



Transport
for NSW

Mona Vale Commuter Car Park and B-Line Stops Determination Report

February 2017

Northern Beaches B-Line Program

Ref: 5417051

Contents

- Glossary and abbreviations 4
- Executive summary 6
- 1 Introduction 8
 - 1.1 Background 8
 - 1.2 Northern Beaches B-Line Program 8
 - 1.3 Review of Environmental Factors 9
 - 1.4 Determination Report 9
 - 1.5 Description of the Proposed Activity in the REF 11
- 2 Consultation and assessment of submissions 12
 - 2.1 REF public display 12
 - 2.2 REF submissions 12
 - 2.3 Consideration and response to submissions 13
 - 2.4 Future consultation 40
- 3 Design changes and further assessment since public display 41
 - 3.1 Summary of design changes 41
 - 3.2 Assessment of design changes 41
- 4 Consideration of the environmental impacts 43
- 5 Conditions of Approval 44
- 6 Conclusion 45
- References 46

- Appendix A Review of Environmental Factors
- Appendix B Conditions of Approval
- Appendix C Environmental Impact Assessment

Figures

Figure 1: Planning approval process	10
---	----

Tables

Table 1: Response to community submissions received	14
Table 2: Response to other stakeholder submissions received.....	37
Table 3: Comparison of tree impacts under the REF and design change	41

Document control

Status:	Draft
Date of issue:	February 2017
Document author:	Kate Doherty
Document reviewers:	Ben Groth

© Transport for NSW

Glossary and abbreviations

Term	Meaning
BCA	Building Code of Australia
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposed Activity proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
Council	Northern Beaches Council
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW

Term	Meaning
Proposed Activity	The conversion and operation of the Mona Vale Commuter Car Park. The construction and operation of new northbound and southbound B-Line bus stops, road works and supporting infrastructure. Bus operations are not considered as part of the Proposed Activity.
PDP	Public Domain Plan
REF	Review of Environmental Factors
RMS	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)
TMP	Traffic Management Plan
UDP	Urban Design Plan
WSUD	water sensitive urban design

Executive summary

Overview of Proposed Activity

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Mona Vale Commuter Car Park and B-Line stops (the Proposed Activity).

The Proposed Activity is part of an integrated program of bus and service infrastructure improvements to deliver a new B-Line service – a NSW Government initiative to provide a more frequent and reliable bus service between the Northern Beaches and Sydney CBD. The program includes on-road and off-road infrastructure improvements and enhancements to the broader Northern Beaches bus network. The on-road and off-road elements would be delivered as a number of individual projects, primarily by TfNSW and Roads and Maritime Services (RMS).

The Proposed Activity involves conversion of Mona Vale commuter car park and construction of northbound and southbound B-Line stops and road works.

The new B-Line service is expected to be operational in late 2017.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

The REF was placed on public display from 14 November 2016 to 28 November 2016.

Modifications to the Proposed Activity

There has been ongoing consultation with the community, Northern Beaches Council (and the former Pittwater Council) and external stakeholders. Since the public display of the REF the following design changes and investigations have occurred:

- retention of the existing kerb line and vegetation on the south-east corner of the Barrenjoey / Golf intersection
- pedestrian safety works including adjusting the pedestrian crossing on the eastern leg of the Barrenjoey / Park / Golf intersection and extending the new median pedestrian fence to the Barrenjoey / Darley intersection.

The impacts associated with the design modifications have been considered in accordance with clause 228 of the EP&A Regulation.

Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Mona Vale Commuter Car Park and B-Line Stops, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public transport agency that ensures planning and policy is fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

TfNSW is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, infrastructure and freight.

1.2 Northern Beaches B-Line Program

To deliver transport improvements for the Northern Beaches, the NSW Government is proposing to deliver a program of on-road and off-road infrastructure improvements and enhancements to the Northern Beaches bus network, including the following elements:

- introduction of a new bus service, called B-Line, from Mona Vale to the Sydney CBD. The B-Line would provide more frequent and reliable services, and would generally operate between the hours of approximately 5.30am to 12.30am. Service frequencies during this time would generally be as follows:
 - every five minutes in the weekday southbound morning peak and northbound afternoon peak commute periods
 - every 10 minutes at other times of the day, and on weekends, up to 11pm
 - every 15 minutes between 11pm and 12.30am every day
- a new double decker bus fleet for improved on-board capacity and comfort
- on-road infrastructure improvements, including new bus lanes, bus bays, minor lane widening and other road improvements to support faster and more reliable bus journeys on the north-south corridor
- nine modern B-Line stops at Mona Vale, Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Junction (Mosman) and Neutral Bay, including real-time passenger information and improved facilities for customers
- six new commuter car parks at Mona Vale, Warriewood, Narrabeen, Dee Why, Brookvale and Manly Vale providing around 900 spaces, as well as bicycle parking, to encourage customers to park and ride
- works to ensure integrated pedestrian and bicycle links to commuter car parks and bus stops
- modifications to the bus network to provide for a turn-up-and-go bus service, improved network legibility and better connections between key centres.

TfNSW is the Proponent for the Mona Vale Commuter Car Park and B-Line Stops (referred to as the 'Proposed Activity' for the purposes of this document).

1.3 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Mona Vale Commuter Car Park and B-Line Stops REF was placed on public display from 14 November 2016 to 28 November 2016, with 17 submissions received. One submission included a petition containing 282 signatures requesting the retention of four parking spaces on Pittwater Road. This issue is addressed in Sections 2.3 and 3.1 of this report.

1.4 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).

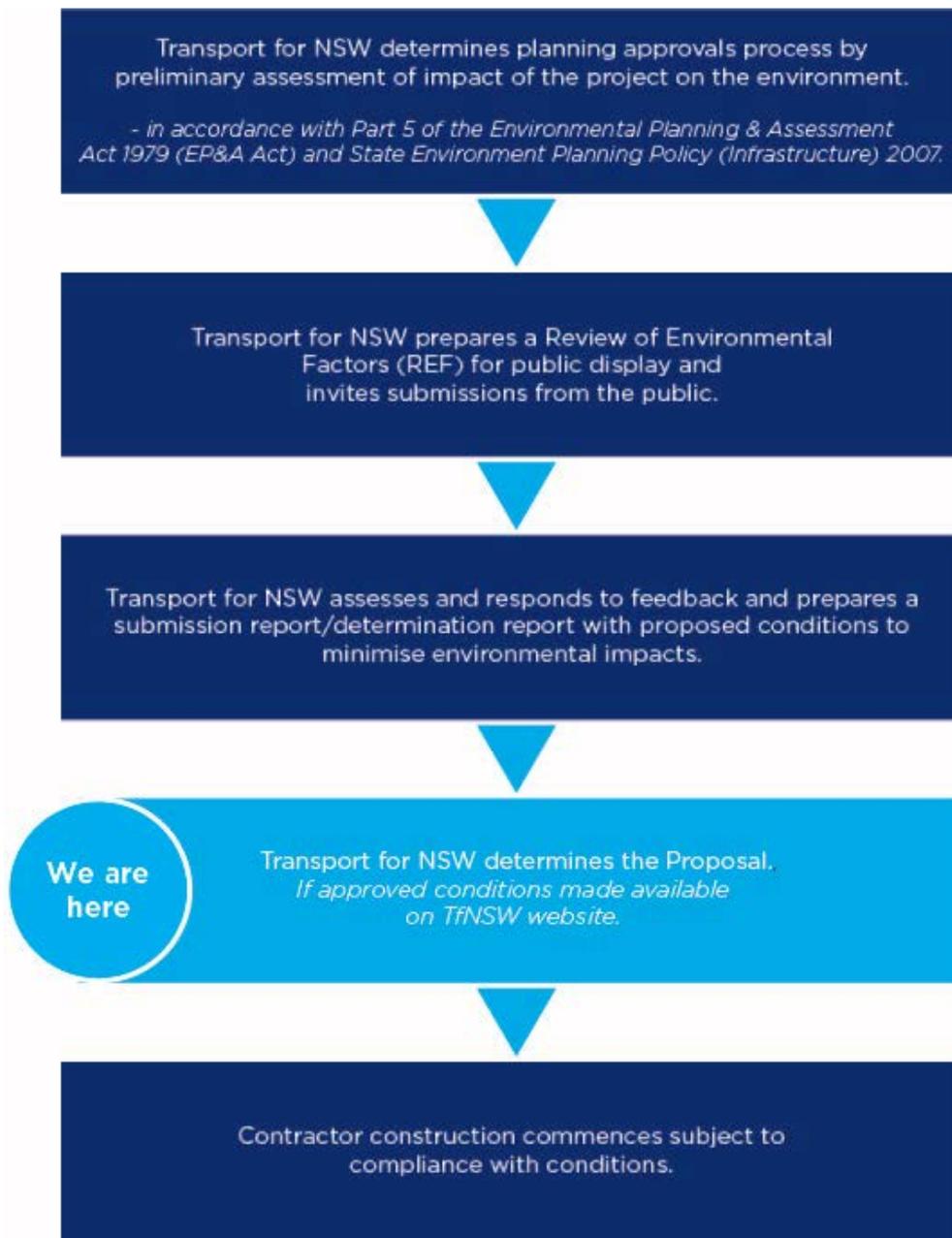


Figure 1: Planning approval process

The purpose of this Determination Report is to address the following to allow for a determination of the Proposed Activity:

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment
- assess the environmental impacts of any modifications to the Proposed Activity
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

This report has been prepared having regard to, among other things, the objectives of TfNSW under the *Transport Administration Act 1988*:

- a) to plan for a transport system that meets the needs and expectations of the public
- b) to promote economic development and investment
- c) to provide integration at the decision-making level across all public transport modes
- d) to promote greater efficiency in the delivery of transport infrastructure projects
- e) to promote the safe and reliable delivery of public transport and freight services.

1.5 Description of the Proposed Activity in the REF

An overview of the Proposed Activity, which is the subject of the Mona Vale Commuter Car Park and B-Line Stops REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- conversion of 74 existing parking spaces in the Beeby Reserve car park adjacent to Barrenjoey Road to unrestricted commuter car parking spaces, including replacing / removing signage
- new northbound and southbound bus stops on Barrenjoey Road, north of Pittwater Road, including weather protection, seating and real-time information
- a northbound bus indent at Village Park on Barrenjoey Road
- a new signalised pedestrian crossing across Golf Avenue at the intersection with Barrenjoey Road
- road works on Pittwater Road, Golf Avenue, Park Street and Barrenjoey Road including kerb and pedestrian island adjustments, a new signalised pedestrian crossing across the slip lane from Pittwater Rd heading north onto Barrenjoey Rd, extension of turning lanes, pedestrian fencing, pavement works and line marking
- relocation of the northbound bus stop from the corner of Pittwater Road / Waratah Street to Pittwater Road south of Bungan Lane
- removal of two local bus stops (northbound and southbound) located on Barrenjoey Road, north of Park Street / Golf Avenue and co-location with the new B-Line stops
- removal of approximately 33 trees / shrubs
- new bicycle parking and improvements to bicycle and pedestrian links.

The need for, and benefits of, the Proposed Activity are outlined in Chapter 2 of the REF.

Construction is expected to commence in early 2017 and take approximately 8 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Mona Vale Commuter Car Park and B-Line Stops REF was placed on public display from 14 to 28 November 2016 at Northern Beaches Council (Pittwater Office), Mona Vale Library and TfNSW Chatswood office, as well as on the [Northern Beaches B-Line Program website](#)¹.

Community consultation activities undertaken for the public display included:

- community information session at Mona Vale Memorial Hall, Tuesday 15 November 2016 4.30pm to 6.30pm
- distribution of 6,300 community newsletters to nearby residents and businesses from Wednesday 9 November 2016
- newspaper advertisements in the Manly Daily on 7 November, 9 November and 12 November 2016
- placement of information on the Northern Beaches B-Line Program website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF on the Northern Beaches B-Line Program website, along with details on how to make a submission was sent to Northern Beaches Council
- notification of the public display to stakeholders who have previously provided feedback.

The following consultation activities were undertaken with government agencies and other stakeholder groups during preparation of the REF/public display period:

- regular meetings with officers of the Northern Beaches Council throughout the REF preparation and display period
- doorknock of Mona Vale businesses on Thursday 24 November 2016 to increase awareness of proposed changes to nearby parking.

2.2 REF submissions

A total of 17 submissions were received by TfNSW, including one from Northern Beaches Council. One submission included a petition containing 282 signatures.

Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- loss of four parking spaces on Pittwater Road
- the northbound bus indent and removal of trees in Village Park
- relocation of the local bus stop from Pittwater / Waratah to Pittwater / Bungan
- options selection.

¹ www.b-line.transport.nsw.gov.au

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1. General			
1.1	MoV15	The kerb ramp at the south-east corner of Barrenjoey Road (at the Golf Avenue intersection) is a slip hazard due to casuarina pine needles. The low regrowth of the casuarina creates sight line issues and potential vehicle / pedestrian conflicts for left-turn vehicles.	It is understood the comment refers to the south-west corner of the intersection, as there are not casuarinas on other corners. Council is responsible for general maintenance within the area. This comment will be forwarded to Council for their consideration.
1.2	MoV15	Please ensure all footpaths remain accessible during construction.	As outlined in the REF, access to community facilities and bus stops would be maintained throughout the duration of construction. Where necessary temporary pathways would be provided during certain construction phases. A detailed traffic management plan which includes pedestrian access will be prepared (refer to Condition 29).
Communications			
1.3	MoV15	I am disappointed the public has not been given the opportunity to provide input into the changed car parking proposal since the last community update. I understand the Proposal changed due to objection from one key stakeholder but the alternative Proposal is inadequate and should have been put back to the community.	Consultation activities have taken place at Mona Vale since December 2015, with car park capacity and the rebuilding of community facilities identified as key issues. The proposed commuter car park retains flexibility to respond to investigations into future parking demand and possible changes to the local bus service plan, while reducing the impact on community facilities.

No.	Submission no.	Issue/s raised	TfNSW response
1.4	MoV16	A personal survey of businesses on Pittwater Road and Waratah Street revealed basically no one knows anything about this Proposal.	<p>The community consultation activities undertaken as part of the REF are outlined in Section 2.1 of this Determination Report. These included distribution of thousands of community newsletters, a newspaper advertisement and a community information session.</p> <p>Businesses in the Pittwater Road / Waratah Street area were doorknocked to ensure they were aware of the proposal and public display.</p>
1.5	MoV16	<p>The image on the B-Line Mona Vale website page has an artist's impression of the Village Park stop which is misleading. It shows the bus shelter and footpath installed but with Village Park as is. It doesn't show removal of the 21 trees and the berms or the encroachment into green space.</p> <p>In October 2015 Friends of Mona Vale met with TfNSW and did a site walk through. TfNSW gave an undertaking the trees and berms wouldn't be removed. The misleading image is still on the website.</p>	<p>Artist impressions on the B-Line website are indicative and subject to detailed design. The images are labelled to this effect.</p> <p>Input from various community groups and Council has been considered as design has progressed. Refer to response 2.11 regarding the removal of berms and trees in Village Park, and the proposed mitigation measures.</p>
1.6	MoV2	I was unable to find the REF online.	<p>A link to download the REF was provided on the B-Line website homepage http://b-line.transport.nsw.gov.au/ throughout the public display.</p> <p>The REF is and will continue to be available online at the Mona Vale specific page http://yoursay.b-line.transport.nsw.gov.au/mona-vale</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.	Option selection and justification		
		Option selection (car park)	
2.1	MoV13	Many B-Line commuters will live in Warriewood or south. Why not build a high-level commuter car park on the existing car park at the hospital, close to the Pittwater Road bus stop.	<p>Mona Vale Hospital is over one kilometre south of the town centre, and does not have an established express bus stop. It is also substantially closer to Warriewood B-Line stop where an additional 250 commuter parking spaces are being provided as part of the B-Line Program.</p> <p>The B-Line is a limited stops service and adding additional stops would restrict the operational efficiency of the service. All-stops services would continue to service the area closer to the hospital.</p> <p>This option is not considered to support the needs of commuters or the B-Line Program.</p>
2.2	MoV13	To serve commuters at Mona Vale or north consider a high-level commuter car park on the existing Darley Street bus depot, or reclaim part of the golf course off Golf Avenue, or spare blocks of land behind the Bowling Club. These are under-utilised, out of general view, not close enough for shopping/business parking and close enough for commuters to walk to the B-Line.	<p>Two of the fifteen options considered at Mona Vale included expansion into the Mona Vale Golf Course. See for example, Option 14 in Section 2.3 of the REF. This option was not preferred as it required modification of the golf course and required the removal of numerous mature trees.</p> <p>Car parking at Darley Street depot or behind the Bowling Club was not preferred due to the distance from the B-Line stops. The lack of passive surveillance and remoteness from the town centre could potentially pose a safety risk.</p> <p>The proposed commuter car park retains flexibility to respond to investigations into future parking demand and possible changes to the local bus service plan, while reducing the impact on community facilities including the golf course.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.3	MoV15	The conversion of 36 time restricted parking spaces in Beeby Reserve is not the best option. This option wasn't one of the 15 options considered in greater detail. It is actually closer to the 'do nothing' option which was considered not feasible.	<p>The Proposal would provide 74 dedicated commuter car parking spaces, 36 of which are currently timed parking. 15 options were considered in a feasibility and optioneering study. As outlined in Section 2.3 of the REF, stakeholder feedback on the options changed over time.</p> <p>The preferred car park option was compared to the highest performing of the 15 options. It has a number of advantages including:</p> <ul style="list-style-type: none"> • no direct impact on existing community facilities • no tree removal required within Beeby Reserve car park • provides the flexibility to respond to the findings of the investigation into future parking demand. <p>The Proposal is distinct from the 'do nothing' option in that it provides additional commuter car parking, new B-Line stops and road improvements.</p> <p>Refer to Section 2.3 of the REF.</p>
2.4	Options MoV15	The options considered haven't been made public but I assume one would include multi-deck parking in Kitchener Park where there are currently 120 unrestricted spaces. While more expensive this would provide more parking and could be used on the weekend by sports field users.	The layout of the Kitchener Park parking area is not suitable for a multi-deck facility without ingress into the playing fields or substantial tree removal. The long, slender nature of the car park would not facilitate an efficient car park configuration.

No.	Submission no.	Issue/s raised	TfNSW response
2.5	MoV12	<p>Beeby Reserve is not owned by Northern Beaches Council. It is Crown Land and Council has care, control and maintenance of the reserve.</p> <p>In September 2013 Council cleared 79 trees to create the 72 parking spaces in Beeby Reserve against the wishes of many in the community. Concerns were raised by the community about this.</p> <p>Initially Council installed four-hour parking signs to discourage commuter parking. In 2014 these signs were removed for 36 spaces. The 36 park and ride spaces in Beeby Park and 120 in Kitchener Park are illegal. The use is not consistent with the Crown Lands Act and not ancillary to the sports and recreation purpose of the area. Council promotes this use with signage saying "park and ride". What is Crown Lands going to do about it?</p> <p>Attached photographs show Kitchener Park parking is full. What TfNSW is proposing is illegal. This Proposal must be abandoned.</p> <p>Correspondence with Crown Lands is attached. The letter states the Crown gives conditional approval for 12 months for temporary removal of four-hour parking signs. Pittwater Council did not comply with the letter.</p> <p>The 72 timed spaces served the community well in the shopping precinct. When the 36 spaces became untimed half the car park was lost to park and ride bus commuters.</p> <p>The 5 timed spaces at the southern end of Kitchener Park near the skate ramp are useless for any other purpose because of the distance from the shopping precinct.</p>	<p>The original establishment and subsequent operation of 74 spaces in the Beeby Reserve car park was undertaken by Pittwater Council and, after amalgamation, by Northern Beaches Council. The correspondence with the Department of Industry (Lands) (former Department of Lands) referred to relates to Council's operation of the car park.</p> <p>Necessary approvals will be in place prior to any works being undertaken in Beeby Reserve. Consultation is ongoing with the Department of Industry (Lands) as owner, and Northern Beaches Council as trustee, of Beeby Reserve.</p> <p>TfNSW is seeking Council endorsement for the use, and will be making an application for a leasehold interest in the land.</p> <p>TfNSW has aimed to minimise tree removal as part of the Proposed Activity. There will be no tree removal within or adjacent to the car park for the Proposed Activity.</p>
2.6	MoV16	<p>The Crown should reject the request for land acquisition in Village Park. The park should remain a nice green open space for community enjoyment, not for B-Line buses.</p>	<p>TfNSW is consulting with the Department of Industry (Lands) as owner, and Northern Beaches Council as trustee. TfNSW will be lodging an application for acquisition of this land, as it would become road reserve, subject to approval of the Proposed Activity.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Option selection (northbound bus stop)			
2.7	MoV1, MoV5, MoV8, MoV9, MoV13, MoV16	<p>I am concerned about/object to the location of the northbound bus stop within Village Park because of the:</p> <ul style="list-style-type: none"> • reduction in open green space • removal of many mature trees • removal of the berms. <p>We don't want to lose roadside trees or the hard fought open space of Village Park for a bus stop.</p>	<p>The reasons for selection of the northbound indented bus stop were outlined in Sections 2.4 and 2.5 of the REF. In particular, the bus indent is required to separate stopping buses from through traffic and buses. By providing an indent rather than a kerbside stop it is possible to:</p> <ul style="list-style-type: none"> • maintain three northbound lanes between Pittwater Road and Park Street • extend the northbound right-turn lane into Golf Avenue • improve road safety outcomes by providing a safer arrangement for merging traffic when buses are stopped. <p>To minimise the operational impact on Village Park TfNSW will work with Council to ensure the detailed design of the bus indent and surrounding landscaping is integrated with Village Park. This process will include identifying appropriate species and locations for offset planting to replace the trees which will be removed.</p> <p>Refer to Conditions of Approval 32, 33 and 36 for further information.</p>
2.8	MoV1, MoV5, MoV9, MoV13, MoV16	<p>I suggest the northbound B-Line bus stop be located at the local stop immediately north of Park Avenue on Barrenjoey Road. This location has open space and would not cause loss of public space or trees.</p> <p>Why not use one of the existing stops immediately north or south of the proposed B-Line stop? It's not necessary to cut down these trees when the stop 50 metres north has plenty of open space.</p> <p>The space north-west of Barrenjoey / Park is highly visible and under-utilised, though it may require land acquisition it should provide adequate space. There is enough room for an indent at this location.</p>	<p>The distance between Park Street and Harkeith Street along Barrenjoey Road is around 70 metres, which is insufficient to provide the stopping area required for B-Line and local buses. The indent length required is around 100 metres. The provision of an insufficient indent length or stopping zone is not feasible, as queueing buses potentially would block the Barrenjoey / Park / Golf intersection.</p> <p>Co-location of B-Line and local buses is desirable to enable easier interchange between services.</p> <p>Moving the stop north of Park Street would make the transfer between local services travelling north on Pittwater Road and other services, including B-Line, more difficult. It would also increase the distance to Waratah Street shops.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.9	MoV13, MoV15	<p>The northbound bus stop location requires the crossing of several busy roads to get to and from.</p> <p>Commuters using the northbound B-Line stop will have to cross three signalised and one unsignalised intersection to access Pittwater Road / Waratah Street businesses.</p>	<p>The northbound B-Line stop will be accessible from all directions, with signalised crossings provided across Pittwater Road, Barrenjoey Road, Park Street and Golf Avenue.</p> <p>Road works to improve the Barrenjoey / Pittwater intersection will provide a fully signalised crossing of Pittwater Road, replacing the existing zebra crossing. Commuters wishing to access Waratah Street businesses could utilise the signalised crossing of Pittwater Road.</p>
2.10	MoV16	<p>There is no shelter at the northbound bus stop. There is no covered shelter connectivity to the shopping village and commuters will get wet. At the current Pittwater / Waratah main bus stop commuters can use the shop awnings for cover.</p>	<p>The B-Line bus stop would provide weather protection for waiting customers.</p> <p>The bus stop is around 100 metres to southern shop awnings and 150 metres to northern shop awnings, or approximately one to two minutes' walk.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.11	MoV8, MoV15, MoV16	<p>The trees provide many benefits including:</p> <ul style="list-style-type: none"> - shade - a well-defined plan for Village Park - a wind barrier - environmental and sustainability benefits. <p>The berms provide benefits including:</p> <ul style="list-style-type: none"> - noise mitigation - visual barrier - physical barrier for children playing the park. <p>The removal of the 21 trees will have environmental and aesthetic impacts, and it will remove the wind barrier.</p> <p>How can new landscaping compensate for the removal of trees replace such well-established, tall trees with large canopies?</p> <p>Given the value of the project investment overall a realistic amount of money needs to be allocated to replanting mature, tall, established trees and not the usual saplings which take 20 years to provide shade and visual appeal.</p> <p>Please ensure the design considers the benefits of the trees and berms and provides a replacement.</p> <p>The current plans show no replacement of the berms or trees.</p>	<p>It is recognised that the mature trees and lower plantings around Village Park frame the open lawn areas, and landscaped berms visually and physically separate Village Park from Barrenjoey Road. The environmental and sustainability impact of tree removal has been considered in a specialist report by Biosis, as identified in Section 6.7 of the REF, and is not considered to be significant.</p> <p>All cleared vegetation will be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>, which requires a number of trees to be planted for every one removed (determined based on their size). Offset trees are required to be planted on or near the impacted site in consultation with Northern Beaches Council. Over time as it becomes established this offset vegetation will provide biodiversity and amenity improvements.</p> <p>The plans included in the REF are a basic concept design only and do not show detailed design elements such as new plantings and landscaping. However it was identified in Section 6.2 of the REF that where landscaped berms and associated trees along Barrenjoey Road are removed, re-establishment of a continuous low-level visual barrier (of a similar height to the existing berms) between the road and Village Park should be considered in the detailed design. The detail of landscape plantings would be resolved through the preparation of the Urban Design Plan and Public Domain Plan in consultation with Council. The use of advanced plantings would be considered.</p> <p>These features will be resolved during detailed design in accordance with Conditions of Approval 32, 33 and 36.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.12	MoV5, MoV13, MoV16	<p>The proposed northbound bus stop will cause larger numbers of people to be in Village Park.</p> <p>As a resident of Golf Avenue I am sick of the behaviour of people coming out of the pub. The bus stop will encourage those people to congregate and engage in drunken behaviour while they wait for northbound buses.</p> <p>There is a risk of late-night poor behaviour because of the proximity to the hotel and adjacent park.</p> <p>The northbound bus stop in Village Park is in the middle of nowhere, there are no nearby shops and no casual surveillance. There is poor lighting and little pedestrian activity after dark. This leads to personal safety concerns for commuters. There is no report from the Police Force in the REF.</p>	<p>The Proposed Activity, including the B-Line stops, has been designed to incorporate crime prevention through environmental design (CPTED) principles, and these will be applied throughout the detailed design process. The Proposed Activity will increase the amount of lighting and activation within Village Park, which should provide a disincentive for antisocial behaviour.</p> <p>The northbound B-Line stop is adjacent to Barrenjoey Road, and around 100 metres from businesses on Pittwater Road and Park Street.</p> <p>Refer to Conditions 25 and 32 for further detail on lighting and CPTED.</p>
2.13	MoV16	<p>I object to the selection of Village Park for the bus stop and removal of the main bus stop at Pittwater / Waratah. The reasons identified for not selecting Option 1 (Pittwater / Waratah) for the bus stop location can be addressed.</p> <p>Firstly, the REF says there is inadequate footpath room. Pittwater Road could be realigned to the east towards Kitchener Park to provide more circulation area.</p> <p>Secondly, the REF says there is a safety issue for drivers turning into Waratah Street from Pittwater Road in front of parked buses. The bus stop could be relocated 8-10 metres south.</p>	<p>The disadvantages of the Pittwater / Waratah stop outlined in Section 2.4 of the REF include:</p> <ul style="list-style-type: none"> • limited shopfront footpath space • northbound and southbound bus stops would be spatially and visually separated. <p>Realignment of Pittwater Road to the south-east would necessitate the removal of mature vegetation, as well as involving land acquisition, services impact and substantial cost.</p> <p>The safety concern for vehicles turning left into Waratah Street and Pittwater Road in front of buses is noted. The kerbside space available between the existing Waratah Street stop and Mona Vale Road is around 90 metres. Around 100 metres stopping space is required to co-locate local and B-Line services, which is not achievable while moving the bus stop southwards to allow safer left turns into Waratah Street.</p> <p>The spatial and visual separation of northbound and southbound stops would not be addressed by the alternative proposal.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Option selection (local bus stops)			
2.14	MoV2, MoV15, MoV16	<p>The removal of the local bus stop north of Park Avenue and the relocation of the local stop from Waratah Street is detrimental to the current service. My elderly relative will be unable to walk the increased distance to our home in Golf Avenue.</p> <p>Why can't the northbound Village Park B-Line bus zone accept local buses?</p> <p>The removal of local bus stops will require people to walk further, require more intersection crossings, and discourage walking to bus stops due to increased distance and journey time. The removal of two local stops and replacement with one results in an inconvenient outcome.</p> <p>The relocation of the main bus stop to Village Park 200 metres north will be to the commercial detriment of shopkeepers. This takes commuters away from Pittwater Road and Waratah Street businesses. I calculate 120 businesses will suffer commercial loss. For example, it would be 250 metres to the post office instead of 50 metres. The bus stop will be further to Mona Vale Public School and the Gateway Medical Centre. This would be especially onerous for people with a disability or with prams (e.g. wheelchair users).</p> <p>Retain the two existing local stops.</p>	<p>The northbound Village Park bus stop will provide for both B-Line and local bus services. With the exception of services to McCarrs Creek Road, which will continue on Pittwater Road, local stops will be co-located with the B-Line stops (both southbound and northbound). This will provide easier interchanges between commuters for services.</p> <p>Those services which would previously have stopped at the local stop north of Park Avenue will now stop at the Village Park stop. For Golf Avenue residents this is anticipated to add around one minute (80 metres) for pedestrians.</p> <p>The northbound Village Park stop would be around 150 metres walk from Waratah Street to the southwest, Park Street shops to the northeast and the Library, Council and Memorial Hall to the north via existing pathways. 150 metres would typically take less than 2 minutes to walk.</p> <p>Accessible pedestrian links would be provided to connect with existing pathways.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.15	MoV4, MoV6, MoV7, MoV10, MoV11, MoV16	<p>I am concerned about the removal of parking spaces in front of my premises and neighbouring shops at / around 1761 Pittwater Road for the relocated bus stops.</p> <p>Removal of on-street parking would affect adjacent businesses as they rely on these spaces for:</p> <ul style="list-style-type: none"> - low mobility patients - quick stop customers to café - customers loading / unloading items - deliveries for all businesses - visitors to all businesses - safe accessible spots at night. <p>There are not alternative spaces that would provide the same level of convenience and access for customers and deliveries.</p> <p>Mona Vale is already in short supply of car spaces.</p> <p>We have been advised that 4, 5 or 6 parking spaces will be removed.</p> <p>Many businesses will be negatively impacted if these car spaces are removed. There are many professional rooms at 1761 Pittwater Road including dentist, architects, psychologists, chiropractor, real estate and others, plus retail and café downstairs.</p> <p>There are currently just enough car parks outside 1761 Pittwater Road. Don't remove rare parking from where it is needed.</p> <p>A petition with 282 signatures was attached to one submission which states "Please don't delete the car spaces between 1761 Pittwater Road Mona Vale and the taxi rank".</p>	<p>TfNSW has been working with Council and NSW Taxi Council to reduce the parking impact. Up to four on-street parking spaces would be removed.</p> <p>Parking options around 1761 Pittwater Road are still being considered in consultation with Council and other stakeholders, with the intention of keeping as many spaces in that area as is practicable.</p> <p>Further consultation with local business owners will be undertaken as the detailed design progresses.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.16	MoV4, MoV6, MoV10, MoV11	<p>I suggest the local bus stop could be located where the taxi rank is located instead to avoid the removal of essential parking spaces. Have you looked at relocating the taxi rank or sharing it with the bus stop?</p> <p>Why not remove this bus stop altogether and get affected buses to stop at the new northbound B-Line stop, then divert back through Darley Street. This is more aligned with Council's plan to reduce traffic and make the area more pedestrian friendly.</p> <p>We don't need to keep adding smaller bus stops. Have these buses use the bus stop outside Pittwater Place (10 Park Street) which is quieter.</p> <p>There are alternative bus stops in Waratah Street near Bungan Street, and one on Pittwater Road near Akuna Lane.</p>	<p>Refer to response 2.15 regarding co-location with the taxi rank.</p> <p>The majority of buses would be co-located at the B-Line stop. The relocated local bus stop on Pittwater Road would serve buses to McCarrs Road and Church Point.</p> <p>Diverting bus services via Park Street, Darley Road or Waratah Street would increase bus traffic on local roads and would not provide a suitable customer outcome for commuters.</p> <p>The Proposed Activity would rationalise bus stops overall, as the majority of services which currently stop at Pittwater / Waratah and Barrenjoey / Park stops would stop only at the new B-Line stop at Village Park.</p>
2.17	MoV4, MoV7, MoV10	<p>I have witnessed people driving at speed around the corner of Pittwater Road and think it would be dangerous to have local buses stopping and pulling out of the proposed stop location.</p> <p>The Proposal would introduce extra dangers to pedestrians. This is a blind corner with a pedestrian crossing. The intersection is already complicated.</p> <p>Buses stopping would cause an unnecessary build-up of traffic where pedestrians cross the road. This is a main bus stop and it's not safe to have buses stopping just around the corner.</p> <p>This is already marked as a black spot area.</p> <p>People use these spaces to drop-off/pick-up their children from the bus. People need places to safely drop their children off near the main bus stop.</p> <p>There are large numbers of children at the Mona Vale bus stops. Responsibility must be taken for the safety of the community.</p>	<p>The majority of buses would be co-located at the B-Line stop. The relocated local bus stop on Pittwater Road would serve buses to McCarrs Road and Church Point.</p> <p>A road safety audit will be carried out to identify any potential road safety issues including sight lines. Refer to response 2.18 for further road safety comments. Any recommendations from this safety audit will be considered through the detailed design phase of the project. Refer to Condition of Approval 31.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.18	MoV7, MoV10, MoV11, MoV15, MoV16	<p>No reason is provided for the relocation of the local bus stop.</p> <p>I object to the new bus stop on the corner of Pittwater Road.</p> <p>I object to the relocation of the bus stop.</p> <p>I object to the removal of the Pittwater / Waratah stop but not to the location of the new B-Line stop.</p> <p>Why not leave the local bus stop where it is? Everybody knows where to find it and it is conveniently located next to Waratah Street (a main road in town), the post office and nearby Council car park.</p> <p>Relocation of the local Pittwater / Waratah stop to Pittwater / Bungan will disadvantage commuters transferring between services such as B-Line to 155/156/E86.</p>	<p>Relocating the local stop to Pittwater / Bungan provides an improved traffic and road safety outcome. Additionally, it is noted that with the Pittwater / Waratah stop options, there are potential conflicts with cars turning in front of buses from the second lane to access Waratah Street and Pittwater Road.</p> <p>The considerations in determining the B-Line bus stop location and layout were outlined in Sections 2.4 and 2.5 of the REF.</p> <p>The distance between the B-Line stop and relocated Pittwater Road local stop would be approximately 180 metres, around two minutes walk, for commuters transferring between northbound Barrenjoey Road services and services to McCarrs Creek Road.</p>
2.19	MoV7	<p>The area around the Pittwater Road / Waratah Street bus stop has problems including traffic noise, people waiting at the front steps of businesses, litter, anti-social behaviour.</p> <p>The street outside 1761 Pittwater Road is clean and uncluttered, with pleasant lawn and native trees. Moving the bus stop will bring problems including noise and littering.</p>	<p>Council is responsible for local street maintenance in the area. Responsibility for bus operations and the maintenance of local bus stop infrastructure is yet to be determined.</p>
2.20	MoV15	<p>Relocation of the local bus stop would also require relocation of the taxi rank and substantial improvements to Bungan Lane to connect pedestrians to Waratah Street. Bungan Lane is pedestrian unfriendly.</p>	<p>Refer to responses 2.15 and 2.16 regarding the taxi rank.</p> <p>The Proposed Activity does not include any modification to Bungan Lane. There are a number of pedestrian options within the area. Bungan Street and Pittwater Road provide efficient connections to Waratah Street. The pedestrian network is maintained by Council.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.21	MoV16	The distance between northbound bus stops will be too large with this proposal. The bus stop southwards near BP (near Pittwater / Vineyard intersection) will be 500 metres south of the new B-Line stop. Currently the separation is 300 metres to the Pittwater / Waratah stop.	<p>There will be an increased distance between bus stops with the new bus stop configuration, however this would require a maximum 250 metres walk along Pittwater Road to reach the nearest stop. This is around 3 minutes walk.</p> <p>The reasons for selecting the northbound bus stop location are detailed in response 2.7. In light of the benefits of the B-Line stop location and disadvantages of the Pittwater / Waratah stop location the distance between stops is considered acceptable.</p>
Mona Vale area and Place Plan			
2.22	MoV12	Parking within Mona Vale shopping precinct is extremely difficult with cars circling to look for spaces. The new 250 space Bungan Lane car park is nearly always full. One day I could not find a park and used the timed spaces in Beeby Reserve instead. This would not be possible if they are converted.	To compensate Northern Beaches Council for the transfer of Beeby Reserve Car Park to a commuter car park, Transport for NSW provided funding of \$2.5 million to fund future investment in car parking in the Mona Vale area.
2.23	MoV4, MoV5, MoV6, MoV7, MoV8	<p>This is not consistent with the Mona Vale Place Plan. Council plans show this section of Pittwater Road as one lane in each direction and diverting traffic to other roads.</p> <p>Northern Beaches Council is promoting a beautiful commercial and community village. The Proposal is insensitive to this.</p> <p>If the bus stop is relocated the Place Plan proposal to change to one lane in each direction should not proceed. Otherwise the stop would cause traffic and road safety problems.</p> <p>The Place Plan says Village Park will be the heart of Mona Vale but the actual centre surrounds Waratah Street businesses.</p> <p>This proposal and the Mona Vale Place Plan will change Mona Vale for the worse.</p>	<p>TfNSW has been engaging with Council regularly to ensure the Proposal would integrate with the surroundings.</p> <p>Council's website states that "the Draft Mona Vale Place Plan has been withdrawn from public exhibition, with a recommendation that plans be developed to facilitate further community engagement on the project." Refer to http://www.pittwater.nsw.gov.au/council/documents/exhibitions/draft_mona_vale_place_plan for further information.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.24	MoV8	The proposed changes at the Park / Golf / Barrenjoey intersection contradict the Mona Vale Place Plan. I support your proposed changes at this intersection but you should ensure the road facilities are maintained and not eroded by proposed Council changes.	Refer to response 2.23 regarding the Mona Vale Place Plan. The road changes as part of the Proposed Activity are outlined in Section 3.1 of the REF. Decisions regarding local roads are a matter for Council.
3. Design and alternatives			
Bus stop			
3.1	MoV15	The location of the southbound B-Line stop is unclear. Figure 24 and Figure 27 show different locations. Figure 6 shows the wrong bus stop, the one shown is further north and used by Forest Coachlines. Will the B-Line stop be located at the existing location of the main southbound bus stop or the minor stop used by Forest Coachlines? The main stop is a much better location that matches commuter desire lines.	The B-Line shelter will be located at the main southbound bus stop, close to the Pittwater / Barrenjoey intersection. The existing shelter will be removed and replaced with a B-Line shelter. This location was chosen to support bus services and connect with the signalised pedestrian crossing across Barrenjoey Road. Refer to REF Figure 15 which identifies the bus stop zone, which will enable the stopping of multiple local and B-Line buses simultaneously. Figures 4 to 8 show snapshots of the surrounding area and do not identify future infrastructure. Figures 24 and 27 show approximate bus shelter locations as noted on the diagram. These have been cross checked and the southbound stop is shown in the same approximate location on both figures. Forest Coachlines are expected to continue using their current stop.

No.	Submission no.	Issue/s raised	TfNSW response
Car park			
3.2	MoV3, MoV12, MoV13, MoV15	<p>I object to the conversion of parking spaces in Beeby Reserve. The area is used for the safe drop-off and pick-up of young children to the Scout and Guide Halls for dancing, gymnastics, classes, meetings and activities. The conversion of this area to commuter parking means there will be nowhere close to the hall for drop-off and pick-up. I am concerned about the safety of young children due to the parking conversion.</p> <p>Immediately adjacent to the tennis courts there are 15 timed parking spots. These are mostly full on weekdays and won't be enough. The 36 timed spaces in Beeby Reserve must remain.</p> <p>The two disabled spots in Beeby Reserve car park are adjacent to the Scout and Guide Halls and are sometimes used by people with a disability. They should remain as casual disabled spots.</p> <p>Mona Vale already has limited timed parking for the village. It is not appropriate to take away timed parking spots and convert them to commuter parking. This does not assist local businesses.</p> <p>All day parking areas become 'dead' during the week and under-utilised at weekends. They should be in areas convenient to transport facilities but not used for day to day activities.</p> <p>The current 36 timed spaces are 95% full at most times serving the short-term parking requirements of the shopping and sporting precinct. There is no forethought for current users. Attached photographs taken on normal weekdays in November 2016 show very few vacant spots in the timed parking area.</p> <p>Parking spaces in Beeby Reserve were previously unrestricted, and time restrictions were placed on spaces when the car park was upgraded by Council. These are for community members using the facilities at the Tennis Club, Girl Guide Hall, Scout Hall and sports fields and the community classes at these facilities. TfNSW is to pay Council \$2.4 million for the loss of the 36 spots. Council is not concerned about the current users of the 36 spots as they want the money.</p>	<p>To compensate Northern Beaches Council for the transfer of all parking spaces in Beeby Reserve Car Park to a commuter car park, Transport for NSW provided funding of \$2.5 million to fund future investment in car parking in the Mona Vale area.</p> <p>The spaces adjacent to the tennis courts will not be impacted by the proposal. The existing accessible spaces will be retained within the commuter car park. Accessible parking to support public transport services is required under the <i>Disability Discrimination Act</i>. Like other spaces in Beeby Reserve, it is anticipated that in the evenings and on weekends the accessible spaces are less likely to be used by commuters and may be available for other users.</p> <p>The location of the commuter car park was preferred due to its proximity to B-Line stops. With lower commuter demand at weekends, it is expected that the car park would also be used to access local shops and sporting fields.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.3	MoV3	It seems the small area of trees on the corner of Pittwater Road and Golf Avenue as well as the existing parking will be converted to commuter car parking.	The existing car park is not intended to be expanded. The existing 74 spaces would be converted to commuter parking. No trees would be removed on the south-west corner of Barrenjoey / Golf intersection or within the car park as part of the Proposed Activity.
3.4	MoV8, MoV9	<p>I am concerned there will be insufficient parking at Mona Vale for city commuters. The larger Warriewood car park is a great idea but without more spaces at Mona Vale many may drive on to Warriewood and take up spaces there.</p> <p>The new B-Line hubs will mean commuters who don't live close will drive to the hub and park. I doubt there will be adequate parking. North Shore train stations parking is full.</p> <p>The downside is that L90 commuters parked at local bus stops using the back streets. This opportunity will be lost.</p>	<p>Options with increased parking capacity were not preferred as they would have greater impact on the existing environment and community facilities. Consultation on the Northern Beaches Bus Network and Service Plan will be undertaken in coming months and will assist in informing future demand for parking in this area. Should the investigation into future parking demand identify that additional parking is required at Mona Vale, this would be subject to a separate planning approval process and community consultation.</p> <p>Where commuters currently walk from home, or park in side streets and walk to bus stops, this will not change as a result of the Proposed Activity. Interchange between local bus services and B-Line services will be available at every B-Line stop.</p>
3.5	MoV12, MoV15	<p>The REF is misleading in saying the Proposal will increase the number of commuter car parking spaces near the bus stops, as no new parking is actually being provided. It won't convert 74 spaces as only 36 spaces are currently time restricted and these will be taken away from other community members.</p> <p>The total increase in unrestricted parking spaces is 28, as 8 on-street parking spaces are being taken away.</p> <p>This is far fewer than the original 150 spaces advised in previous notifications and is not an adequate increase in commuter parking.</p>	<p>TfNSW has purchased all 74 spaces in Beeby Reserve. To compensate Northern Beaches Council for the transfer of Beeby Reserve Car Park to a commuter car park, Transport for NSW provided funding of \$2.5 million to fund future investment in car parking in the Mona Vale area.</p> <p>The parking spaces on Pittwater Road are time limited and would not be used by commuters.</p> <p>Refer to response 3.4 regarding car park capacity.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.6	MoV15	<p>Marketing the Beeby Reserve car park for commuters will add to parking on Golf Avenue once the limited car parks are full.</p> <p>On-street parking has not been an issue on Golf Avenue until the last year, now it is fully taken up by commuters and Golf Club patrons between Barrenjoey Road and the Golf Club by 9am on weekdays. On-street parking is now impossible to get during the day.</p> <p>The converted spaces will do little to alleviate parking demand issues or serve increased commuter numbers on B-Line.</p> <p>REF conditions should consider commuter parking impacts on community facilities and Golf Avenue residents. Residential parking permits and/or time restricted on-street parking would reduce impacts on local residents.</p>	<p>The provision of additional commuter car parking would improve the availability of parking within the area. Further investigation into future parking demand is being done as part of the consideration of the Northern Beaches Bus Network and Service Plan. Should the investigation identify that additional parking is required at Mona Vale this would be subject to a separate planning approval and community consultation process.</p> <p>The Proposed Activity has a reduced impact on the community facilities compared with the previous option. This was a consideration in options selection as outlined in Section 2.3 of the REF.</p> <p>Residential parking permits are the responsibility of Council.</p>
3.7	MoV15	<p>No temporary localised closures of Beeby Reserve car park should be required due to the minimal works.</p> <p>The existing time restricted parking spaces in Beeby Reserve should be made available to construction workers to minimise the impact on Golf Avenue residents.</p>	<p>Efforts will be made to minimise impact on the Beeby Reserve car park, while ensuring the safety of workers and the public during construction. Any closures would be temporary and localised as noted in the REF.</p> <p>Limited construction parking would be available within the Proposal site. Construction workers would be encouraged to car pool or use public transport to access the site to minimise the need for construction parking.</p>
Road design			
3.8	MoV15	<p>The signal phasing at Barrenjoey / Golf / Park intersection should be adjusted when the new pedestrian crossing is installed.</p> <p>Vehicles turning left out of Park Street impatiently turn before pedestrians have finished crossing. Vehicles run the red arrow creating pedestrian / vehicle conflicts.</p>	<p>It is standard procedure to consider and update the signal phasing when intersection upgrades are undertaken. The current performance of the signals will be considered at this time.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Bicycle facilities			
3.9	MoV15	The Proposal refers to new bicycle parking and improvements to bicycle and pedestrian links however no new or improved bicycle links are shown. Off-road or shared cycle paths should be provided around each new B-Line stop.	Bicycle parking is proposed near the southbound bus stop which would connect to the existing pedestrian link along Barrenjoey Road. Clearly visible pedestrian pathways would be available to the car park and bicycle parking, which would link with the existing paths. TfNSW is working with Council to provide a broader network of improved pedestrian and cycle paths to improve active transport connections to B-Line stops.
3.10	MoV15	The removal of the mature Sydney Blue Gum at the Barrenjoey / Golf intersection is unnecessary and objectionable. This will have a significant visual impact. The tree is home to a number of nesting birds and possums, and it provides shade for waiting pedestrians. The lane width is adequate to allow for a turning lane into Beeby Reserve car park once on-street parking is removed. Pedestrians could be redirected to another footpath if widening is needed.	The intersection design has been modified to enable the retention of the Sydney Blue Gum and surrounding shrubs to the south-east of the Barrenjoey / Golf intersection. Refer to Section 3 regarding this scope change.
4. Operational impacts			
Traffic impact			
4.1	MoV5	Provision of extra car spaces will cause the following traffic problems: <ul style="list-style-type: none"> - right-turn traffic into the car park may block Golf Avenue back to the traffic lights - parking and Golf Club users combined will add to congestion on Golf Avenue - turning left from Golf Avenue to Barrenjoey Road will be more difficult with pedestrians crossing from the new bus stop. 	Section 6.1 of the REF provided the findings of a Traffic Impact Assessment which was prepared. The removal of four on-street parking spaces on Golf Avenue would facilitate the passing of cars turning right into the car park. Given the small scale of the change relative to the existing, with conversion of timed spaces to commuter spaces, operational traffic impacts would be negligible. Traffic modelling of the Barrenjoey / Park / Golf intersection was undertaken which indicated that intersection

No.	Submission no.	Issue/s raised	TfNSW response
			performance would improve during the morning and weekend peaks, and remain unchanged in the evening peak. The traffic light phasing will be considered during the works including the new signalised pedestrian crossing.
5.	B-Line Program		
		Program and road corridor	
5.1	MoV8, MoV9, MoV13	<p>The bottle-neck at the Spit and congestion all the way to the Harbour Bridge will remain. How will the B-Line provide any solutions to this and will there be any benefits before late 2017?</p> <p>It won't be that much faster than the L90, it's the same route and same traffic.</p> <p>Instead of B-Line, infrastructure improvements such as commuter parking and indented stops could be implemented for existing bus services which already provide a good service. The investment could be spent on upgrading the existing fleet of buses. This would improve services but not be a waste of money.</p> <p>The state government should focus on planning for the serious infrastructure issues of an alternative to Spit Bridge crossing, Military Road bypass, harbour crossing and city terminus locations and access for bus services.</p> <p>Currently counterflow traffic slows down to a crawl on Spit Bridge as it is a single lane. A fifth lane should be added to Spit Bridge by narrowing existing lanes, reinforcing one of the pedestrian walkways and upgrading bridge opening equipment. With careful planning this could be done while the bridge is in service.</p>	<p>As part of the B-Line Program, road treatments such as minor lane widening, traffic light phasing, tidal flows, and priority movements are being investigated to determine a scope of works to improve bus journeys and reduce delays at congestion points.</p> <p>Route planning indicates that improved AM peak period bus travel times to the city will result from proposed road improvements along the B-Line route.</p> <p>Critical areas, including Seaforth and Spit Junction to Neutral Bay, were identified as key areas of delay. Measures including intersection upgrades, indented bus stops and improved passing opportunities are proposed. These proposed works will be subject to separate assessment and approval.</p>
5.2	MoV8	<p>Congestion at Wynyard is caused by the closure of George Street and no buses being able to go to Central or along Clarence Street. How is this issue to be resolved?</p>	<p>TfNSW is working with the CBD Coordination Office to maximise the efficiency and reliability of the B-Line within CBD areas.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.3	MoV9	The double decker buses will take longer to load and unload as passengers make their way downstairs after the bus has stopped.	<p>Double decker buses provide greater capacity, particularly seating capacity, than articulated buses but occupy less road space. They have a reduced footprint compared to an articulated bus, which will help reduce traffic impact and congestion at stops.</p> <p>Bus design is being considered in order to ensure efficient loading and offloading of passengers. As the B-Line will be a limited stops service double decker buses are considered the most appropriate vehicles for this route. The dwell times for loading progressively at each of the stops have been determined to be similar to existing dwell times. Provision has been made in the bus service planning for the increased unloading time that will occur at Wynyard.</p>
Bus services			
5.4	MoV10, MoV8, MoV9	<p>I am all for the new B-Line on Barrenjoey Road but have concerns about specific changes.</p> <p>I support many aspects of the B-Line Program and its aim to develop transport facilities and infrastructure in the neglected Northern Beaches, but I do have some concerns about the Program. Unless you can solve the corridor wide issues B-Line commuters will remain sceptical.</p> <p>I welcome the initiative to provide a better bus service for the Northern Beaches and hope my concerns prove unfounded.</p>	<p>Noted.</p> <p>Specific concerns are summarised and considered in the remainder of this document.</p>
5.5	MoV5	I doubt the frequency of buses will be as shown in your plan. Transport proposals are subject to budget cuts if the state government considers the ongoing costs of the plan.	Operating costs were considered in the B-Line Business Case. These operating costs were based on the premise that B-Line services will run every five minutes in the busy morning and afternoon peak commute periods, and every 10 minutes at other times of the day, including weekends, until 12.30am every day.

No.	Submission no.	Issue/s raised	TfNSW response
5.6	MoV8, MoV9	<p>The current peak hour bus service between Mona Vale and Wynyard is very efficient, especially the express buses morning and evening. The buses are currently frequent and there is accurate TripView information. How is the B-Line bus going to make my journey better?</p> <p>Currently the L90 service is pretty good, but sometimes travellers from Dee Why and Brookvale have to stand for 30 minutes at peak times. This needs to be addressed to encourage people away from their cars onto buses.</p>	<p>The Proposed Activity is part of a program of transport improvements for the Northern Beaches. The B-Line Program will provide more frequent and reliable services between Mona Vale and the Sydney CBD and includes:</p> <ul style="list-style-type: none"> • a new B-Line double decker bus fleet with improved on-board capacity and comfort • six new commuter car parks, providing around 900 spaces • on-road infrastructure improvements and new modern B-Line bus stops. <p>Improvements to bus capacity and frequency, with B-Line services every five minutes during peak periods, are likely to improve current overcrowding.</p> <p>Starting services partway along the corridor to address crowding is being considered as part of the bus service plan.</p>
5.7	MoV13	<p>We were disappointed that at the information session the operational services plan for the B-Line was not available. Also the Mona Vale Place Plan was not shown, but this will impact any B-Line service.</p>	<p>The Northern Beaches Bus Service Plan is being reviewed, with further information expected in 2018.</p> <p>Council's Mona Vale Place Plan is being revised. Refer to response 2.23.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.8	MoV13	<p>Where in Mona Vale will the buses turn around? This operational services information was not available at the information session. It was suggested the bus depot in Darley Street was one option that could be under consideration. However Darley Street is already a very busy street with on-street parking and access to the shopping centre car park. Adding buses will make the locality a high risk area and would require infrastructure upgrades.</p> <p>If these are necessary then a high level commuter car park could be built on top of the depot for B-Line services.</p> <p>If Darley Street is not an option, alternatively B-Line services could be extended to Newport and then turn around, driver facilities and commuter car park could be at the northern end of the beach. This would reduce the commuter parking requirements at Mona Vale to everyone's benefit.</p>	<p>Consultation on the Northern Beaches Bus Network and Service Plan will be undertaken in coming months and will assist in informing bus routes and future demand for parking in this area. Several options are currently being investigated regarding the final destination of the B-Line service. Once these investigations have been completed, turning options for the B-Line buses will be further examined. The bus depot at Darley Street is one option under consideration.</p> <p>Darley Street is not considered an appropriate location for a commuter car park. Refer to response 2.2.</p> <p>Should the investigation into future parking demand identify that additional parking is required at Mona Vale, this would be subject to a separate planning approval and community consultation process.</p>
Miscellaneous			
5.9	MoV9	Noisy kids on late night buses have been a problem and sometimes require police intervention.	Security measures, particularly on late-night services are being considered under the B-Line Program.

Other stakeholder submissions

Table 2 outlines issues raised by Northern Beaches Council in their submission, along with TfNSW's response.

Table 2: Response to other stakeholder submissions received

Issue no.	Issue/s raised	TfNSW response
1	Council notes the current proposal is inconsistent with the original concept identified in the Memorandum of Understanding between TfNSW and Council.	<p>As outlined in the REF, Option 12 was originally selected as the preferred option as it performed best against multi-criteria assessment. Following initial support from Council and consultation with the three directly impacted stakeholders (Scouts, Girl Guides and Tennis Club), this option was confirmed and presented in consultation with the community in May 2016.</p> <p>However, in subsequent discussions with the stakeholder groups involved, one group stated a strong preference to retain their current facility. Community and stakeholder feedback was used to re-evaluate the criteria assessment scores and Option 12 was no longer preferred.</p>
2	The northbound bus indent in Village Park is supported by Council. Details of the landscaping and earthworks are unclear and should be resolved with Council.	<p>Noted. The northbound bus indent was selected to integrate with Village Park, provide appropriate stop infrastructure and circulation space, provide an efficient connection with commuter parking facilities and facilitate better traffic and road safety outcomes.</p> <p>The detail of landscaping would be resolved during detailed design and through the preparation of the Urban Design Plan and Public Domain Plan in consultation with Council. Refer to Conditions of Approval 32, 33 and 36.</p>

Issue no.	Issue/s raised	TfNSW response
3	<p>The reduction in the number of commuter car parks to be provided by TfNSW is of concern to Council.</p> <p>Parking in Mona Vale is in high demand and should be augmented with additional parking either in Beeby Reserve or the vicinity to encourage park and ride. This may be in conjunction with additional parking north of Mona Vale if TfNSW chooses to extend the B-Line.</p>	<p>Ongoing consultation with Council has been undertaken for each design iteration. The reasons for not progressing with Option 12 are outlined above in response 1. Another option which performed well in the multi-criteria analysis was a two storey car park on the footprint of the Beeby Reserve which would have provided 150 spaces (described as Option 15 in Chapter 2 of the REF). However Council was not supportive of this option.</p> <p>Consultation on the Northern Beaches Bus Network and Service Plan will be undertaken in coming months and will assist in informing future demand for parking in this area. Should the investigation into future parking demand identify that additional parking is required at Mona Vale, this would be subject to a separate planning approval process and community consultation.</p>
4	<p>The conversion of the 74 spaces in Beeby Reserve car park will impact on users of the Scout and Guide halls in the afternoon / evenings unless additional four hour parking is provided. Additional parking provisions in the area need to be agreed with Council.</p>	<p>To compensate Northern Beaches Council for the transfer of Beeby Reserve Car Park to a commuter car park, Transport for NSW provided funding of \$2.5 million to fund future investment in car parking in the Mona Vale area.</p> <p>Timed parking, which would not be used by commuters, is available adjacent to the Tennis Club to the west of the Scout and Girl Guide halls. It is anticipated that in the evenings and on weekends the parking spaces in Beeby Reserve are less likely to be used by commuters and may be available for other users.</p>
5	<p>Parking on Pittwater Road should be retained if possible to support local businesses operating nearby.</p> <p>Council would consider combined taxi rank and bus stop if the Taxi Council and bus operators were supportive. Details of any alteration to the shelter are also requested.</p>	<p>TfNSW is consulting with Council, NSW Taxi Council and bus operators regarding the opportunity to combine the taxi rank and bus stop to avoid the removal of any parking spaces. If alterations to the shelter are required Council will be consulted as design progresses.</p> <p>Refer to responses 2.15 and 2.16 for further information.</p>
6	<p>Lighting must be provided as a priority in Beeby Reserve car park.</p>	<p>CCTV and suitable lighting will be installed in the Beeby Reserve car park as part of the Proposed Activity.</p>

Issue no.	Issue/s raised	TfNSW response
7	Council supports the new signalised pedestrian crossing across Golf Avenue and the extension of pedestrian fencing on Barrenjoey Road.	Noted. These road works are proposed to improve pedestrian safety in the area.
8	A vehicle connection must be established between Beeby Reserve car park and Kitchener Park car park to reduce the number of vehicles using the Pittwater Road driveway. This could reduce traffic volumes in Mona Vale town centre in peak evening periods and on Saturdays.	The Kitchener Park car park is under Council management. Option 12 identified in Chapter 2 of the REF would have provided a connection between the two parking areas, but was opposed by a key community group. It is not possible to provide a connection between the two parking areas without the demolition of the Scout and Guide halls or removal of a number of mature trees. Accordingly, no vehicle connection between the car parks is proposed by TfNSW.
9	Council recommends notifying Forest Coach Lines when undertaking work on Golf Avenue which could impact on pedestrian safety or access. This route is used for access to Mona Vale Beach especially during holidays and weekends.	Consultation with all bus operators is a standard part of the Community Liaison Plan implemented by TfNSW during construction. Refer to Condition of Approval 4.
10	No boom gates are to be installed in the car park.	The Proposed Activity does not include boom gates.
11	Visibility to Beeby Park from the surrounding streets should be maintained by planting low vegetation.	The Public Domain Plan will identify landscape treatments and street tree planting to integrate with surrounding streetscape. This will be prepared in consultation with Council. Refer to Condition of Approval 33 for further information.
12	Council recommend the following road adjustments: <ul style="list-style-type: none"> • improve the line of sight when exiting the Beeby Reserve car park to the left • increase the no stopping to the east to improve visibility • improve the traffic light phasing, especially for the evening peak, for traffic exiting Golf Avenue. 	A road safety audit will be carried out to identify any potential road safety issues, including considering the car park exit and entry. Any recommendations from this safety audit will be considered through the detailed design phase of the project. Refer to Condition 31. The traffic light phasing at the Park / Barrenjoey / Golf intersection will be considered during the works. It is standard procedure to consider and update the signal phasing when intersection upgrades are undertaken. The current performance of the signals will be considered at this time.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Council regarding design development. In addition, TfNSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)² and TfNSW Project Infoline (1800 048 751) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://b-line.transport.nsw.gov.au)³ would also include updates on the progress of construction.

² projects@transport.nsw.gov.au

³ <http://b-line.transport.nsw.gov.au>

3 Design changes and further assessment since public display

3.1 Summary of design changes

Since the display of the REF, the following design changes have been made to the Proposed Activity:

- retention of the existing kerb line and vegetation on the south-east corner of the Barrenjoey / Golf intersection
- pedestrian safety works including adjusting the pedestrian crossing on the eastern leg of the Barrenjoey / Park / Golf intersection and extending the new median pedestrian fence to the Barrenjoey / Darley intersection.

3.2 Assessment of design changes

Retention of kerb and vegetation

As a result of the submissions received during the public display, the design on the south-east corner of the Barrenjoey / Golf intersection has been modified to enable retention of the existing kerb line and vegetation.

The design change would involve a negligible reduction in temporary impacts during construction, including noise and traffic impacts.

The following impacts are anticipated during operation:

- improved visual and biodiversity outcome as seven trees and shrubs would be retained.

Those seven trees which would be retained would not require offset plantings. The reduction in impacts and offsets is identified in Table 3.

Table 3: Comparison of tree impacts under the REF and design change

	REF	With design change
Number of trees to be removed	33	26
Offset planting required	140	118

The road design has been considered and the removal of four on-street parking spaces on Golf Avenue would facilitate the passing of cars turning right into the car park without kerb modification.

Pedestrian safety works on Barrenjoey Road

As a result of further road safety investigations undertaken since the REF was prepared, pedestrian safety works between the Barrenjoey / Park / Golf intersection and the Barrenjoey / Darley intersection are proposed. These include:

- improve the existing pedestrian crossing by straightening the alignment and moving this pedestrian crossing closer to the intersection, in an effort to remove sight distance restrictions and improve visibility to pedestrians
- extension of the median pedestrian fence northwards to Darley Street.

The following temporary impacts are anticipated during construction:

- extension of construction works footprint by around 80 metres north-east
- minor noise impact associated with additional fencing and line marking works.

The following impacts are anticipated during operation:

- improvement to pedestrian and road safety
- negligible visual impact associated with extension of the pedestrian fence.

The impacts of these design changes are consistent with the impacts assessed in the REF. It is therefore recognised to form part of the Proposed Activity. The Construction Traffic Management Plan and Construction Noise and Vibration Management Plan would address this component of design. No additional mitigation measures are required.

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 111 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁴ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF.

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

⁴ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5 Conditions of Approval

If approved, the Proposed Activity would proceed subject to the Conditions of Approval included at Appendix B.

6 Conclusion

Having regard to the assessment in the REF, consideration of the submissions received, and the design changes subsequent to the public display of the REF, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 of the EP&A Act.

It is also considered that the Proposed Activity does not trigger any approvals under Part 3 of the EPBC Act.

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

References

TfNSW, 2016, *Mona Vale Commuter Car Park and B-Line Stops – Review of Environmental Factors*, Sydney.

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Mona Vale Commuter Car Park and B-Line Stops REF:

<http://yoursay.b-line.transport.nsw.gov.au/mona-vale>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Mona Vale Commuter Car Park and B-Line Stops

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Mona Vale Commuter Car Park and B-Line Stops Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)

Acronym	Definition
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RBL	Rating Background Level
REF	Review of Environmental Factors
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative or independent verifier appointed to the Project or a delegate nominated by Transport for NSW.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Mona Vale Commuter Car Park and B-Line Stops as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

**CoA
number****Type****General****1****Terms of Approval**

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

- a) *Mona Vale Commuter Car Park and B-Line Stops – Review of Environmental Factors*, (TfNSW, November 2016)
- b) *Mona Vale Commuter Car Park and B-Line Stops – Determination Report*, (TfNSW, February 2017).

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

2**Project Modifications**

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.

3**Statutory Requirements**

These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.

Communications**4****Community Liaison Plan**

A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

5

Community Notification and Liaison

The local community shall be advised of any activities related to the Project with the potential to impact upon them.

Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

6

Website

The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.

7

Complaints Management

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

Environmental Management

8 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
2. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
3. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.

9

Environmental Management Representative

Prior to the commencement of construction, the PMEM shall appoint an EMR for the duration of the construction period for the Project.

The EMR shall provide advice to the PMEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:

- (a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- (b) reviewing and where required by the PMEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the PMEM
- (d) reporting weekly to the Proponent, or as required by the PMEM
- (e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
- (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- (i) where required by the PMEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions
- (j) reviewing and approving updates to the CEMP.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

**CoA
number**

Type

Hours of Work

10

Standard Construction Hours

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

11

High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).

Noise and Vibration**12****Construction Noise and Vibration**

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with RMS's *Construction Noise and Vibration Guideline* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 10 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with RMS's *Construction Noise and Vibration Guideline*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

13**Vibration Criteria**

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* and British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

These limits apply unless otherwise approved by the PMEM through the CEMP.

14**Non-Tonal Reversing Beepers**

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.

Contamination and Hazardous Materials**15****Unidentified Contamination (other than asbestos)**

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*

16**Asbestos Management**

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may 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.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*

**CoA
number****Type****17****Storage and Use of Hazardous Materials**

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks
- b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls
- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks
- d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

Erosion and Sediment Control**18****Erosion and Sediment Control**

Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with *Managing Urban Stormwater: Soils and Construction - Volume 1*, 4th Edition (Landcom, 2004).

Heritage Management**19****Indigenous and Non-Indigenous Heritage**

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

General**20****Pre-construction environmental compliance matrix**

A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

**CoA
number****Type****21 Pre-operation compliance report**

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.

A copy of the POCR shall be submitted to the PMEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the PMEM).

Environmental management**22 Environmental controls map**

An environmental controls map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.

A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM).

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.

Flora and fauna**23 Removal of trees or vegetation**

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

24 Replanting program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

Lighting**25****Lighting scheme**

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- (a) consideration of lighting demands of different areas
- (b) strategic placement of lighting fixtures to maximise ground coverage
- (c) use of LED lighting
- (d) minimising light spill by directing lighting into the car park
- (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- (f) motion sensors to control low traffic areas
- (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and
- (h) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted prior to the first design submission (System Definition Review) and accepted by TfNSW's Precincts and Urban Design team.

Property**26****Property condition surveys**

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:

- (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- (b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.

Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.

A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

**CoA
number**

Type

Sustainability

27

Sustainability officer

The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.

Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment, consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the Principal Manager Sustainability (PMS) prior to preparation of the pre-construction sustainability report (PCSR).

28

Pre-construction sustainability report

Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:

- (a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 3.0 (7TP-ST-114)*
- (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- (c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).

Traffic and access**29****Traffic management plan**

A construction traffic management plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:

- (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- (b) maximising safety and accessibility for pedestrians and cyclists
- (c) ensuring adequate sight lines to allow for safe entry and exit from the site
- (d) ensuring access to bus stops, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- (e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement parking
- (f) parking locations for construction workers away from bus stops, commuter parking and busy residential areas, and details of how this will be monitored for compliance
- (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- (h) details for relocating kiss and ride, taxi ranks, bus stops, including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. Particular provisions should also be considered for the accessibility impaired
- (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the construction TMP.

The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

30**Road condition reports**

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

31**Road safety audit**

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit would include specific assessment of:

- (a) sight distances for vehicles exiting or entering the car park and mitigation measures proposed
- (b) the car park entry and exit intersection and mitigation measures proposed
- (c) new bus stops at Pittwater Road and Barrenjoey Road and any associated parking changes.

The Road Safety Audit is to be submitted to and accepted by TfNSW.

Urban design and landscaping**32****Urban design plan**

An urban design plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- (a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- (c) total water management principles to be integrated into the design where considered appropriate
- (d) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review) and updated and submitted for subsequent design submissions
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
4. endorsed by TfNSW's Precincts and Urban Design team.

33

Public domain plan

A public domain plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- (a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- (b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- (c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following:
 - i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
 - ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation
- (d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- (e) total water management principles to be integrated into the design where considered appropriate
- (f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0 (7TP-ST-114)*
- (g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- (h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review) and updated and submitted for subsequent design submissions
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team.

Additional conditions

34

Graffiti and advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:

- (a) offensive graffiti will be removed or concealed within 24 hours
- (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
- (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
- (d) any unauthorised advertising material will be removed or concealed within 24 hours.

**CoA
number**

Type

Site Specific Conditions

35

Heritage

During detailed construction planning a work methodology for works within 50 metres of the Great War Memorial is to be developed in order to achieve applicable vibration limits for heritage structures. This may include:

- consideration of using smaller capacity plant and/or using a dampened rockbreaker
- for construction activities within the safe working distance, vibration monitoring or attended vibration trials at the outset of works to ensure compliance with the relevant criterion
- if a predicted vibration level exceeding 5 mm/s is identified at the Great War Memorial, an individual structural analysis of the item should be undertaken by a suitably qualified structural engineer in order to identify if the recommended and predicted maximum vibration of 5 mm/s is appropriate for the item, and any potential mitigation measures that may be required in terms of its structural stability.

36

Village Park

The detailed design of the Project is to consider the following measures to minimise impacts on visual amenity:

- where landscaped berms and associated trees along Barrenjoey Road are removed, re-establish a continuous low-level visual barrier (of a similar height to the existing berms) between the road and Village Park while maintaining access points
- use alternative measures other than berms, such as low walls, to limit encroachments on Village Park if practicable
- maintain eye-level visual accessibility between the Barrenjoey Road corridor and Village Park
- integration of the northbound bus indent with Village Park and the setting of the Great War Memorial
- investigate opportunities to minimise tree removal where practicable.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Mona Vale Commuter Car Park and B-Line Stops

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Mona Vale Commuter Car Park and B-Line Stops Review of Environmental Factors (November 2016) and the Mona Vale Commuter Car Park and B-Line Stops Determination Report (February 2017) in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the Proposal described in the Mona Vale Commuter Car Park and B-Line Stops Review of Environmental Factors (November 2016) as amended by this Determination Report.



Louise Sureda
Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 2 February 17