC and the Premises Standards of the Commonwealth Disability Discrimination Act 1992 (DDA). This would include provision of a new internal lift, stairs and ramped links between bays and entry points off Ennis Road
- Construct western outbuildings so that it contains:
  - a storeroom, first aid room, toll services
  - end of trip facilities, including showers and bike storage
  - stone paving for access through bay 6
- Services as required
- General works including structural checks and replacement of beams, painting, new render and installation of general office furniture
- Re-configuration of existing car park to provide 27 car parking spaces and three motorcycle spaces in compliance with relevant aspects of AS/NZS 2890 (set):2009 Parking Facilities Set.
The bays are accessed along the eastern side from Ennis Road. Each bay varies in depth from 12 to 17 metres. Areas also vary from 141 square metres (per level) to 209 square metres (per level) at bay 3A and bay 11B respectively. The floor plate offers a net area of around 1894 square metres in two discontinuous sections, and about 2066 square metres of possible interconnected space.

### 1.2.1 Car park works

The proposal involves works to the existing northern car park area. The works involve the upgrade of the existing undercover car parking area to provide 27 off road car parking spaces. These are anticipated to comprise:

- Roads and Maritime fleet and lease vehicles – 20 spaces
- People with a disability – two spaces
- Visitor – five spaces

Provision for three motorcycle spaces will also be provided.
1.2.2 Hours of operation
The general hours of operation for Roads and Maritime staff are anticipated to be 8am to 6pm on Monday to Friday. Staff would have access to the building at all times after hours using security passes.

1.2.3 Construction timeframe
Subject to Roads and Maritime determining that the activity may proceed, Construction of the proposal would likely commence in late August 2015 and is anticipated to take about nine months. During construction, the southern end of the existing carpark at the northern end of the site would be used as a compound site (refer to Figure 3-3 of the REF Volume 1).

A more detailed description of the proposal and associated construction activities required is found in the REF Volume 1, Chapter 3.
Figure 1-2: The ground floor of the Ennis Road Bays, underneath the Cahill Expressway.
First Floor

Proposal Footprint

Figure 1-3: The first floor of the Ennis Road Bays, underneath the Cahill Expressway
1.3 REF display

Roads and Maritime prepared a REF to assess the environmental impacts of the proposed works. The REF was publicly displayed between Monday 27 April and Sunday 17 May 2015 at two locations, as detailed in Table 1-1. The REF was placed on the Roads and Maritime website and made available for download, with community consultation documentation also provided to the local community (Appendix A). The display locations and website link were advertised in:

- The Mosman Daily
- The North Shore Times.

In addition to the above public display, an invitation to comment and copy of the REF was sent directly to North Sydney Council and the NSW Heritage Division of the Office of Environment and Heritage.

Table 1-1: Display locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
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| North Sydney Council Chambers | Customer Service Centre  
                                        200 Miller Street  
                                        North Sydney NSW 2060  
                                        9am to 5pm, Monday to Friday |
| Roads and Maritime Services   | Level 9, 101 Miller Street  
                                        North Sydney, NSW 2060  
                                        8.30am to 5pm, Monday to Friday |
2 Response to issues

Roads and Maritime received a total of 11 submissions, accepted up until 27 May 2015. Table 2-1 lists the respondents and each respondent’s allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 2 of this report.

Table 2-1: Respondents

<table>
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<td>6</td>
<td>Not applicable. Submission did not refer to the proposal.</td>
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<tr>
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2.1 Overview of issues raised

A total of eleven submissions were received in response to the display of the REF comprising one from North Sydney Council and ten from the community.

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and Roads and Maritime’s response to these issues forms the basis of this chapter.

Of the 10 public submissions received, one was not applicable to the proposal and has been discounted for this submissions report. Of the remaining nine, one supported the proposal (11 per cent), two (22 per cent) objected to the proposal and six (67 per cent) did not offer a direct position at all on the proposal.

2.1.1 North Sydney Council

North Sydney Council raised a number of matters in connection with the proposal. Amongst other things these related to the statutory framework identifying the planning assessment and determination process for the proposal. Additionally, Council queried the proposal’s consistency with the North Sydney Local Environmental Plan 2013 (LEP) and the North Sydney Development Control Plan 2013 (DCP). Concerns were raised over the potential impacts on the informal cycle route along Ennis Road from the proposed car park, and also the potential noise impacts on nearby residents in the Greenway Flats from the car park.
2.1.2 NSW Heritage Division
The NSW Heritage Division of the Office of Environment and Heritage did not make a formal submission on the REF. Roads and Maritime has been liaising with the Heritage Division in relation to its section 60 approval application and section 57 exemption application under the Heritage Act 1977, in parallel with the REF process.

2.1.3 Public submission issues
The main issues raised by the public included:

- The impact on parking availability in and around the proposal site during construction and operation
- The noise impact on surrounding residents during construction
- The impact on pedestrian movements during the construction phase
- The potential impact on traffic during operation stemming from the additional daily population in the area.

2.1.4 Form letters received
There were no form letters received during the submissions period.

2.2 Support for the proposal

Submission number(s)
5

Issue description
A respondent noted that they support the proposal as outlined in the circulated pamphlet.

Response
Noted

2.3 Need and justification

Submission number(s)
9

Issue description
- The respondent is opposed to the project because there is plenty of office space in the commercial area of North Sydney. It is strongly suggested that Roads and Maritime be relocated into an existing office block with vacancies.
- The respondent is opposed to the project because the use of the site for retail premises would be a valuable resource for local residents and a better fit for the site than office space
- The respondent believed the proposal should be abandoned in the best interest of the local residents rather than the best interests of Roads and Maritime.
**Response**

As identified in Chapter 2 of the REF, the NSW Government Decentralisation Policy requires all government agencies to reduce their Central Business District (CBD) office footprint. Roads and Maritime is currently leasing premises at 101 Miller St, North Sydney. This lease expires in July 2016 and Roads and Maritime has been advised by the NSW Government that the lease will not be renewed. The proposal is therefore needed to contribute to Roads and Maritime’s overall strategy to reduce its CBD office footprint in line with NSW Government directives. This strategy would result in a reduction of Roads and Maritime’s CBD footprint from approximately 1000 to 250 staff by July 2016.

A number of options were identified during the assessment process including an option to lease other office accommodation. The relocation to Ennis Road was selected as the most suitable option because:

- It would result in accommodation of staff in line with NSW Government Office Design Principles 2010 and would be achieved within the required timeframes and within Roads and Maritime’s budget
- The building is owned by Roads and Maritime
- The accommodation would provide dual purpose use as an operational site with access to Sydney Harbour Bridge
- There would be no rental expense, only capital outlay – part of which is required as part of ongoing maintenance in any event
- The refurbishment/fit-out expense would be more cost effective in terms of payback with comparison to any new location lease
- The restoration and renovation works within a heritage item listed under the National Heritage Listing and the State Heritage Register (as part of the Sydney Harbour Bridge approaches and viaducts item) would result in the protection and enhancement of that item.

The refurbishment and revitalisation of the Ennis Road Bays for the purposes of a public administration office building is an appropriate ongoing use of the site. Until the early 2000s, bays 1 – 11 were used by Roads and Traffic Authority technical staff, who were mainly accommodated on the upper floors, with the lower floors being used for laboratories and offices. As recently as 2006/07 Roads and Traffic Authority engineers used a number of the bays as offices and a materials laboratory. Following this, Roads and Maritime operated an E-Toll office from bay 10. The first floors of bays 12 and 13 have been used as offices by Roads and Maritime staff until early 2010.

Currently, the ground floor of bay 12 is occupied by an Australia Post Office Shop, and the ground floor of bay 13 is occupied by a newsagency and an Indian restaurant. These parts of the bays will not be refurbished and do not form part of the proposal. The Commonwealth Bank ATM in the ground floor of bay 11 will be retained.

The REF establishes the need and justification for the proposal (Chapter 2 of the REF Volume 1) and includes an assessment of the potential impacts of the proposal (Chapter 6 of the REF Volume 1). This includes assessment of potential impacts on the local residents and community, including but not limited to impacts associated with construction noise and vibration, traffic and transport, heritage, socio-economic issues including parking and pedestrian access, air quality, landscape character and visual impacts and cumulative impacts. The REF found that while there may be impacts as a result of the proposal, they are not considered to be of sufficient
significance, either in nature or extent as to be regarded as unacceptable.

Roads and Maritime subsequently placed the REF on public display for comment between Monday 27 April and Sunday 17 May 2015. Following the submissions period, Roads and Maritime has collated submissions and given consideration to each issue identified. This has included consideration of whether the proposal should proceed as proposed, or whether any alterations to the proposal are necessary. As part of these considerations additional safeguards for the proposal have been identified and included in this submissions report. Roads and Maritime will now proceed to the determination stage of the REF process, at which point it will be decided if the proposal is to proceed.

2.4 Description of the proposal

2.4.1 Façade impacts

Submission number(s)

3

Issue description

- The respondent queried what impact the refurbishment and revitalisation project will have on the existing façade of the Ennis Road Bays

Response

The proposal involves some modifications to the existing façade of the Ennis Road Bays, including:

- Refurbishment of the Ennis Road facade (east), including reinstatement of ground floor doors and windows and restoration of bay 11 awning.
- Refurbishment of western facade, including infill and re-render of openings made redundant due to new connection between bays, installation of louvres replacing fanlights for mechanical ventilation and enclosure of bay 6 ground floor with new glazing.

These works will ensure that the Ennis Road Bays are restored to an aesthetically pleasing facade while introducing materials to upgrade the building to requisite standards for office space. All works for the proposal will be undertaken in accordance with a section 57 exemption and/or section 60 approval as required under the Heritage Act 1977.

2.4.2 Car park design

Submission number(s)

2, 11

Issue description

- The respondent queried whether additional parking is being provided
- The respondent queried what the existing car park at the end of Ennis Road would be used for
- North Sydney Council requested plans including lay out and elevations of the proposed car park
- North Sydney Council raised concerns that the car park should provide adequate lighting, including consideration to light Ennis Lane. It is suggested a lighting plan be provided.

Response

The proposal involves works to the existing car parking area at the northern end of the Ennis Road Bays. These works involve the upgrade of this area to provide 27 off road car parking spaces, which are anticipated to comprise:

- Roads and Maritime fleet and lease vehicles - 20 spaces
- People with a disability - two spaces
- Visitor parking - five spaces
- Motorcycle parking - three spaces

The car park will not be a public car park and will be for the use of Roads and Maritime vehicles and visitors only, with a secure gate and fencing provided to ensure authorised access only. Refer to section 3.1.4 of the REF for further details.

Chapter 2 of the REF identifies that the existing car park would be reconfigured to provide 27 car parking spaces and three motor bike spaces. These would comply with relevant aspects of AS/NZS 2890 (set):2009 Parking Facilities Set. Reconfiguration of the car park lay out would involve line marking with paint to delineate the parking spaces. No change in elevation is proposed.

During detailed design of the car park, lighting requirements will be identified. It is likely that the car park will be required to be lit as per AS1680.2.1 – Interior Lighting, as the car park is roofed (by the Cahill Expressway above). Further guidance on lighting can be provided through AS1158.3.1 Lighting for Roads and Public Spaces.

As a result of the issues raised the following safeguards have been identified for the proposal:

- Council will be consulted during the detailed design development phase of the car park.
- A lighting plan for the car park will be developed during detailed design of the proposal. The plan will:
  - Identify appropriate lighting for the safe operation of the car park.
  - Consideration of any need to light Ennis Lane with regard to anticipated pedestrian patterns of Roads and Maritime staff and visitors.
  - Identify and consider how to mitigate any light spill that may affect nearby residences.
2.4.3 Public end of trip facilities

Submission number(s)
11

Issue description
• North Sydney Council identified that Ennis Road Bays has previously been considered as suitable for provision of public end of trip bicycle facilities. Consideration should be given to whether any opportunity exists to provide such facilities within the bays as part of the proposal.

Response
The proposal is needed to contribute to Roads and Maritime’s overall strategy to reduce the CBD office footprint in line with NSW Government Decentralisation Policy. This strategy would result in a reduction of Roads and Maritime’s CBD footprint from approximately 1000 to 250 staff. As such, the whole area of the Ennis Road Bays subject to the proposal is needed for office space and there is no opportunity to provide public end of trip bicycle facilities within the bays as part of the proposal. In addition the scope and impacts of the proposal do not result in a requirement for provision of public end of trip bicycle facilities.

2.5 Statutory planning framework

2.5.1 State Environmental Planning Policy (Infrastructure) 2007

Submission number(s)
11

Issue description
• North Sydney Council requested details to demonstrate that the building is an existing public administration building for the purposes of Clause 77(1)(a) of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP).
• North Sydney Council requested details that the bays have been approved for use as a public administration building and that no change to this use has occurred since that time.

Response
The Ennis Road Bays are owned by Roads and Maritime and comprise a building under the Cahill Expressway at Kirribilli. The definition of public administration building in clause 74 of ISEPP is:

“Public administration building has the same meaning as it has in the Standard Instrument.”

The Standard Instrument defines public administration building as follows:

“public administration building means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station.”

The proposal does not trigger any obligations to consider existing use, nor any existing consent or approval. Clause 77 of ISEPP permits the proposal to be carried
out without development consent because the proposal comprises minor alterations of a “public administration building” as defined in ISEPP. Roads and Maritime retains the position that, accordingly, the proposal falls to be assessed under Part 5 of the Environmental Planning and Assessment Act 1979 due to the application of Clause 77 of ISEPP.

2.5.2 Local Environmental Plans

Submission number(s)

11

Issue description

- North Sydney Council raised concerns that the REF does not address clause 6.14 of the North Sydney Local Environmental Plan 2013 (LEP) which requires that office premises are located above ground floor level or away from the primary street frontage at ground level of the building in which the offices are located.
- North Sydney Council raised concern that the use of the ground floor level offices is inconsistent with section 8.1.2 of North Sydney Council Development Control Plan 2013 (DCP) which sets out that ‘Adaptive reuse of the Ennis Road bays to ensure the activation of the western side of the Village’ and that the use of the site should as far as possible maximise street level activation.

Response

The REF does not address clause 6.14 of the North Sydney LEP because that clause does not apply to the determination of an activity under Part 5 of the EP&A Act. It applies to the granting of development consent under Part 4 of the EP&A Act, which is neither sought nor needs to be sought in this matter. As outlined above, Roads and Maritime maintains the position that the proposal does not require development consent under Part 4 of the EP&A Act as it falls under clause 77 of ISEPP and is therefore subject to assessment under Part 5 of the EP&A Act.

Nonetheless, the following response is provided to address the issue raised by Council.

The heritage significance of the building means it would be very difficult to comply with clause 6.14 without causing unacceptable heritage impacts. The eastern façade of the bays has a number of window openings and very few door openings. In accordance with the National and State heritage significance of the building, it is proposed to retain the majority of the existing window openings rather than extend them to create fully active frontages as this would be contrary to the Conservation Management Plan. In regards to this, Roads and Maritime have been advised by the Heritage Division of the Office of Environment and Heritage to avoid any extension of window openings. The extent of modifications proposed is appropriate for the proposed use and is sympathetic to the heritage significance of the building.

The Ennis Road Bays subject to the proposal are currently underutilised. The introduction of a high quality workplace will provide increased activity as a result of Roads and Maritime staff movement within the area. Additionally, the proposed plans include repair and upgrades to the façade of the building which front Ennis Road and ongoing maintenance will ensure a high standard of aesthetic appeal is maintained.
It should also be noted that due to the physical constraints of the area (Ennis Road being a no-through road) the majority of activity along the Ennis Road Bays area occurs near to the intersection with Broughton Street and the Milsons Point Railway Station entry concourse. The proposed Roads and Maritime office area begins about 25 metres to the north of this general area, with two other bays between the concourse entry and the proposed office space. It is considered that there are suitable active frontages and uses around the higher trafficked area directly adjacent to the Railway Station concourse and intersection with Broughton Street.

Similarly, Council’s DCP does not apply to the proposal because the proposal is subject to assessment under Part 5 of the EP&A Act. Section 4.2.2 of the REF however gives consideration to Council’s DCP including section 8.1.2 of the DCP. The impact of the proposed use of the bays, in terms of its activation of the precinct has been further considered in chapter 6 of the REF.

While it is unnecessary to address Council’s DCP, the following response is provided to give further consideration to the issue raised by Council.

As identified above, the active area of Ennis Road is focused around the Milsons Point Railway Station concourse entry. Due to Ennis Road being a no-through road, excessive activation of bays further north of this area would likely introduce safety concerns, noise impacts and traffic impacts on pedestrians and surrounding residential areas.

It is noted that Part 8.1.2 Clause P4 of the DCP identifies that ‘all street frontages at ground level are to be activated by adjoining commercial activities’. Generally speaking a commercial activity can be any of the following: retail, business or office. Therefore, the use of the proposal site as an office space for Roads and Maritime is consistent with this particular clause of the DCP.

Furthermore, it is considered that the proposed façade works will introduce an aesthetically pleasing view of the buildings, which in turn will increase the attractiveness of the area for local residents. Roads and Maritime staff will also be frequently moving through the area and increasing pedestrian traffic, providing a sense of activation and movement.

2.6 Stakeholder and community consultation

2.6.1 Additional Council consultation

Submission number(s)

11

Issue description

- North Sydney Council requested draft conditions of consent be provided for review.
- North Sydney Council requested that the issues raised in its submission are addressed and the outstanding information provided for further comment prior to determination of the REF.
- North Sydney Council noted a recommendation that Council’s Infrastructure Engineers be consulted prior to any works being carried out on Council’s land or involving Council’s infrastructure.
Response

As the proposal is being assessed under Part 5 of the EP&A Act, there are no draft conditions of consent. The submissions report includes the final summary of safeguards and management measures for the proposal and will be made available online in addition to the existing REF documentation.

As a result of the issues raised the following additional safeguards have been identified for the proposal:

- Roads and Maritime will advise Council of the outcome of the determination process and will provide Council with a final copy of the submission report.
- Roads and Maritime will consult with Council during construction of the proposal as required.

2.6.2 General consultation

Submission number(s)
5, 9

Issue description

- The respondent commended Roads and Maritime on undertaking community consultation on the proposal
- The respondent stated that community feedback will not be considered given that works are scheduled to start mid-2015.

Response

Roads and Maritime placed the REF on public display for comment between Monday 27 April and Sunday 17 May 2015. Following the submissions period, Roads and Maritime has collated submissions and given consideration to each issue identified. This has included consideration of whether the proposal should proceed as proposed, or whether any alterations to the proposal are necessary. As part of these considerations additional safeguards for the proposal have been identified and included in this submissions report.

The content of the submissions report will be considered prior to Roads and Maritime making a decision on whether to make a determination to proceed with the proposal as forecast in mid-2015.

2.7 Traffic

Submission number(s)
2, 10

Issue description

- A respondent identified that during the daytime, Kirribilli's population substantially increases due to tourists, visitors to local businesses, school children etc. In addition recent Council approvals to expand local schools have added to traffic flow and placed pressure on parking. What proposal does Roads and Maritime have to mitigate traffic impacts associated with bringing an additional 250 people into the precinct?
• A respondent noted that 250 employees will bring more money to local business but also congestion.

**Response**

The REF included a traffic impact assessment which was prepared by Arup Pty Ltd in April 2015. This report considered traffic counts from 2011 at the Ennis Street and Broughton Street intersection and Sydney Co-ordinated Adaptive Traffic System (SCATS) traffic counts from 3 and 4 March 2015 (refer to section 6.1 and Appendix G of the REF). The intersection was modelled using SIDRA software. Predicted future travel flows during operation of the proposal were compared to the existing traffic flows on Ennis Road.

Under the proposal, morning peak hour traffic flow is predicted to increase from 223 to 242 vehicles per hour, an increase of nine per cent. Evening peak hour traffic flow is predicted to increase from 178 to 199 vehicles per hour, an increase of 11 per cent. When considered in terms of level of service and average delay at the intersection, the proposal would not result in a change from the existing level of service of “A” (good operation) and would retain the existing time of average delay of 14 seconds in the AM and 11 seconds in the PM.

The proposal would increase pedestrian movements along the Ennis Road footpath due to the addition of 250 Roads and Maritime staff walking to and from the main entry to the site. Peak hour train and bus services to and from the study area may notice an increase in patronage, with Roads and Maritime staff encouraged to use public transport (and bicycles and walking) for travel to and from the workplace.

### 2.8 Noise and vibration

#### 2.8.1 General residential noise impacts

**Submission number(s)**

1

**Issue description**

- The respondent advised that residents in Broughton Street have endured many early mornings of construction noise from various works in the area
- The respondent stated that construction work should commence later than 7am on weekdays and 8am on Saturdays
- The respondent requested specific details of construction noise impacts on residences, including numbers of hours and days affected by construction noise, including by construction noise in the highly affected range
- The respondent noted that construction scheduling should cause minimal disruption to neighbours.

**Response**

A construction noise and vibration assessment was prepared for the proposal by Acoustic Studio in April 2015 and is included in the REF (refer to section 6.2 and Appendix I of the REF). The construction noise assessment component of this report was prepared in accordance with the Interim Construction Noise Guidelines (DECC 2009) which is the relevant NSW government guideline for the proposed works. While the proposal is anticipated to be carried out during recommended standard hours for construction work, provision for the potential need to undertake out of hours
works was also assessed in the REF, including for sleep disturbance, and appropriate safeguards provided.

In accordance with the Interim Construction Noise Guideline, the recommended standard working hours are:

- Between 7.00am and 6.00pm, Monday to Friday.
- Between 8.00am and 1.00pm Saturdays.
- No work or deliveries on Sunday and/or public holidays.

The REF assesses the worst case scenario for construction noise impacts on nearby sensitive receivers and predicts that during some construction activities, daytime (and night time) noise criteria at residential receivers in the Greenway Flats would be exceeded (refer to section 6.2.3 and Appendix I of the REF). The noise impact at Greenway Flats would be higher than at residents on Broughton Street (where daytime and night time noise criteria would not be exceeded) due to the direct line of sight and close proximity of the Greenway Flats residential receivers to the northern half of the Ennis Road Bays. Construction activities predicted to exceed the noise criteria at Greenway Flats, including the highly noise affected criteria, are listed below:

- The use of generators during site preparation and establishment (for one week in duration)
- The use of concrete saws and sledgehammers during internal demolition works (for six weeks in duration, moving along the building)
- The use of trucks and cranes during the installation of internal roof structure (for two months, moving along the building).

The durations identified above represent the period over which the works are anticipated to occur and do not indicate that noisy activities that exceed the noise criteria would occur non-stop during that period. In addition, internal works would progress along the building, thereby not affecting the same sensitive receivers to the same extent over the whole duration or works.

The predictions in the noise assessment are made considering the worst case scenario, including no application of noise management and mitigation safeguards. The REF includes a range of safeguards to minimise and manage construction noise impacts (refer to section 6.2.4 of the REF). Key safeguards included in the REF include that windows on the Ennis Road Bays would be kept closed during internal works and that internal hoarding would be placed against the closed windows and internal portals to further minimise noise emissions during demolition of internal walls.

The REF requires the preparation of a Construction Noise and Vibration Management Plan (CNVMP) prior to construction commencing. The CNVMP would be developed once a contract to construct the proposal has been awarded. Once the contract has been awarded, detailed construction planning and scheduling would commence. Relevantly to construction noise, the CNVMP would consider the specific details regarding construction noise causing activities and equipment, the proximity of activities to sensitive receivers and identification of suitable equipment, construction methods and management, mitigation and monitoring measures to avoid and minimise construction noise impacts. The REF also includes safeguards to require notification and consultation with the community as detailed construction planning is progressed and to notify local residences, businesses and other sensitive
receivers prior to works commencing and to keep them regularly informed of construction activities during the construction process (refer to section 6.4.4 of the REF).

With consideration to the issues raised during public display of the REF, the following additional safeguards will be included for the proposal:

- Noise mitigation measures would be implemented to minimise noise to adjacent residences and businesses including:
  - Scheduling the noisiest activities to minimise impacts to adjacent residences wherever possible
  - Consideration would be given to avoiding noisy works before 8am Monday to Friday and before 9am on Saturdays wherever possible
  - Local residences, businesses and other sensitive receivers will be notified prior to works commencing and will be kept regularly informed of construction activities during the construction process (refer to section 6.4.4 of the REF).

- The timing of demolition works that have potential to cause vibration impacts (such as in the first floors of bays 11-13) should be scheduled to minimise any impact to the adjacent businesses. Timing of these works is to balance business operational needs against noise levels at residential receivers.

2.8.2 Car park noise impacts

*Submission number(s)*

11

*Issue description*

North Sydney Council in their submission raised the following issue:

- The car park configuration should address any noise impacts on the Greenway Flats

*Response*

A full response is provided in Chapter 3 of this submissions report.

2.9 Non-Aboriginal heritage

*Submission number(s)*

11

*Issue description*

- North Sydney Council noted no objection to the proposal on heritage grounds subject to works being undertaken in accordance with the approval under section 60 of the *Heritage Act 1977* and the conditions of consent recommended in the Statement of Heritage Impacts
- North Sydney Council requested that no signage or painting should be considered without a detailed design strategy in place prepared by a suitably qualified heritage consultant
2.10 Socio-economic issues

2.10.1 Parking

Submission number(s)
2, 3, 5, 8, 10

Issue description
- A respondent requested details on the impact on existing parking on Ennis Road near Ennis Lane
- A respondent objected that despite an influx of 250 staff, no off-street parking has been provided
- A respondent noted parking availability is an ongoing issue for people living in Kirribilli.
- A respondent noted street parking is at a premium in Kirribilli
- A respondent stated that during the daytime, Kirribilli’s population substantially increases due to tourists, visitors to local businesses, school children etc. In addition recent Council approvals to expand local schools have added to traffic flow and placed pressure on parking. They asked what Roads and Maritime has done to mitigate parking impacts associated with bringing an additional 250 people into the precinct?
- A respondent suggested Roads and Maritime should implement a staff parking policy to ensure the estimated 250 staff do not impact the availability of street parking which is valued by the local community and businesses and is vital to the liveability of the area.

Response
The REF identified that during construction of the proposal there would be a short-term reduction in the overall availability of parking on Ennis Road due to construction workers using parking spaces in the local area (refer to section 6.4.3 of the REF) however it is considered that this impact would be minimised due to the metered parking arrangements in place and the proximity of Milsons Point Railway Station and nearby bus and ferry linkages.

The proposal would not cause any changes to the existing on-street parking provided on any section of Ennis Road including near Ennis Road. The proposal would provide 27 off road car parking spaces for the use of Roads and Maritime, which are anticipated to comprise:

- Roads and Maritime fleet and lease vehicles - 20 spaces
- People with disabilities - two spaces
- Visitor parking - five spaces
- Motorcycle parking - three spaces

Roads and Maritime currently has no plans to implement a staff parking policy. The car parking arrangements at the current Roads and Maritime office located at 101 Miller Street, North Sydney are for fleet and lease vehicles and visitor parking only and there are limited on street all day parking opportunities in North Sydney. The short move from North Sydney to Kirribilli (one train stop) would only slightly change...
the existing travel patterns of Roads and Maritime staff that currently commute to North Sydney. It is therefore expected that staff relocating to Kirribilli who do not currently drive to work, will continue to use alternatives to driving, such as the train via Milsons Point Railway Station, buses along Broughton Street, Kirribilli and Alfred Street, Milsons Point and ferries at Milsons Point.

The availability of parking around the Ennis Road Bays is unpredictable, timed and metered. Given this and the convenience of other transport options, it is considered unlikely that Roads and Maritime staff would choose to commute via car to the Ennis Road Bays to an extent that would have a more than minor impact on parking availability in the area.

In addition the proposal includes provision for bicycle storage and end of trip (e.g. shower and locker) facilities to the rear of the Ennis Road Bays. It is anticipated that some staff would travel by bike to work and use these facilities on a regular basis.

While the proposal would generate visitors to the Ennis Road Bays, this would be accommodated by the provision of five visitor car parking spaces. In addition visitors are also anticipated to use public transport available nearby including bus, rail and ferry (refer to section 6.1.2 of the REF).

With consideration to the issues raised during public display of the REF the following additional safeguards have been identified for the proposal:

- Visitors travelling to the Ennis Road Bays by car will be required to book a parking spot. Where a parking spot is not available, visitors will be directed to nearby commercial car parks, such as the Luna Park car park at Milsons Point.

2.10.2 Business impacts

Submission number(s)

2, 5

Issue description

- A respondent noted the proposal will help support and invigorate the local community and businesses
- A respondent noted 250 employees will bring more money to local business which is most welcome.

Response

Noted.

2.10.3 Pedestrian impacts

Submission number(s)

1, 3

Issue description

- A respondent queried if the car park gates being open will present safety issues for pedestrians walking to Ennis Lane?
• A respondent questioned what impact will there be on Ennis Lane?
• A respondent requested that Roads and Maritime consider impact on pedestrian traffic using the stairway from Broughton St to Ennis Road as they would like to continue to use this safely and without detour.

Response

The car park at the northern end of the Ennis Road Bays will be secured by a fence and closed gate. Authorised access through the gates will be provided to Roads and Maritime staff and visitors. The closure of the gate will therefore not result in a pedestrian safety issue for pedestrians using Ennis Lane.

The proposal does not include any activities that will impede or modify access to or from Ennis Lane, with no works impacting on the laneway itself. The REF includes a safeguard to require the preparation of a construction traffic management plan and to require use of traffic controllers to ensure safe vehicle and pedestrian movements for example when trucks enter or leave the site (refer to section 6.1.3 of the REF).

Pedestrian access along Ennis Road and to and from existing pedestrian linkages such as at Ennis Lane and stairways from Broughton Street/Greenway Drive and the Greenway Flats, would be maintained at all times (refer to the safeguard in section 6.4.4 of the REF).

Following consideration of issues raised during public display of the REF, the following additional safeguard has been identified for the proposal:

• Pedestrian access via the existing stairs from Broughton Street/Greenway Drive and the Greenway Flats would be maintained during construction without detour.

2.10.4 Cyclist impacts

Submission number(s)
11

Issue description

• North Sydney Council considered that the car park design should resolve any conflict with carpark entry and the adjacent informal bicycle route

Response

Users of the informal bicycle route which exists on Ennis Road would have a greater likelihood of encountering vehicles entering and exiting Ennis Road at the proposed car park entry. This car park entry currently exists but during operation of the proposal will be in greater use. Given the no-through road nature of Ennis Road, vehicles entering and exiting the car park are unlikely to be travelling at speeds which could cause sightline impacts and cause conflicts with cyclists using the informal route.

As a result of the issues raised the following safeguards have been identified for the proposal:

• A road safety review will be conducted during detailed design of the car park. This will include consideration of sightlines and appropriate mitigation
measures to address any conflict with the car park entry and bicycle riders, including potential use of convex mirrors.

2.11 Land use and property

**Submission number(s)**
11

**Issue description**
- North Sydney Council sought confirmation that no part of the proposed car park is located over Council land

**Response**
As a result of the issues raised the following safeguard has been identified for the proposal:
- Roads and Maritime will confirm with North Sydney Council surveyed land ownership during detailed design.

2.12 Waste management and resource use

**Submission number(s)**
11

**Issue description**
- North Sydney Council requested that appropriate arrangements be made to ensure that all tenancies that currently use the rear of the bays for waste storage are provided with appropriate waste storage areas.

**Response**
As a result of the issue raised the following additional safeguard has been identified for the proposal:
- Roads and Maritime would ensure that appropriate waste storage areas are provided for the tenancies that currently use the rear of the bays for waste storage.

2.13 Other

**Submission number(s)**
4, 7

**Issue description**
- A respondent suggested a pedestrian and cyclist underpass should be provided from the north
- A respondent noted the problem with Ennis Road is that it is a dead end and disconnected from the surrounding environment
- A respondent suggested a pedestrian and cycle underpass would increase the use and value of RMS properties
• A respondent suggested Ennis Road could be narrowed further or removed
• A respondent suggested an underpass would provide cyclists with a safer path of passage
• A respondent considered that most traffic on Miller Street, Walker Street and Mount Street are trying to access the northbound freeway over the Harbour Bridge. Changes could be made in this area to connect northbound Arthur Street to the freeway on ramp to reduce traffic in North Sydney.

Response
The proposal is for the Ennis Road office refurbishment and revitalisation and does not include any upgrade to Ennis Road or the surrounding road network or to pedestrian and cyclist paths.
3 Additional assessment

3.1 Noise and vibration

3.1.1 Submission

North Sydney Council in their submission (11) raised the following issue:

- The car park configuration should address any noise impacts on the Greenway Flats

3.1.2 Response

Chapter 6.2 of the REF provides a description of the existing environment including locations of sensitive noise receivers. Construction of the car park would involve line marking to delineate car parking spaces and installation of a secure gate and fencing. These activities would be undertaken during standard working hours and are anticipated to involve the use of equipment including:

- Line marking equipment
- Auger drill
- Small crane for installation of fence and gate
- Hand tools including drill.

The car park is located at the northern end of the proposal site adjacent to the Greenway Flats. The project specific residential noise criteria for airborne noise are provided in Table 6.6 in Chapter 6.2 of the REF.

The REF assessed the potential impacts of construction noise and vibration (refer to section 6.2 of the REF). Construction of the car park would have similar impacts to site establishment works as assessed in the REF and would result in exceedances of the noise management levels at the Greenway Flats. Construction of the car park would not result in any vibration impacts on sensitive receivers. These impacts would be adequately addressed by the existing safeguards in the REF including the requirements to develop and implement a noise and vibration management plan for the proposal, to notify residents prior to construction commencing and to provide a process for receiving and handling complaints.

The operational noise impacts associated with reconfiguration and use of the existing car park are expected to be of a minor level. Operational noise impacts would be associated with cars and motorbikes entering and exiting the site from Ennis Road and opening and closing of the security gate. The majority of vehicle movements are expected to occur during standard working hours and most of the vehicles parked at the site would be Roads and Maritime fleet and lease vehicles. These vehicles are recent models and are kept well maintained and in good working order, reducing their potential for noise emissions.
3.1.3 Additional management and mitigation measures

As a result of the issue raised the following additional safeguards have been identified for the proposal:

- As part of detailed design of the car park component of the proposal, noise impacts will be considered and appropriate design measures implemented to reduce potential impacts on nearby residential dwellings.
- The security gate for the car park would be selected for low noise qualities and kept in good working order to avoid and minimise noise impacts on nearby residents.
4 Changes to the proposal

There are no changes proposed to the proposal as a result of the submissions received during the public display period of the REF.
5 Environmental management

The Ennis Road Bays Office Refurbishment and Revitalisation REF identified the framework for environmental management, including management and mitigation measures that would be adopted to avoid or reduce environmental impacts (section 7 of the REF Volume 1).

After consideration of the issues raised in the public submissions and changes to the proposal, several management and mitigation measures have been revised. These changes include additional safeguards for noise and vibration (section 2.8.1 and 3.1.3), pedestrian movement (section 2.10.3), car park design (section 2.4.2), cyclist impacts (section 2.10.4) and waste management (section 2.12).

Should the proposal proceed, environmental management will be guided by the framework and measures outlined below.

5.1 Environmental management plans (or system)

A number of safeguards and management measures have been identified in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these management measures would be incorporated into the detailed design and applied during the construction and operation of the proposal.

A Project Environmental Management Plan (PEMP) and a Contractors Environmental Management Plan (CEMP) will be prepared to describe safeguards and management measures identified. These plans will provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

The plans will be prepared prior to construction of the proposal and would be reviewed and endorsed by NSW Public Works as project managers for the proposal. The CEMP will be a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP and PEMP would be developed in accordance with the NSW Government Environmental Management Systems Guidelines.

5.2 Summary of safeguards and management measures

Environmental safeguards outlined in this document would be incorporated into the detailed design phase of the proposal and during construction and operation of the proposal, should it proceed. These safeguards would minimise any potential adverse impacts arising from the proposed works on the surrounding environment. The safeguards and management measures are summarised in Table 5-1. Additional and changed safeguards identified for the proposal have been highlighted in bold text and strikethrough.
Table 5-1: Summary of site specific environmental safeguards and management measures

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<thead>
<tr>
<th>No.</th>
<th>Impact</th>
<th>Environmental safeguards</th>
<th>Responsibility</th>
<th>Timing</th>
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</table>
| General |                                | * Roads and Maritime will advise Council of the outcome of the determination process and will provide Council with a final copy of the submission report.  
  * Roads and Maritime will consult with Council during construction of the proposal as required.                                                                                                                                                                                                                   | Roads and Maritime        | Pre-construction/ construction |
| 1   | North Sydney Council consultation | * North Sydney Council will be consulted during the detailed design development phase of the car park including to confirm surveyed land ownership.  
  * A lighting plan for the car park will be developed during detailed design of the proposal. The plan will:  
    o Identify appropriate lighting for the safe operation of the car park.  
    o Consideration of any need to light Ennis Lane with regard to anticipated pedestrian patterns of Roads and Maritime staff and visitors.  
    o Identify and consider how to mitigate any light spill that may affect nearby residences.  
  * A road safety review will be conducted during detailed design of the car park. This will include consideration of sightlines and appropriate mitigation measures to address any conflict with the car park entry and bicycle riders, including potential use of convex mirrors. | Roads and Maritime        | Detailed design/pre-construction |
| 2   | Car park detailed design       | All environmental safeguards must be incorporated within the following:  
  * Project Environmental Management Plan  
  * Detailed design stage  
  * Contract specifications for the proposal  
  * Contractor’s Environmental Management Plan.                                                                                                                                                                                                                                                                                      | Project manager            | Pre-construction                |
<p>| 3   | General                       | A risk assessment would be carried out on the Proposal to determine an audit and inspection program for the works in accordance with NSW Procurement guidelines. The recommendations of the risk assessment would be incorporated into the Project Management Plan, Environmental Management Plan and Contract specifications. | Project manager            | Pre-construction                |</p>
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<td>assessment are to be implemented</td>
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<td>• A review of the risk assessment must be undertaken after the initial audit or inspection to evaluate if the level of risk chosen for the project is appropriate.</td>
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<td>• Any works resulting from the proposal and as covered by the REF may be subject to environmental audit(s) and/or inspection(s) at any time during their duration.</td>
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<td>After first audit</td>
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<tr>
<td>5</td>
<td>General</td>
<td>All businesses and residences likely to be affected by the proposed works must be notified at least five working days prior to the commencement of the proposed activities.</td>
<td>Roads and Maritime</td>
<td>Pre-construction</td>
</tr>
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<td>6</td>
<td>General</td>
<td>Environmental awareness training must be provided, by the contractor, to all field personnel and subcontractors.</td>
<td>Contractor</td>
<td>Pre-construction</td>
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<td>during construction</td>
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<td>as required.</td>
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**Traffic, transport and access**

<p>| 7   | Construction traffic impacts | A Construction traffic management plan would be prepared as a sub plan of the Contractor's CEMP. This will be reviewed by the Principal prior to commencement of the works.                          | Construction contractor | Pre-construction     |
|     |                             | • The Construction Traffic Management Plan would include such measures as:                                                                                                                                     |                         |                      |
|     |                             | o Providing safe access points to work areas from the adjacent road network                                                                                                                                   |                         |                      |
|     |                             | o Safety barriers where necessary                                                                                                                                                                              |                         |                      |
|     |                             | o Maintaining adequate sight distance                                                                                                                                                                            |                         |                      |
|     |                             | o Displaying prominent warning signage                                                                                                                                                                           |                         |                      |
|     |                             | o Covering truck loads                                                                                                                                                                                     |                         |                      |
|     |                             | o Avoiding vehicle idling                                                                                                                                                                                     |                         |                      |
|     |                             | o Deliveries planned to minimise the number of trucks arriving at site at one time                                                                                                                                |                         |                      |
|     |                             | o Materials delivered and spoil removed from the site during standard construction hours                                                                                                                        |                         |                      |
|     |                             | o Use of Traffic Controllers to ensure safe vehicle and pedestrian                                                                                                                                            |                         |                      |</p>
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<td>movements for example when trucks enter or leave the site</td>
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<td>o A Driver Code of Conduct plan</td>
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<td></td>
<td>o Construction workers for the proposal will be prohibited from parking on Ennis Street.</td>
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<tr>
<td>8</td>
<td>Pedestrian and traffic access modifications</td>
<td>The community and stakeholders would be notified of any disruption or change to pedestrian and traffic access.</td>
<td>Construction contractor</td>
<td>Pre-construction</td>
</tr>
<tr>
<td>9</td>
<td>Road occupancy and road permits</td>
<td>• Approval for road occupancy would be obtained for any lane closures or road traffic changes&lt;br&gt;• Appropriate permits would be obtained should road closure(s) be required for the transportation of any over-sized loads to the proposal.</td>
<td>Construction contractor</td>
<td>Pre-construction/construction</td>
</tr>
<tr>
<td>10</td>
<td>Operational traffic impacts</td>
<td>• <strong>Visitors travelling to the Ennis Road Bays by car will be required to book a parking spot. Where a parking spot is not available, visitors will be directed to nearby commercial car parks, such as the Luna Park car park at Milsons Point.</strong></td>
<td>Roads and Maritime</td>
<td>Operation</td>
</tr>
<tr>
<td></td>
<td>Noise and vibration</td>
<td><strong>Working hours are to be restricted in accordance with the EPA Interim Construction Noise Guideline.</strong> Working hours are to be in accordance with:&lt;br&gt; • Between 7.00am and 6.00pm, Monday to Friday&lt;br&gt; • Between 8.00am and 1.00pm Saturdays&lt;br&gt; • No work or deliveries on Sunday and/or public holidays. If work is required to be undertaken outside normal work hours, the Contractor will need approval from the Principal. The Contractor is to provide enough information for the Principal to evaluate any potential noise impact from the proposed works.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>11</td>
<td>Construction noise impacts</td>
<td>Community and business notification would be done prior to works commencing outlining the nature of the works, work hours and contact number. Additional community and business notification would be done at least five days before works outside standard hours that has a potential to cause any noise impact.</td>
<td>Roads and Maritime</td>
<td>Pre-construction/construction</td>
</tr>
</tbody>
</table>

**Noise and Vibration**

- Working hours are to be restricted in accordance with the EPA Interim Construction Noise Guideline.
- Working hours are to be in accordance with:
  - Between 7.00am and 6.00pm, Monday to Friday
  - Between 8.00am and 1.00pm Saturdays
  - No work or deliveries on Sunday and/or public holidays.

If work is required to be undertaken outside normal work hours, the Contractor will need approval from the Principal. The Contractor is to provide enough information for the Principal to evaluate any potential noise impact from the proposed works.
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<tbody>
<tr>
<td>13</td>
<td>Construction noise impact</td>
<td>Any required night time work predicted to exceed the noise management level should aim to not affect residences for more than two consecutive nights or where possible, more than six nights over a one month period.</td>
<td>Construction contractor/ Roads and Maritime</td>
<td>Construction</td>
</tr>
</tbody>
</table>
| 14  | Construction noise impacts     | Noise mitigation measures would be implemented to minimise noise to adjacent residences and businesses including:  
- Selection of plant and equipment to avoid and minimise noise impacts.  
- Keep windows closed during internal works.  
- Plant and equipment would be properly maintained  
- Scheduling the noisiest activities to minimise impact on adjacent businesses and during standard work hours  
- Internal hoarding against window and internal portals to minimise noise emissions including during demolition of internal walls  
- **Scheduling the noisiest activities to minimise impact on adjacent residences wherever possible**  
- Consideration would be given to avoiding noisy works before 8am Monday to Friday and before 9am on Saturdays wherever possible | Construction contractor              | Construction |
| 15  | Construction vibration impact  | A construction noise and vibration plan would be prepared. It would include that an analysis of vibration generating activities would be undertaken in conjunction with the Project Heritage Architect that is engaged during implementation of the project.  
The analysis would consider the need for preliminary vibration monitoring and would ensure there is no unacceptable impact to any heritage structures.  
The construction noise and vibration plan would consider:  
- Noise causing activities and equipment  
- Vibration causing activities and equipment  
- Identification of heritage structures requiring protection from vibration.  
- Proximity to sensitive heritage elements of the building  
- Proximity to sensitive receivers  
- Identification of suitable equipment, construction methods and management, mitigation and monitoring measures to avoid and minimise noise and vibration impacts including on the heritage values | Construction contractor              | Pre-construction |
<table>
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<tr>
<td>16</td>
<td>Construction vibration impacts</td>
<td>The timing of demolition works that have potential to cause vibration impacts (such as in the first floors of bays 11-13) should be scheduled to minimise any impact to the adjacent businesses. <strong>Timing of these works is to balance business operational needs against noise levels at residential receivers.</strong></td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>17</td>
<td>Construction regenerated noise</td>
<td>The construction noise and vibration plan would include an analysis of regenerated noise to ensure there is minimum impact to neighbouring commercial receivers including the adjacent retail tenancies. The analysis is to consider issues including: • Regenerated noise causing activities and equipment • Identification of suitable equipment, construction methods and management, mitigation and monitoring measures to minimise regenerated noise impacts on sensitive commercial receivers.</td>
<td>Construction contractor</td>
<td>Pre-construction/ construction</td>
</tr>
<tr>
<td>18</td>
<td>Construction regenerated noise</td>
<td>Works would be scheduled to minimise the potential impact of regenerated noise and vibration on potentially affected commercial receivers during works such as demolition works in the first floors of bays 11 to 13.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>19</td>
<td>Car park operation noise</td>
<td>• As part of detailed design of the car park component of the proposal, noise impacts will be considered and appropriate design measures implemented to reduce potential impacts on nearby residential dwellings. • The security gate for the car park would be selected for low noise qualities and kept in good working order to avoid and minimise noise impacts on nearby residents.</td>
<td>Roads and Maritime</td>
<td>Operation</td>
</tr>
<tr>
<td>20</td>
<td>Potential heritage impacts</td>
<td>Prior to works commencing a section 60 approval and section 57 exemption would be obtained under the <em>Heritage Act 1977</em></td>
<td>Roads and Maritime</td>
<td>Pre-construction</td>
</tr>
<tr>
<td>21</td>
<td>Potential heritage impacts</td>
<td>All works would be carried out in accordance with the requirements of the section 60 approval and section 57 exemption to be obtained under the <em>Heritage Act 1977</em>.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>22</td>
<td>Potential</td>
<td>All works to the east and west elevations involving the removal/relocation/</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Non-Aboriginal heritage**

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<thead>
<tr>
<th>No.</th>
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<tbody>
<tr>
<td>20</td>
<td>Potential heritage impacts</td>
<td>Prior to works commencing a section 60 approval and section 57 exemption would be obtained under the <em>Heritage Act 1977</em></td>
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</tr>
<tr>
<td>21</td>
<td>Potential heritage impacts</td>
<td>All works would be carried out in accordance with the requirements of the section 60 approval and section 57 exemption to be obtained under the <em>Heritage Act 1977</em>.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>22</td>
<td>Potential</td>
<td>All works to the east and west elevations involving the removal/relocation/</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
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<tr>
<td>heritage impacts</td>
<td>installation of services which may result in minor damage to original rendered finish is to be repaired with made to match render with the original surface finish, with a shadow line detail to all edges of infill render. The rendered external surfaces of ‘High’ and ‘Moderate’ significance are not to be painted.</td>
<td>Construction contractor</td>
<td>Pre-construction</td>
<td></td>
</tr>
</tbody>
</table>
| 23 | Potential heritage impacts | An archival photographic recording is to be prepared prior to the commencement of works of the areas to be demolished or altered to the exteriors and interiors of the Ennis Road occupancies (Bays 1 to 13), including but not limited to:  
- Facades  
- Internal structure of bays including original retaining walls.  
The archival recording is to be lodged with North Sydney Council and the NSW Heritage Division OEH. | Construction contractor | Pre-construction |
| 24 | Potential heritage impacts | The works are to proceed only with the involvement of a suitably qualified heritage architect. The name of the architect is to be submitted to NSW Heritage Division OEH for approval. The heritage architect is to be authorised by the applicant to discuss matters relating to the works directly with NSW Heritage Division at any time. | Construction contractor | Construction |
| 25 | Heritage induction training to cover all works | • Construction workers would be provided with project specific non-Aboriginal heritage awareness tool-box talks prior to starting on site  
• Ensure the tool-box talks include awareness of the need to stop works if an unexpected find is encountered. | Construction contractor | Construction |
| 26 | Unexpected finds discovery | If unexpected non-Aboriginal heritage finds are encountered, works that may impact the find would immediately cease and the Principal and RMS Heritage Specialist would be advised. They would liaise with the project heritage architect and would advise how and when works may proceed. They would consider any statutory notifications that may arise and any further assessment or mitigation requirements. | Construction contractor | Construction |

**Socio-economic issues**

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<tbody>
<tr>
<td>27</td>
<td>Community</td>
<td>Roads and Maritime</td>
<td>Pre-construction/</td>
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<tr>
<td>No.</td>
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</table>
|     | impacts during construction within the study area                      | planning is progressed  
  • Local residents, businesses and other sensitive receivers would be notified prior to works commencing and would be kept regularly informed of construction activities and parking and traffic arrangements during the construction process.                                            | Maritime/Construction contractor | construction        |
| 28  | Community impacts during construction within the study area             | • Prior to works commencing, the community would be notified of the proposal including contact details for any enquiries or complaints  
  • Complaints received shall be recorded and responded to within 24 hours  
  • On receiving a complaint, works shall be reviewed to determine whether issues relating to the complaint can be avoided or minimised. The complainant would be advised of the result of the review including what actions were taken  
  • A complaints register would be kept and include all complaints received and the means of resolution of those complaints.                                                                                                           | Roads and Maritime            | Construction        |
| 29  | Local economy impacts during construction and operation within the study area | As part of the community consultation and stakeholder engagement plan (refer to Chapter 5 of the REF Volume 1):  
  • Australia Post, Grace of India Restaurant and NewsXpress would be notified of the changed rear access arrangements prior to construction  
  • Engage and consult with affected businesses about construction activities including noise and vibration impacts, potential temporary loss of on-street parking on Ennis Road and traffic management  
  • Local businesses would be informed at least five working days prior to any major interruptions to utility services that may be experienced as a result of utilities works.  | Roads and Maritime            | Pre-construction/ construction |
| 30  | Community impacts during construction within the study area             | A site notice board would be located at the main entrance to the subject site in a prominent position and would include the following:  
  • 24 hour contact person for the project  
  • Telephone and facsimile numbers and email address  
  • Site activities and time frames.                                                                                                                                                                                                                                                           | Construction contractor      | Construction        |
| 31  | Pedestrian access                                                      | • Pedestrian access would be maintained at all times  
  • **Pedestrian access via the existing stairs from Broughton**                                                                                                                                                                                                                                | Construction contractor      | Construction        |
<table>
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<tbody>
<tr>
<td>32</td>
<td>Air quality emissions</td>
<td>All construction plant, equipment and vehicles to be properly maintained and operated so as to alleviate excessive exhaust emissions.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>33</td>
<td>Air quality emissions</td>
<td>Waste and material loads leaving the subject site are to be covered at all times.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>34</td>
<td>Air quality emissions</td>
<td>Any material deposited on the road network due to truck movements to and from the site would be either prevented or cleaned up immediately.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>35</td>
<td>Air quality emissions</td>
<td>Measures would be implemented to suppress dust resulting from loading and unloading of materials such as demolition materials.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>36</td>
<td>Air quality emissions</td>
<td>Works that would create concrete dust would be undertaken in accordance with the Contractors Site Specific Safety management plan and Safe Work Australia Codes of Practice.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
<tr>
<td>37</td>
<td>Not applicable</td>
<td>There are no applicable safeguards for land use and property.</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>
| 38  | Operational visual and streetscape impacts | • The proposal’s urban design vision would be integrated throughout the detailed design and construction of the proposal  
• Design of the doors at the building entrances would fit the original design of the building  
• Where required materials and colours selected would be in accordance with the requirements of the Sydney Harbour Bridge Conservation Management Plan 2007. | Roads and Maritime   | Pre-construction |
| 39  | Management of the construction works to minimise their visual impact and localised effect on | • Works would be carried out in a manner that would minimise visual impacts to the surrounding community and users of Milsons Point station, including that the site would be kept tidy and orderly  
• Implement a maintenance schedule to ensure the work site remains clear and tidy  
• The compound site would be fenced, screened and kept tidy. All | Construction contractor | Construction     |
<table>
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<th>Timing</th>
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<tbody>
<tr>
<td></td>
<td>streetscape character</td>
<td>materials would be stored within the site boundary.</td>
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</tbody>
</table>
| 40  | Sediment-laden run off and associated water quality impacts | • Erosion and sediment control measures would be implemented to ensure no sediment leaves the site.  
• All waste materials (such as demolition materials) would be contained to prevent possible run off prior to removal from the site. | Construction contractor | Pre-construction/construction |
| 41  | Accidental spillage and associated water quality impacts | Maintain emergency spill kits on-site at all times and make all staff aware of the location of the spill kits and trained in their use. | Construction contractor | Construction |
| 42  | Fuel storage and refuelling | • All fuels, chemicals, and liquids would be in an impervious bunded area within the compound site  
• The refuelling of plant and maintenance of machinery would be undertaken in impervious bunded areas within the compound site. | Construction contractor | Construction |
| 43  | Machinery maintenance checks | • Machinery would be checked daily to ensure there is no oil, fuel or other liquids leaking from the machinery. | Construction contractor | Construction |

### Geology and soils

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<th>Timing</th>
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</thead>
</table>
| 44  | Erosion risk | • Disturbed surfaces would be reinstated as soon as possible  
• Erosion and sedimentation control measures would not be removed until disturbed areas have stabilised  
• Any damage from construction to the ground surface shall be restored to pre-construction condition on completion of works. | Construction contractor | Construction |

### Biodiversity

<table>
<thead>
<tr>
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<th>Timing</th>
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</thead>
<tbody>
<tr>
<td>45</td>
<td>Not applicable</td>
<td>There are no applicable safeguards for biodiversity.</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
<tr>
<td>No.</td>
<td>Impact</td>
<td>Environmental safeguards</td>
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<tr>
<td>46</td>
<td>Waste management</td>
<td>• Roads and Maritime would ensure that appropriate waste storage areas are provided for the tenancies that currently use the rear of the bays for waste storage.</td>
<td>Roads and Maritime</td>
<td>Pre-construction</td>
</tr>
<tr>
<td>47</td>
<td>Resource use</td>
<td>• Wherever possible locally-sourced materials that contain a high recycled content and low embodied energy where they are cost and performance competitive and comparable in environmental performance would be used.</td>
<td>Construction contractor</td>
<td>Pre-construction/ construction</td>
</tr>
</tbody>
</table>
| 48  | Waste management during construction        | • A Construction/Demolition Waste Management Plan would be prepared in accordance with the proposal’s Ecologically Sustainable Development (ESD) specification The plan would aim to:  
  o Avoid waste, through the careful selection of materials  
  o Reuse waste, on site where possible or via a recycling facility  
  o Recycle waste, though an off-site recycling facility  
  o Dispose of non-recyclable material at a licensed waste facility. | Construction contractor | Pre-construction/ construction |
| 49  | Contaminated or hazardous materials removal | If any contaminated materials or hazardous substances are encountered during demolition and construction then all works that may impact the find would cease immediately and the Contractor would contact the Principal who would give direction on any additional assessment requirements and how and when works may proceed. | Construction contractor | Construction             |
| 50  | Contaminated or hazardous materials removal | • Any contaminated materials or hazardous substances encountered would be classified first and then stored, transported and disposed of in accordance with OEH requirements at an OEH licensed waste facility  
  • The handling of asbestos and asbestos work would be carried out in accordance with the following documents published by the Safe Work Australia:  
    o ‘Guide to the Control of Asbestos Hazards in Buildings and Structures’  
    o ‘Code of Practice for the Safe Removal of Asbestos’. | Construction contractor | Construction             |
<p>| 51  | Waste handling and storage                 | • All waste would be managed and disposed of in accordance with the Waste Avoidance and Resource Recovery Act 2001. The OEH Waste | Construction contractor | Construction             |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Impact</th>
<th>Environmental safeguards</th>
<th>Responsibility</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>Waste disposal across the site</td>
<td>Any bulk waste bins delivered by authorised waste contractors would be placed and kept within the property boundary.</td>
<td>Construction contractor</td>
<td>Construction</td>
</tr>
</tbody>
</table>
| 53  | Recycling materials | - Non-recyclable waste and containers would be regularly collected and disposed of at a licensed landfill or other licensed disposal sites in the area  
- Where available, recyclable site and construction waste would be recycled in accordance with the NSW Government’s “Waste Reduction and Purchasing Policy (WRAPP guidelines)”. Waste oil would be sent to approved recyclers  
- No burning or burying of wastes would be permitted on site. | Construction contractor | Construction |
| 54  | Littering and site tidiness | - The worksite would be left tidy and rubbish free each day prior to leaving site and at the completion of the works  
- Monitor for waste accumulation, littering and general tidiness during routine site inspections | Construction contractor | Construction |
<p>| 55  | Unexpected Aboriginal heritage discovery across the proposal site | If unexpected Aboriginal heritage objects are encountered, all works that may impact the find would immediately cease and the Contractor would contact the Principal who would give direction on any additional assessment requirements and how and when works may proceed. | Construction contractor | Construction |
| 56  | Office fit out and equipment | Energy-efficient lighting would be used where appropriate to reduce energy consumption in the long-term. | Roads and Maritime | Detailed design |
| 57  | Use recycled materials where possible and where they meet Roads and Maritime | Use recycled materials where possible. Failing that, use materials with a high recycled content. | Construction contractor | Pre-construction/ construction |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Impact</th>
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<th>Timing</th>
</tr>
</thead>
</table>
| 58  | Manage and reduce fuel consumption             | • Intelligent vehicle use, such as not leaving the engine idle when not in use, would be promoted  
  • Material and waste supply and departure scheduling would be undertaken to optimise fuel use and minimise required vehicle trips  
  • The delivery of materials with full loads would be undertaken from local suppliers where possible and cost effective.                                                                                                                                                                                      | Construction contractor | Construction            |
| 59  | Recycling of waste                              | Recycling of waste would be undertaken wherever possible.                                                                                                                                                                                                                                                                                               | Construction contractor | Construction            |
| 60  | Construction equipment selection                | • Appropriate sized construction equipment, plant and vehicles would be used  
  • Frequent servicing of equipment would be undertaken to make sure they are running optimally, and down time is minimised (which can reduce time disturbance and access areas)  
  • Energy efficiency and related carbon emissions of vehicle and plant equipment would be considered, where possible.                                                                                                                                                                                   | Construction contractor | Construction            |
|     | **Hazard and risk**                             |                                                                                                                                                                                                                                                                                                                                                    |                     |                        |
| 61  | Construction hazard and risk management         | Prepare a hazard and risk management plan as a sub-plan of the CEMP.                                                                                                                                                                                                                                                                                 | Construction contractor | Pre-construction/ construction |
|     | **Cumulative impacts**                          |                                                                                                                                                                                                                                                                                                                                                    |                     |                        |
| 62  | Not applicable                                  | There are no applicable safeguards for cumulative impacts.                                                                                                                                                                                                                                                                                          | Not applicable      | Not applicable          |
5.3 Licensing and approvals

The following licenses and approvals would be required to construct and operate the proposal.

Table 5-2: Summary of licensing and approvals required

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Timing</th>
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<tbody>
<tr>
<td>Obtain a section 60 approval and a section 57 exemption from the NSW Heritage Division, OEH under the <em>Heritage Act 1977</em></td>
<td>Pre-construction</td>
</tr>
</tbody>
</table>
6 References

Acoustic Studio 2015, Construction Noise and Vibration Assessment Report, Acoustic Studio, Stanmore

Arup 2015, Ennis Road Milsons Point Traffic Impact Assessment, Arup, Sydney

Roads and Maritime Services 2015, Roads and Maritime– Ennis Road Bays, Kirribilli, Office Refurbishment and Revitalisation Review of Environmental Factors, Roads and Maritime Services, North Sydney
Appendix A
Community consultation documentation
Roads and Maritime Services is inviting community and stakeholder feedback on a proposal to upgrade its property on Ennis Road, Kirribilli for office accommodation.

The building, referred to as the Ennis Road Bays, is located directly underneath the Cahill Expressway on the northern approach to the Sydney Harbour Bridge. The proposed work includes refurbishing the building’s ground floor from 24-44 Ennis Road and first floor from 20-44 Ennis Road.

Public exhibition
The Ennis Road Bays Office Refurbishment and Revitalisation Review of Environmental Factors (REF) and Statement of Heritage Impact are on public display for community and stakeholder feedback until Sunday 17 May 2015. The REF describes the proposal, outlines the likely impacts of the proposal on the environment and provides protective measures.

Display locations
The REF and Statement of Heritage Impact for the Ennis Road Refurbishment Project can be viewed at www.rms.nsw.gov.au/shb or:

**Roads and Maritime Services**
Level 9, 101 Miller Street
North Sydney NSW 2060
Opening hours: Monday to Friday 8.30am–5pm

**North Sydney Council Chambers**
Customer Service Centre
200 Miller Street
North Sydney NSW 2060
Opening hours: Monday to Friday 9am–5pm

Have your say
Your feedback on the proposal is invited by Sunday 17 May 2015.
Email: ennisroadbays@rms.nsw.gov.au
Write to:
Jim Katehos  |  Project Director
Corporate Division
Roads and Maritime Services
Level 12
101 Miller Street
North Sydney NSW 2060