

# Mona Vale Road East Upgrade

Manor Road, Ingleside to  
Foley Street, Mona Vale

Submissions report

December 2022

# Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

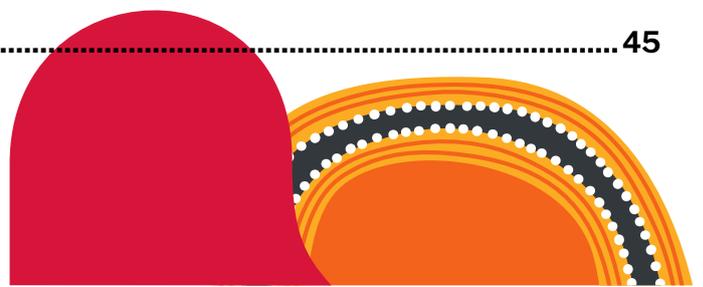
We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

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# 1. Executive summary

## 1.1 The proposal

Transport for NSW (Transport) proposes to modify the Mona Vale Road East Upgrade by making several design changes, some of which require adjustments to the approved project boundary. Key features of the proposal would include:

- modifying the design of and extending the length of the truck arrestor bed
- provision of additional pedestrian and cycle connectivity away from the Mona Vale Road, including a shared path along Wallaby Circuit, Walana Crescent and Lane Cove Road
- provision of a guardrail along a section of Lane Cove Road
- relocation of an operational stage stormwater detention basin and provision of a new concrete-lined drain near Ingleside Road
- adjustments to the drainage design including the provision of a new concrete pipe and outlet in Boundary Street
- additional utility adjustments on Samuel Street and Foley Street.

## 1.2 Display of the Review of Environmental Factors

Community consultation regarding the Addendum Review of Environmental Factors (A-REF) was carried out from 6 August 2021 to 24 September 2021.

## 1.3 Summary of issues and responses

Public display of the REF and the supporting consultation resulted in a total of four submissions, of which three were from the general community, and one from the Katandra Bushland Secretary.

Of the submissions received, the main issues raised and responses to those issues are summarised below.

### **Potential impacts of the relocated footpath onto privately owned land**

The shared user path route displayed in the A-REF was indicative only. The proposed route of the shared path would avoid the Katandra Sanctuary and private property and would be retained within land owned by Transport or Northern Beaches Council. Concerns about the shared user path alignment located within the local street pavement is addressed below.

### **Consideration and questions on the accessibility, usability and safety of the proposed shared pedestrian/cyclist path**

The proposal includes provision of additional pedestrian and cycle connectivity between the local streets bordering the Mona Vale Road corridor. The section of the shared user path between Lane Cove Road and Daydream Street, runs from the top of the escarpment at Ingleside to the valley down at Mona Vale. The shared user path is located within a section of the Mona Vale Road corridor which has the steepest grades.

Some flatter side rest stations will be provided along the route including some minor switchbacks (where possible) to assist with accessibility and usability however the overall grade of the shared user path remains steep. The safety of the proposed path is improved due to its separation from the main road and truck arrestor bed. The route change has incorporated advice from key stakeholders including the Pedestrian Council of Australia and the Northern Beaches Council.

### **Seeking accurate information regarding the route of the proposed shared pedestrian/cyclist path**

The need for a proposed modification of the footpath was identified as a result of a review of the Mona Vale Road East upgrade. The proposed shared user path along Lane Cove Road, Wallaby Circuit and Walana Crescent would increase a sense of place and provide greater connectivity to existing shared zones within the community areas of Ingleside and Mona Vale.

Transport has investigated alternative options due to the submissions on the A-REF. A new shared path will be installed along Walana Crescent and Wallaby Circuit. Section 3 describes the proposed new shared path along Walana Crescent and Wallaby Circuit.

## **1.4 Changes to the proposal**

The provision of a new shared zone at Walana Crescent and the use of the existing shared zone on Wallaby Circuit and path connection from Wallaby Circuit to Mona Vale Road was proposed in the A-REF.

The provision of a new shared zone at Walana Crescent and the use of the existing shared zone on Wallaby Circuit and path connection from Wallaby Circuit to Mona Vale Road was proposed in the A-REF.

Following submissions from residents concerned about increased pedestrian and cyclist traffic along Wallaby Circuit. Transport, in collaboration with Northern Beaches Council, have realigned the path away from the on-road configuration to an off-road route through the adjacent Council land behind the existing fence. The new shared path route is shown in Figure 2.

Some understorey vegetation will have to be removed for the installation of the new shared user path along Walana Crescent and Wallaby Circuit increasing the visibility of the new noise wall, which runs parallel to Mona Vale Road. Vegetation assessments in this area have been completed as part of the Mona Vale Road East REF (2015).

## **1.5 Next steps**

Transport as the determining authority has approved the addendum to the REF and will proceed with construction.

Transport will inform the community and stakeholders of this decision and will continue to consult with the community and stakeholders prior to and during the construction phase.

## 2. Introduction and background

### 2.1 The proposal

Transport for NSW (Transport) proposes to modify the Mona Vale Road East Upgrade by making several design changes, some of which require adjustments to the approved project boundary. Key features of the proposal include:

- modifying the design of and extending the length of the truck arrestor bed
- provision of additional pedestrian and cycle connectivity away from the Mona Vale Road, including a shared path along Wallaby Circuit, Walana Crescent and Lane Cove Road
- provision of a guardrail along a section of Lane Cove Road
- relocation of an operational stage stormwater detention basin and provision of a new concrete-lined drain near Ingleside Road
- adjustments to the drainage design including the provision of a new concrete pipe and outlet in Boundary Street
- additional utility adjustments on Samuel Street and Foley Street.

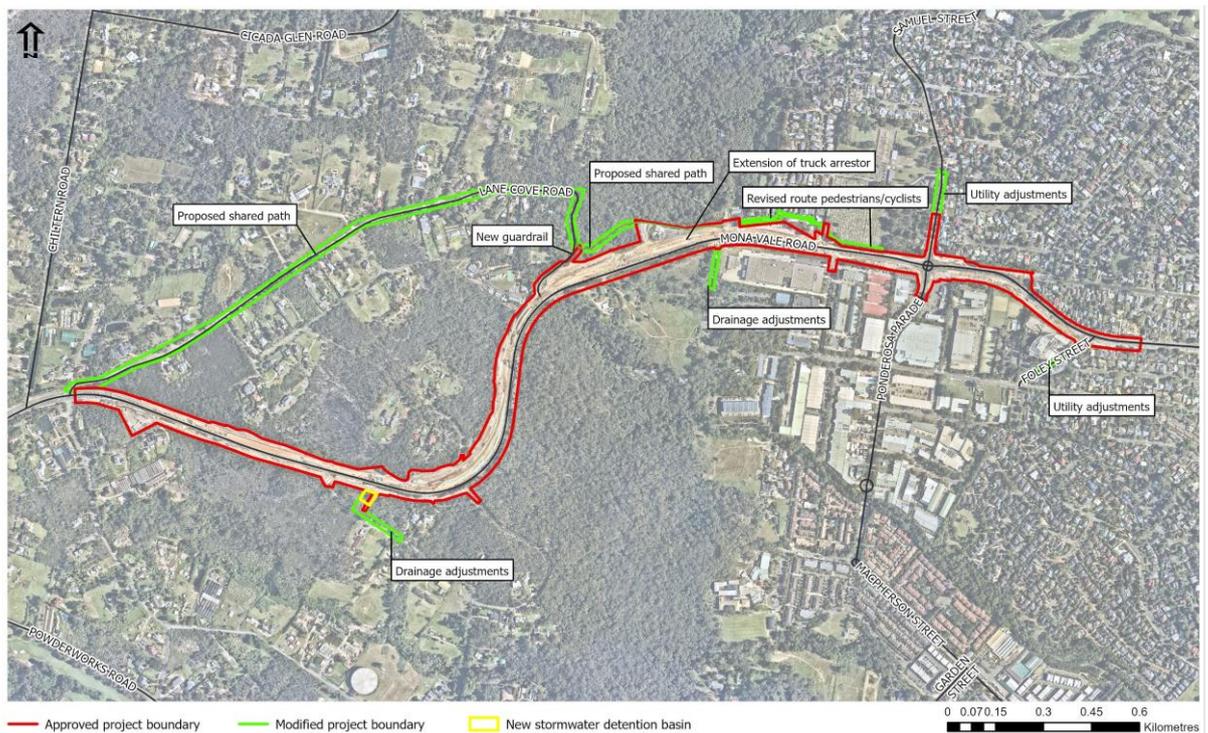


Figure 1: Overview of the proposed modification

A more detailed description of the Mona Vale Road East Upgrade is found in the Review of Environmental Factors Volume 1 and the Addendum Review of Environmental Factors prepared by Transport in July 2015 and December 2017 respectively.

## 2.2 Addendum REF display

Transport prepared an addendum review of environmental factors (A-REF) to assess the potential environmental impacts of the proposed works. The A-REF was placed on the Transport project website and made available for download for 50 days between 6 August 2021 and 24 September 2021.

The A-REF was available online in digital format and was placed on the Transport project website and made available for download. A range of community consultation activities were carried out for the public display which include:

- distribution of community updates within the suburb of Mona Vale and Ingleside.
- targeted community consultation with local residents and businesses
- meetings with Northern Beaches Council.

## 2.3 Purpose of the report

This submissions report relates to the A-REF prepared for the Mona Vale Road East Upgrade and should be read in conjunction with that document.

The A-REF was placed on public display and submissions relating to the proposal and the A-REF were received by Transport. This submissions report summarises the issues raised and provides responses to each issue (Chapter 3).

No revisions have been made to the assessment or environmental management measures as described in the Review of Environmental Factors.

### 3. Response to issues

Transport received four submissions, accepted up until the 24 September 2021. Table 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 this report.

**Table 1: Respondents**

Respondent	Submission No.	Section where issues are addressed
Katandra Bushland Sanctuary Trust	1	3.1.1, 3.1.3
Individual	2	3.1.2
Individual	3	3.1.2
Individual	4	3.1.3

Table 1: Respondents

#### 3.1 Overview of issues raised

A total of four submissions were received in response to the display of the addendum review of environmental factors (A-REF). This included submissions from a local crown reserve group, Katandra Bushland Sanctuary Trust and three submissions from the local 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 Transport’s response to these issues forms the basis of this chapter.

Of the four submissions received, none provided a general position on the proposal but instead raised specific aspects of the project, which can be broken down into three main areas as:

1. potential impacts of the relocated footpath onto privately owned land
2. consideration and questions on the accessibility, usability, and safety of the proposed shared pedestrian/cyclist path
3. seeking accurate information regarding the route of the proposed shared pedestrian/cyclist path

### 3.1.1 Impact of the shared pedestrian / cyclist path relocation onto privately owned land

#### Submission number

1

#### Issue description

- seeking clarification on whether the proposed shared pedestrian/cyclist path impacts onto Katandra Bushland Sanctuary reserve
- questions whether Transport is aware of the Katandra Bushland Sanctuary boundary lines

#### Response

The Shared path route in the A-REF was indicative only. The proposed route of the shared path would avoid the Katandra Sanctuary and private property and would be retained within land owned by Transport or Northern Beaches Council.

### 3.1.2 Accessibility, usability, and safety of the proposed shared pedestrian / cyclist path

#### Submission number(s)

2, 3

#### Issue description

- for the proposed pedestrian/cyclist path to include consideration towards accessibility for cyclists and pedestrians of varying mobility
- clarification on the who the pedestrian/cyclist path will serve and the proposed relocation of the path regarding proximity from the road.

#### Response

The proposal includes provision of additional pedestrian and cycle connectivity between the local streets bordering the Mona Vale Road corridor. The section of the shared user path between Lane Cove Road and Daydream Street, runs from the top of the escarpment at Ingleside to the valley down at Mona Vale. The shared user path is located within a section of the Mona Vale Road corridor which has the steepest grades. Some flatter side rest stations will be provided along the route including some minor switchbacks (where possible) to assist with accessibility and usability however the overall grade of the shared user path remains steep. The safety of the proposed path is improved due to its separation from the main road and truck arrestor bed. The route change has incorporated advice from key stakeholders including the Pedestrian Council of Australia and Northern Beaches Council.

### 3.1.3 Clarification on the route of the proposed shared pedestrian / cyclist path

#### Submission number(s)

1, 4

#### Issue description

- clarification on the exact route that the proposed pedestrian/cyclist path

#### Response

The provision of a new shared zone at Walana Crescent and the use of the existing shared zone on Wallaby Circuit and path connection from Wallaby Circuit to Mona Vale Road was proposed in the A-REF.

Following submissions from residents concerned about increased pedestrian and cyclist traffic along Wallaby Circuit. Transport, in collaboration with Northern Beaches Council, have realigned the path away from the on-road configuration to an off-road route through the adjacent Council land behind the existing fence. The new shared path route is shown in Figure 2.

Some understorey vegetation will have to be cut down and removed for the installation of the new shared user path along Walana Crescent and Wallaby Circuit increasing the visibility of the new noise wall which runs parallel to Mona Vale Road. Vegetation assessments in this area have been completed as part of the Mona Vale Road East REF (2015).

## 4. Changes to the proposal

### 4.1 Installation of a shared path along Wallaby Circuit

#### 4.1.1 Description

Following submissions from residents concerned about increased pedestrian and cyclist traffic along Wallaby Circuit. Transport, in collaboration with Northern Beaches Council, have realigned the path away from the on-road configuration to an off-road route through the adjacent Council owned land behind the existing fence. The new shared path route is shown in Figure 2.

Some understorey vegetation will have to be removed for the installation of the new shared user path along Walana Crescent and Wallaby Circuit increasing the visibility of the new noise wall, which runs parallel to Mona Vale Road. Vegetation assessments in this area have been completed as part of the Mona Vale Road East REF (2015).

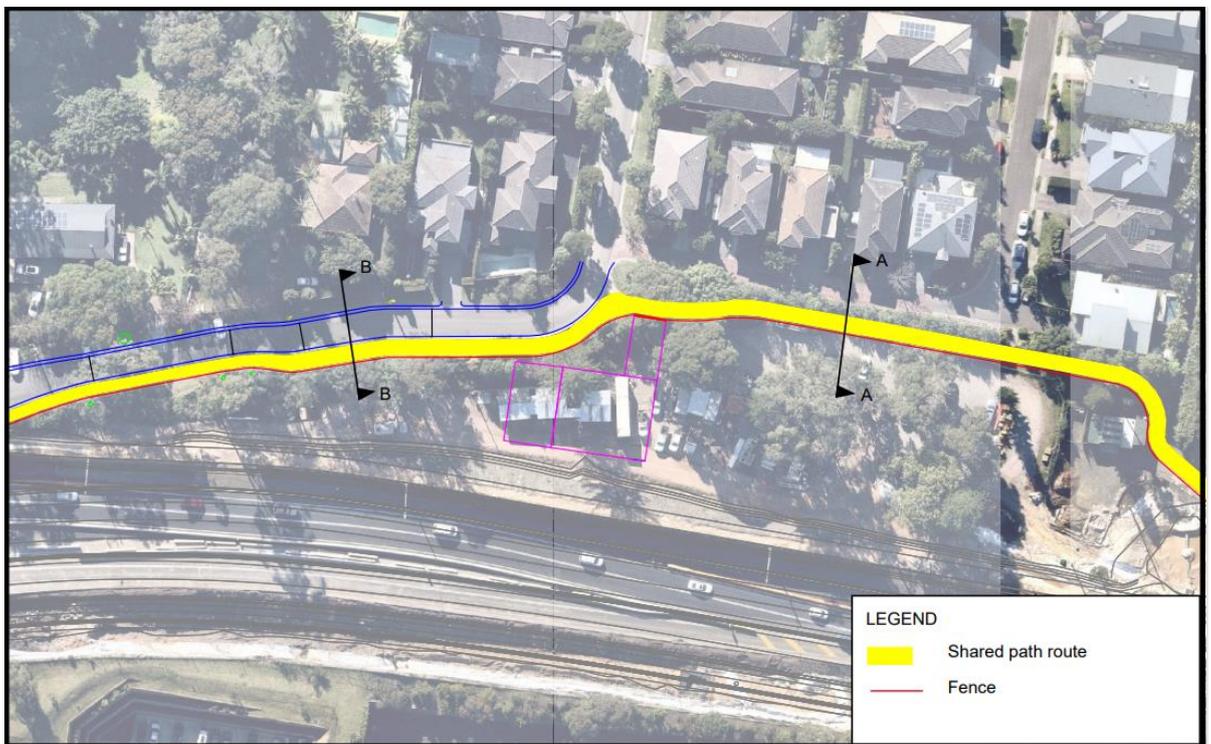


Figure 2: New shared path adjacent to Wallaby Circuit and Walana Crescent

## 5. Environmental management

The A-REF for the Mona Vale Road East Upgrade identified the framework for environmental management, including safeguards and management measures that would be adopted to avoid or reduce environmental impacts (section 7 of the A-REF).

After consideration of the issues raised in the public submissions and changes to the proposal, the safeguard and management measures have been revised.

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 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 Construction Environmental Management Plan (CEMP) has been prepared to describe safeguards and management measures identified. The CEMP provides a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

The CEMP has been prepared prior to construction of the proposal and is reviewed and certified by environment staff. The CEMP is a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP has been developed in accordance with the specifications set out in the required specifications.

### 5.2 Summary of safeguards and management measures

The A-REF for the Mona Vale Road East Upgrade identified a range of environmental outcomes and management measures that would be required to avoid or reduce the environmental impacts.

After consideration of the issues raised in the public submissions, the environmental management measures for the proposal (refer to Chapter 7.2 of the A-REF) have been revised. Should the proposal proceed, the environmental management measures in Table 2 will guide the subsequent phases of the proposal. Additional and/or modified environmental safeguards and management measures to those presented in the REF have been underlined and deleted measures, or parts of measures, have been struck out.

**Table 2: Summary of environmental safeguards and management measures**

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
1	General	<p>All environmental safeguards must be incorporated within the following:</p> <ul style="list-style-type: none"> <li>• Project Environmental Management Plan</li> <li>• Detailed design</li> <li>• Contract specifications for the proposal</li> <li>• Contractor’s Environmental Management Plan</li> </ul>	Transport Project Manager	Pre-construction
2	General	<p>A risk assessment must be carried out on the proposal in accordance with the Transport project risk assessment procedures to determine an audit and inspection program for the work. The recommendations of the risk assessment are to be implemented.</p> <p>A review of the risk assessment must be carried out by Transport. Any work 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.</p>	Project Manager and Environmental staff	Pre-construction
3	General	<p>The environmental contract specification G36 – Environmental Protection (Management System) must be forwarded to the Transport Senior Environmental Officer for review at least 10 working days prior to the tender stage.</p> <p>A contractual hold point must be maintained until the CEMP is reviewed by the Transport Senior Environmental Officer.</p>	Transport Project Manager	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
4	General	The Transport Project Manager must notify the Transport Environment Officer (Sydney Region) at least five days prior to work commencing.	Transport Project Manager	Pre-construction
5	General	All businesses and residences likely to be affected by the proposed work must be notified at least five working days prior to the commencement of the proposed activities.	Construction contractor	Pre-construction
6	General	Environmental awareness training must be provided, by the contractor, to all field personnel and subcontractors.	Construction contractor	Pre-construction and during construction as required
B1	Impact to biodiversity	<p>A Biodiversity Management Plan (BMP) is to be prepared and included in within the CEMP.</p> <p>The BMP is to include (but not be limited to) the following:</p> <ul style="list-style-type: none"> <li>• a site walk with appropriate site personnel including Transport representatives to confirm clearing boundaries and sensitive location prior to commencement of work</li> <li>• identification (marking) of the clearing boundary and identification (marking) of habitat features to be protected. E.g., use of flagging tape</li> <li>• a map which clearly shows vegetation clearing boundaries and sensitive areas/no go zones</li> <li>• incorporation of management measures identified as a result of the pre-clearing survey report, completed by an ecologist, (G40, section 2.4) and nomination of actions to</li> </ul>	Construction contractor	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<p>respond to the recommendations made. This should include details of the measures to be implemented to protect clearing limits and no-go areas</p> <ul style="list-style-type: none"> <li>• a detailed clearing process in accordance with <i>Transport Biodiversity Guidelines (2011)</i> including requirements of Guide 1, 2, 4 &amp; 9.</li> <li>• identify toolbox talks where biodiversity would be included such as vegetation clearing or work adjacent to sensitive locations</li> <li>• identify control/mitigation measures to prevent impacts on sensitive locations or no-go zones</li> <li>• a stop work procedure in the event of identification of unidentified species, habitats or populations</li> <li>• a nest box strategy would be developed by an ecologist, in consultation with Transport Biodiversity specialists, to compensate for the loss of tree hollows. The number and size of tree hollows to be removed would be assessed prior to clearing, with at least 70% of nest boxes installed at least one month before clearing commences, in accordance with <i>Transport Services Biodiversity Guidelines</i>.</li> </ul>		

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
B2	Removal or modification of native vegetation	On-site measures; clearing limits will be enforced and cordoned off and signposted	Construction contractor	Pre-clearing and construction
B3	Removal of individuals of threatened species	Pre-clearing surveys for fauna will be carried out in accordance with the <i>Transport Services Biodiversity Guidelines</i> .	Construction contractor	Pre-clearing
B4	Predation by domestic and/or feral animals	Fauna connectivity structures and approaches to be designed to provide protective features and/or refuges to reduce potential for predation of fauna using the structure.	Design contractor	Detailed design
B5	Loss of native vegetation and fauna habitats adjacent to approved construction zone	Clearing limits will be accurately demarcated with assistance from a surveyor, and exclusion zones will be implemented beyond the demarcated area. A suitably qualified ecologist or experienced wildlife carer will be engaged to survey and handle any fauna.	Construction contractor	Pre-clearing and construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
B6	Increase in fauna fatality and injury	<p>Pre-clearance procedures would be implemented during construction to prevent direct fauna mortality. Fauna fencing would be installed at strategic locations to reduce potential for fauna to access the road during operation, thereby reducing potential for roadkill.</p> <p>Should any termite mounds be encountered and require removal within the construction footprint, they would be checked for the presence of Rosenberg's goanna eggs prior to clearing. Salvage of any eggs would be carried out by appropriately experienced personnel.</p>	Construction contractor	Detailed design and construction
B7	Loss of habitat connectivity	<p>A connectivity plan would be prepared by a suitably qualified and experienced ecologist during the detailed design. The plan would be developed in consultation with Transport.</p> <p>Biodiversity specialists and would include:</p> <ul style="list-style-type: none"> <li>• identification of connectivity objectives for the determined project</li> <li>• identification of target species for all measures</li> <li>• consideration of the specific connectivity requirements for each identified target species</li> </ul> <p>An ecologist would be engaged on site to supervise the construction of temporary and permanent fauna mitigation</p>	Construction contractor	Detailed design and construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<p>measures, including, but not limited to, connectivity structures and fauna fencing.</p> <p>Post-construction monitoring in an adaptive management framework would be carried out to determine the effectiveness of connectivity structures, which would be actively managed to facilitate movement of fauna species, particularly the Eastern Pygmy-possum.</p> <p>A monitoring plan would be developed by a suitably qualified and experienced ecologist in consultation with Transport Services' biodiversity specialists and Northern Beaches Council, and would include:</p> <ul style="list-style-type: none"> <li>• identification of monitoring objectives</li> <li>• identification of species to be monitored and suitable monitoring methods to be implemented to detect usage of connectivity structures by those species</li> <li>• a monitoring program for a period of up to five years following opening of the project</li> </ul>		
B8	Hydrological changes	Robust erosion and sediment control measures would be incorporated into the CEMP to prevent adverse impacts to Angus' onion orchid and threatened frog habitat from changes to run off.	Construction contractor	Pre-clearing and construction
B9	Weed invasion	Declared noxious weeds are to be managed according to the requirements under the <i>Noxious Weeds Act 1993</i> and <i>Guide 6 (Weed Management)</i> of the <i>Transport Biodiversity Guidelines 2011</i> .	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
B10	Spread of disease	Construction plant will be required to be certified clean, and a hygiene protocol will be implemented to ensure the proposed modification does not result in increased risk of spreading the chytrid fungus.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
B11	Potential impact on threatened fauna	<p>Targeted fauna fencing at strategic locations along the road to funnel toward underpasses and connectivity structures.</p> <p>Fauna connectivity structures will consist of one dedicated fauna underpass and one fauna overpass.</p> <p>In areas that could contain the eastern pygmy-possum (woodland and sandstone heath) vegetation clearing would be undertaken as far as possible outside of the main breeding season (December – July). All vegetation clearing would be supervised by an appropriately qualified and experienced ecologist to ensure potential for harm to eastern pygmy-possums and other fauna is minimised.</p> <p>Vegetation would be planted to encourage crossing and reduce risk of predation. Species planted would be in accordance with the Mona Vale Road Upgrade East 100% Detail Landscape Design Report and Landscape Plans. Vegetation would be subject to ongoing maintenance by appropriately qualified bush regeneration contractors, to ensure it establishes to provide suitable habitat for the eastern pygmy-possum and other threatened fauna.</p> <p>Installation and monitoring of nest boxes for up to five years, in accordance with a monitoring plan to be prepared in consultation with Transport Services’ biodiversity specialists and Northern Beaches Council.</p>	Construction contractor	Pre-construction and construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
B12	Loss of native vegetation	Design of the shared path will avoid removal of vegetation along Lane Cove Road where reasonable and feasible. If vegetation removal cannot be avoided, the footprint will be minimised, and the retention of large canopy trees will be prioritised.	Contractor	Construction
B13	Direct impacts on Angus's Onion Orchid	Removal of Angus's Onion Orchid ( <i>Microtis angusii</i> ) along Lane Cove Road and Ingleside Road will be avoided where reasonable and feasible. If Angus's Onion Orchid individuals are impacted by the proposed modification, offsets will be provided in accordance with the <i>Guideline for Biodiversity Offsets</i> (Transport Services, 2016).	Transport for NSW	Construction
B14	Impacts to Eastern Pygmy-possum, Red crowned toadlet, and Glossy Black-Cockatoo habitat	The shared path will avoid impacts on potential Eastern Pygmy-possum, Red-crowned toadlet, and Glossy Black-Cockatoo habitat within the Katandra Bushland Sanctuary and will avoid the identified artificial dam between Walana Crescent and Lane Cove Road.	Transport for NSW	Construction
B15	Impacts to Red-crowned toadlet habitat	The extension of stormwater line and relocation of the stormwater detention basin along Ingleside Road will avoid and/or minimise impacts on Red-crowned toadlet habitat and existing water flow through the current stormwater runoff pathways.	Transport for NSW	Construction

SO-1	Erosion and sedimentation	<p>A Soil and Water Management Plan (SWMP) would be prepared as part of the CEMP prior to the commencement of construction. The SWMP would address the following:</p> <ul style="list-style-type: none"> <li>• the Transport Code of Practice for Water Management.</li> <li>• the Blue Book - Managing Urban Stormwater: Soils and Construction, Volume 1 and 2.</li> <li>• Transport Technical Guidelines – Temporary Stormwater Drainage for Road Construction. The SWMP would include: <ul style="list-style-type: none"> <li>i. stockpile management plan</li> <li>ii. identification of catchment and sub-catchment area high risk areas and sensitive areas.</li> <li>iii. sizing of each of the above areas and catchment.</li> <li>iv. the likely run-off from each road sub-catchment.</li> <li>v. direction of flow of on-site and off-site water.</li> <li>vi. separation of on-site and off-site water</li> <li>vii. stockpiles will be designed, established, operated and decommissioned in accordance with the Transport Stockpile Site Management Guideline.</li> <li>viii. direction of run-off and drainage points during each stage of construction.</li> <li>ix. dewatering plan which includes process for monitoring flocculating and dewatering water from site (i.e. any sediment basins and sumps).</li> <li>x. progressive site-specific Erosion and Sedimentation Control Plans (ESCPs). The ESCP is to be updated at least fortnightly.</li> </ul> </li> </ul>	Construction contractor	Pre-construction
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No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<ul style="list-style-type: none"> <li data-bbox="613 308 1290 379">xi. a process to routinely monitor the Bureau of Meteorology weather forecasts.</li> <li data-bbox="613 395 1395 467">xii. preparation of a wet weather (rain event) plan which includes a process for monitoring</li> <li data-bbox="613 483 1420 555">xiii. potential wet weather and identification of controls to be implemented in the event of wet weather.</li> <li data-bbox="613 571 1429 683">xiv. an inspection and maintenance schedule for ongoing maintenance of temporary and permanent erosion and sedimentation controls.</li> </ul>		
SO-2	Erosion and sedimentation	<p data-bbox="539 735 1368 847">A Principal Erosion and Sedimentation Control Plan would be prepared during detailed design. The Principal Erosion and Sedimentation Control Plan would include:</p> <ul style="list-style-type: none"> <li data-bbox="539 863 1429 943">• identify site catchment and sub-catchments, high risk areas and sensitive areas</li> <li data-bbox="539 959 1283 1007">• sizing of each of the above areas and catchments</li> <li data-bbox="539 1023 1435 1110">• proposed staging plans for the project to ensure appropriate erosion and sediment controls measures are possible</li> <li data-bbox="539 1126 1395 1302">• the likely volume of run-off from each catchment and sub catchment in accordance with the Managing Urban Stormwater: Soils and Construction, Volume 1 and 2 (Landcom, 2004).</li> <li data-bbox="539 1318 1196 1366">• direction of water flow, both off and on site</li> </ul>	Transport for NSW	Detailed design

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
SO-3	Erosion and sedimentation	A soil conservationist from the Transport Erosion, Sedimentation and Soil Conservation Consultancy Services Register is to be engaged to review the proposed erosion and sedimentation controls and conduct routine inspections of the construction work	Construction contractor	Construction
SO-4	Erosion and sedimentation	All stockpiles would be designed, established, operated and decommissioned in accordance with the Transport Stockpile Management Procedures.	Construction contractor	Construction
SO-5	Erosion and sedimentation	Controls would be implemented at construction zone exit points to minimise the tracking of soil and particulates onto road surface surfaces.	Construction contractor	Construction
SO-6	Disturbance of contaminated land	Prior to the start of construction, additional environmental investigations will be undertaken to assess the current status of the TPH impacted soils at the truck incident site and assess if recent lane adjustment work have affected this location. Additional testing would be carried out to assess if contaminated soils have been removed or if migration of impacted areas has occurred, impacting previously unaffected areas.	Construction contractor	Pre-construction

SO-7	Disturbance of contaminated land	<p>A Contaminated Land Management Plan will be prepared for the determined project and will include procedures to:</p> <ul style="list-style-type: none"> <li>• identify potentially contaminated land through monitoring: <ul style="list-style-type: none"> <li>- for discolouration or staining of soil</li> <li>- bare soil patches both on-site, and off-site adjacent to site boundary</li> <li>- visible signs of plant stress</li> <li>- presence of drums or other waste material</li> <li>- presence of stockpiles or fill material</li> <li>- odours</li> </ul> </li> <li>• undertake further contamination assessment where necessary and advise on the need for remediation or other action. This includes further investigation of the truck roll over area and any unexpected contamination finds.</li> <li>• divert surface runoff away from the contaminated land.</li> <li>• manage any surface runoff contaminated by exposure to the contaminated land.</li> <li>• assess any requirement to notify relevant Authorities, including the EPA.</li> <li>• manage any remediation and subsequent validation, including any certification required.</li> <li>• review and update the plan.</li> <li>• The Contaminated Land Management Plan will contain the following: <ul style="list-style-type: none"> <li>- contaminated land legislation and guidelines including any relevant licences and approvals to be obtained.</li> </ul> </li> </ul>	Construction contractor	Pre-construction
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No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<ul style="list-style-type: none"> <li>- identification of locations of known or potential contamination and preparation of a map showing these locations.</li> <li>- identification of rehabilitation requirements, classification, transport and disposal requirements of any contaminated land within the construction footprint.</li> <li>- contamination management measures including waste classification and reuse procedures and unexpected finds procedures</li> <li>- measures to identify and appropriately manage any residual asbestos containing material located on the 1-7 Walana Crescent ancillary site.</li> </ul>		
SO-8	Disturbance of asbestos containing materials	A classification system will be used to control the excavation, stockpiling and disposal of all potentially contaminated materials. Soils should be classified (where possible) in-situ prior to excavation or when stockpiled during excavation, depending on available time and room for stockpile areas. The same procedures will be followed for any unexpected finds.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
SO-9	Disturbance of asbestos containing materials	<p>An Asbestos Management Plan will be prepared and implemented. Work in any area where asbestos is newly identified will cease immediately. An investigation will be carried out and report prepared to determine the nature, extent and degree of the asbestos contamination.</p> <p>The level of reporting will be in accordance with <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011), any relevant WorkCover Guidelines and will include the proposed methodology for the remediation of the asbestos contamination.</p> <p>Remediation activities will not take place until receipt of the investigation report by occupational health professional. Work will only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p>	Construction contractor	Pre-construction
WQ-1	Concrete and other materials from construction vehicles entering waterways	Vehicle wash down will occur in a location that is bunded.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
WQ-2	Spills during construction	All fuels, chemicals and liquids will be stored in an impervious bunded area and at least 50 metres from creek and other waterways and slopes with a gradient above 10 per cent.	Construction contractor	Construction
WQ-3	Spills during construction	Refuelling of plant and equipment will occur either off-site or on relatively level ground at least 50 metres from waterways, drainage lines and sensitive areas. The refuelling machinery will have spill management equipment and there will be a person attending during the refuelling process.	Construction contractor	Construction
WQ-4	Spills during construction	A Spill Management Plan would be prepared for the proposal. If a spill or incident occurs, the <i>Roads and Maritime Environmental Incident Classification and Management Procedure</i> (Transport Services, 2014) will be followed, and the Transport Contract Manager notified immediately.	Construction contractor Transport for NSW	Construction
WQ-5	Pollution from the road during operation	Consideration will be given to planting the level spreaders with suitable species to provide nominal water quality treatment prior to discharge.	Design contractor	Detailed design
WQ-6	Spills during construction	Opportunities to improve the management of spills (such as spill basins and/or suitable block / bund locations) for the truck arrester bed and Ponderosa Parade will be investigated during detailed design.	Design contractor Transport for NSW	Detailed design

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
TT-1	Construction traffic impacts	<p>A traffic management plan (TMP) will be prepared prior to construction and would be included in the CEMP. The TMP would:</p> <ul style="list-style-type: none"> <li>• identify the traffic management requirements during construction</li> <li>• describe the general approach and procedures to be adopted when producing specific traffic control plans</li> <li>• determine temporary speed restrictions to ensure safe driving environment around work zones</li> <li>• provide for access to local roads and properties, including the use of temporary turnaround bays where appropriate</li> <li>• include methods for implementing the traffic management plan and minimising road user delays</li> <li>• provide for appropriate warning and advisory signposting</li> <li>• consider other developments in the wider area that may also be under construction, to minimise traffic conflict and congestion that may occur due to the cumulative increase in construction vehicle traffic</li> <li>• develop plans for the access to ancillary facilities and site compounds including any speed restrictions for vehicles around the sites</li> <li>• ancillary facilities and site compounds would not be accessed by heavy vehicles using local roads</li> </ul>	Construction contractor	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
TT-2	Construction traffic impacts	Consultation on construction activities will occur with emergency service authorities including NSW Rural Fire Service and NSW Fire and Rescue.	Transport for NSW	Detailed design
TT-3	Construction traffic impacts	A detailed construction staging plan will be developed to maintain existing peak flow capacity.	Construction contractor	Pre-construction
TT-4	Access to bus services	Access to appropriate bus stop locations will be maintained during construction in consultation with bus operators. Any changes will be appropriately communicated to bus users.	Construction contractor	Pre-construction
TT-5	Access to bus services	Surrounding residents and sensitive receivers are to be notified of access provisions for ancillary facilities and site compounds, times of operation and the expected duration of the construction period.	Construction contractor	Pre-construction
HH-1	Impacts on known heritage values	Potential impacts of construction vibration on the Mona Vale Cemetery and the gateposts will be investigated prior to the commencement of construction. Construction methods will be selected, and safeguards will be prescribed (including vibration monitoring) to ensure there are no impacts on these items.	Construction contractor	Construction
HH-2	Impacts on known heritage values	The location and heritage significance of the Mona Vale Road Cemetery and gateposts and the potential presence of the well at Lot 26 DP 654262 will be discussed with staff during site inductions and tool box talks.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
HH-3	Unexpected finds	The <i>Standard Management Procedure: Unexpected Archaeological Finds Procedure</i> (Transport Services, 2012) is to be followed in the event of uncovering a potential historic heritage item not considered by REF.	Construction contractor	Construction
NV-1	Construction noise	<p>Construction noise would be managed by a detailed Construction Noise and Vibration Management Plan (CNVMP) prepared prior to commencement of work.</p> <p>The management plan would consider the following as a minimum:</p> <ul style="list-style-type: none"> <li>• identify nearby residences and other sensitive land uses</li> <li>• develop noise management levels consistent with the ICNG</li> <li>• assess the potential impact from the proposed construction methods</li> <li>• assess the potential impact from any proposed construction ancillary facilities or site</li> <li>• compound specific to the construction activities, timeframes and durations that are proposed</li> <li>• where management levels are exceeded examine feasible and reasonable noise mitigation</li> <li>• develop reactive and proactive strategies for dealing with any noise complaints</li> </ul>	Construction contractor	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<ul style="list-style-type: none"> <li>identify a site contact person to follow up complaints noise monitoring.</li> </ul>		
NV-2	Operational noise	During the detailed design stage of the proposal, further investigations of all feasible and reasonable mitigation options would be undertaken for affected receivers in accordance with the <i>Road Noise Policy</i> (DECCW 2011) and Transport's <i>Environmental Noise Management Manual Practice Note 4</i> (Transport 2001).	Construction contractor	Pre-construction
NV-3	Construction noise	Consider construction compound layout so that primary noise sources are at a maximum distance from sensitive receivers (primarily residential receivers), with solid structures (sheds and containers) placed between sensitive receivers and noise sources (and as close to the noise sources as is practical).	Construction contractor	Construction
NV-4	Construction noise	Vehicle delivery times will be scheduled where feasible to the recommended construction hours to minimise noise impacts from heavy vehicle movements and deliveries.	Construction contractor	Construction
NV-5	Construction noise	Any out of hours work would comply with G36 community notification requirements and the mitigation measures specified within Transport's <i>Noise Management Manual – Practice Note VII</i> .	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
NV-6	Construction noise	<p>The environmental induction program will include specific noise and vibration issues awareness training including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• avoiding use of radios during work outside normal hours, where possible</li> <li>• avoiding shouting and slamming doors</li> <li>• where practical, operating machines at low speed or power and switching off when not being used rather than left idling for prolonged periods minimising reversing</li> <li>• avoiding dropping materials from height and avoiding metal to metal contact on material.</li> </ul>	Construction contractor	Construction
NV-7	Construction noise	Building condition surveys will be undertaken for buildings within identified in the CNVMP. A copy of the report will be sent to the landholder.	Construction contractor	Pre-construction
NV-8	Construction noise	In the case that exceedances are detected for noise and vibration monitoring, the situation would be reviewed to identify means to minimise impacts to residents and the appropriate changes made and the CNVMP updated accordingly.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
NV-9	Operational noise	A post-construction noise monitoring program (including simultaneous traffic counts) will be carried out in accordance with Transport's <i>Environmental Noise Management Manual</i> within 6 to 12 months of opening once traffic flows have stabilised to verify the noise assessment. This will include monitoring of maximum noise events (Lmax).	Construction contractor	Pre-construction
NV-10	Operational noise	For all at-house treatment locations, a site inspection should be undertaken to assess the type and extent of at-house treatment. The inspection should consider the building construction and other aspects identified in the Transport Noise Management Guidelines.	Transport for NSW	Pre-construction
VA-1	Landscape character and visual impacts	Detailed design of the determined project will incorporate the design vision, objectives and mitigation measures outlined in the Landscape Character, Visual Impact Assessment and Urban Design Report where feasible. This will include consideration of screen plantings, feature plantings and design refinements for each of assessed viewpoints.	Transport for NSW Design contractor	Detailed design
VA-2	Landscape character and visual impacts	An urban design contractor from the Transport panel will be engaged for the detailed design phase to ensure adequate consideration of urban design principles and objectives, and to ensure appropriate mitigation of identified impacts.	Transport for NSW Design contractor	Detailed design
VA-3	Landscape character and visual impacts	The footprint for construction work will be kept to a minimum to ensure existing stands of vegetation remain intact wherever possible and to screen adjoining sensitive receivers.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
VA-4	Construction related visual impacts	The worksite will be maintained to minimise contractor construction related visual clutter.	Construction contractor	Construction
AQ-1	Dust and emissions	<p>An Air Quality Management plan (AQMP) would be prepared as part of the CEMP. The plan would include but not be limited to:</p> <ul style="list-style-type: none"> <li>• a map identifying locations of sensitive receivers</li> <li>• identification of potential risks / impacts due to the work / activities as dust generation activities</li> <li>• management measures to minimise risk including a progressive stabilisation plan</li> <li>• a process for monitoring dust on site and weather conditions</li> <li>• a process for altering management measures as required.</li> </ul>	Construction contractor	Pre-construction
AQ-2	Dust and emissions	<p>The management measures within the AQMP would include but not limited to the following:</p> <ul style="list-style-type: none"> <li>• vehicles transporting waste or other materials that have a potential to produce odours or dust are to be covered during transportation</li> <li>• dust will be suppressed on stockpiles and unsealed or exposed areas using methods such as water trucks, temporary stabilisation methods, soil binders or other appropriate practices</li> </ul>	Construction contractor	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
		<ul style="list-style-type: none"> <li>• disturbed areas will be minimised in extent and rehabilitated progressively</li> <li>• speed limits will be imposed on unsealed surfaces</li> <li>• stockpiles will be located as far away from residences and other sensitive receivers as possible</li> <li>• work (including the spraying of paint and other materials) will not be carried out during</li> <li>• strong winds or in weather conditions where high levels of dust or air borne particulates are likely</li> <li>• plant, vehicles and equipment will be maintained in good condition and in accordance with manufacturer's specifications</li> <li>• plant and machinery will be turned off when not in use</li> <li>• no burning of any timbers or other combustible materials will occur onsite</li> <li>• visual monitoring of air quality will be carried out to verify the effectiveness of controls and enable early intervention</li> <li>• work activities will be reprogrammed if the management measures are not adequately restricting dust generation.</li> </ul>		

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
SE-1	Property acquisition	All property valuations and acquisitions will be carried out in accordance with the <i>Transport Services Land Acquisition Information Guide</i> (Transport Services, 2014) and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Transport for NSW	Detailed design
SE-2	Property acquisition	A complaint handling procedure and register will be included in the CEMP.		
SE-3	Construction related disruption	Affected people will be notified of all aspects of the project prior to commencement of construction. This will include notification of time and duration of the project provision of a contact name and number.	Transport for NSW	Detailed design
SE-4	Construction related disruption	Affected people will be notified of all aspects of the project prior to commencement of construction. This will include notification of time and duration of the project provision of a contact name and number.	Construction contractor	Pre-construction
SE-5	Construction related disruption	Potentially affected residents and businesses will be notified of the progress of the work and advised in advance (e.g., by letterbox drop, meetings with individuals, etc) of any anticipated changes in noise emissions prior to critical stages of the work, and to explain complaint procedures and response mechanisms.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
SE-6	Construction related disruption	Access to residences and business will be maintained during construction. Where temporary changes to access arrangements are necessary, the contractor will advise owners and tenants and consult with them in advance with regards to alternative access arrangements.	Construction contractor	Construction
SE-7	Relocation costs	Transport will cover the costs of relocating specific items on the Pittwater RSL Club site, in consultation with club management.	Transport for NSW	Construction
HR-1	Construction hazards and risks	Emergency response plans will be incorporated into the CEMP. This will include a bushfire risk and response plan.	Construction contractor	Construction
HR-2	Debris build up on road shoulder during operation	Transport maintenance contractors will be required to maintain the road including the road shoulders.	Transport for NSW	Operation
HR-3	Bushfire hazard during operation	<i>Planning for Bush Fire Protection</i> (NSW Rural Fire Service, 2006) will be considered in finalising the landscape plan for the proposal.	Transport for NSW	Detailed design
AH-1	Damage to known Aboriginal sites	Fencing and signage will be used to establish exclusion areas around nearby Aboriginal sites.	Construction contractor	Pre-construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
AH-2	Damage to known Aboriginal sites	During site inductions and toolbox talks, all site staff will be made aware of the location of known Aboriginal sites and associated responsibilities under the <i>National Parks and Wildlife Act 1974</i> .	Construction contractor	Construction
AH-3	Damage to known Aboriginal sites	Potential impacts of construction vibration on nearby Aboriginal sites will be investigated prior to the commencement of construction. Construction methods would be selected, and safeguards would be prescribed. Monitoring would occur where necessary.	Construction contractor	Pre-construction
AH-4	Unexpected impacts on Aboriginal heritage	<i>The Standard Management Procedure: Unexpected Archaeological Finds Procedure</i> (Roads and Maritime, 2012) will be followed in the event of uncovering a potential Aboriginal heritage item.	Construction contractor Transport for NSW	Construction
AH-5	Impacts on known Aboriginal sites	Further archaeological investigation will be carried out to confirm the location of unregistered Aboriginal site DMR5. This site will be protected during construction.	Transport for NSW Construction contractor	Construction
GG-1	Greenhouse gas emissions	The use of alternative fuels and power sources for construction plant and equipment will be investigated and implemented, where appropriate.	Construction contractor	Construction
GG-2	Greenhouse gas emissions	The energy efficiency and related carbon emissions will be considered in the selection of vehicle and plant equipment.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
GG-3	Greenhouse gas emissions	Materials will be delivered as full loads and local suppliers would be used where possible to reduce construction transport emissions	Construction contractor	Construction
GG-4	Greenhouse gas emissions	Equipment will be properly maintained to ensure they are operating efficiently.	Construction contractor	Construction
WR-1	Construction waste management	<p>The following resource management hierarchy principles will be followed:</p> <ul style="list-style-type: none"> <li>• avoid unnecessary resource consumption as a priority</li> <li>• avoidance will be followed by resource recovery (including reuse of materials, reprocessing, and recycling and energy recovery).</li> </ul> <p>Disposal will be undertaken as a last resort (in accordance with the <i>Waste Avoidance and Resource Recovery Act 2001</i>).</p>	Construction contractor	Construction

WR-2	Construction waste management	<p>A Resource and Waste Management Plan (RWMP) would be prepared, which will include the following (as a minimum):</p> <ul style="list-style-type: none"> <li>• the type, classification, and volume of all materials to be generated and used onsite including identification of recyclable and non-recyclable waste in accordance with the <i>EPA's Waste Classification Guides 2014</i></li> <li>• quantity and classification of excavated material generated as a result of the determined project (Refer to <i>Roads and Maritime's Waste Management Fact sheets 1-6, 2012</i>) interface strategies for cut and fill on site to ensure re-use where possible</li> <li>• strategies to 'avoid', 'reduce', 'reuse' and 'recycle' materials</li> <li>• classification and disposal strategies for each type of material</li> <li>• destinations for each resource/ waste type either for onsite reuse or recycling, offsite reuse or recycling, or disposal at a licensed waste facility</li> <li>• details of how material would be stored and treated onsite</li> <li>• identification of available recycling facilities on and offsite</li> <li>• identification of suitable methods and routes to transport waste</li> <li>• procedures and disposal arrangements for unsuitable excavated material or contaminated material</li> <li>• site clean-up for each construction stage.</li> </ul>	Construction contractor	Construction
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No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
WR-3	Construction waste management	Housekeeping at construction sites will be addressed regularly. This will include collection and sorting of recycling, general waste and green waste. Waste will be disposed regularly at a licensed waste facility or recycling where available.	Construction contractor	Construction
WR-4	Design waste management	<p>Prepare and implement a design resource plan. As a minimum, the plan is to include the following information:</p> <ul style="list-style-type: none"> <li>• outline the quantities and type of material that will be produced by the project</li> <li>• outline the quantities and type of material that can be used during the detailed design</li> <li>• steps taken during detailed design to minimise the generation of materials such as excavated material</li> <li>• how the design maximises the on-site re-use of any excavated materials</li> <li>• how the design maximises the opportunities for the use of recycled materials (ensuring that the materials are fit for purpose and meet engineering performance standards)</li> <li>• detail the quantities and type that cannot be re-used onsite.</li> </ul>	Detailed design contractor	Detailed design
WR-5	Construction waste management	Procurement will endeavour to use materials and products with a recycled content where that material or product is cost and performance effective.	Construction contractor	Construction

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
WR-6	Construction waste management	Excavated material will be reused onsite for fill where feasible to reduce demand on resources.	Construction contractor	Construction
CU-1	Cumulative impacts	The CEMP will be revised to consider potential cumulative impacts from surrounding development activities as they become known.	Construction contractor	Pre-construction and construction

Table 2: Summary of environmental safeguards and management measures

### 5.3 Licensing and approvals

**Table 3: Summary of licensing and approval required**

Instrument	Timing	Description
Section 138 of the <i>Roads Act 1993</i>	An applicable road occupancy licence would be required. A road occupancy licence allows the proponent to use a specified road space at approved times, provided certain conditions are met. The licence applies to the occupation of the “road space” only and does not imply permission or approval for the actual (physical) works being undertaken.	An applicable road occupancy licence would need to be in place prior to the commencement of construction.
Section 91B and 91F of the <i>Water Management Act 2000</i>	If groundwater extraction is required, an aquifer interference approval would be required for work under Section 91F of the <i>Water Management Act 2000</i> .	Prior to construction commencement or during construction as required.
Section 48 of the <i>Protection of the Environment Operations Act 1997</i>	The proposal would be a scheduled activity under the <i>Protection of the Environment Operations Act 1997</i> . An environment protection licence (EPL) would be required under Section 48 of this act to authorise the carrying out of scheduled development	An EPL would be required prior to undertaking the scheduled work. Each period of 12 months (commencing from the issue of a licence) is a licence fee period for a licence. The administrative fee for any licence fee period of a licence must be paid not later than 60 days after the beginning of that licence fee period.

Table 3: Summary of licensing and approval required

## 6. References

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