



Transport
for NSW

Narrabeen Commuter Car Park and B-Line Stops Determination Report

May 2016
Northern Beaches B-Line Program
REF- 5141407

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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	Warringah Council
CPTED	Crime Prevention Through Environmental Design
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).
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>
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
Proposed Activity	The construction and operation of the Narrabeen Commuter Car Park, new northbound and southbound B-Line bus stops and supporting infrastructure. Installation of new traffic signals and turning lane to improve car park access. 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)

Term	Meaning
TfNSW	Transport for NSW (the Proponent)
TMP	Traffic Management Plan
TPZ	Tree Protection Zone
UDP	Urban Design Plan

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 Narrabeen 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 construction of Narrabeen commuter car park and B-Line stops.

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).

Modifications to the Proposed Activity

There has been ongoing consultation with the community, Warringah Council and external stakeholders. No design changes to the project as described in the REF have been identified.

Should 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 Narrabeen 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 Narrabeen 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 Narrabeen Commuter Car Park and B-Line Stops REF was placed on public display from 8 March 2016 to 22 March 2016, with 18 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

Following the public display of the REF, the Construction Noise and Vibration Guideline has been endorsed by Roads and Maritime Services (RMS). This document is a reproduced and updated version of the TfNSW Construction Noise Strategy for use on road projects. This guideline will be used to manage noise and vibration impacts across the B-Line Program and therefore all references to the TfNSW Construction Noise Strategy in the REF should now be taken to be the RMS Construction Noise and Vibration Guideline.

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).

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
- 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.

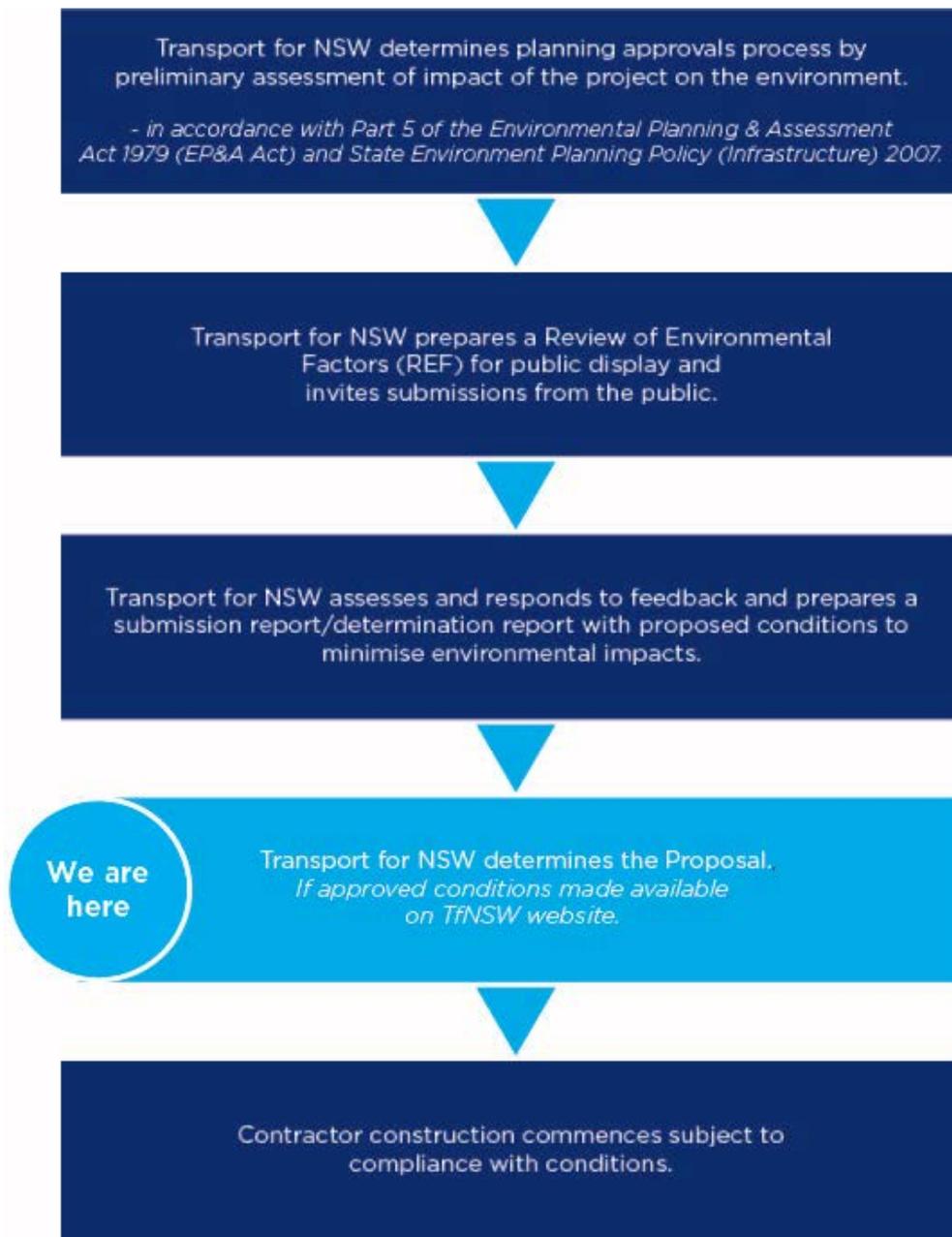


Figure 1: Planning approval process

1.5 Description of the Proposed Activity in the REF

An overview of the Proposed Activity, which is the subject of the Narrabeen 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:

- a new at-grade car park expanding the existing at-grade car park adjacent to Pittwater Road at Berry Reserve, providing around 40 additional car parking spaces
- new northbound and southbound bus stops on Pittwater Road, north of Albert Street, including seating and real-time information
- demolition of existing toilets and provision of new public toilets
- new bicycle storage and improvements to bicycle and pedestrian links
- removal of five trees

- refurbishment of the existing wooden heritage bus shelter (former tram shelter)
- demolition of the existing 1950s style bus shelter
- minor road works at the car park access
- relocation of the existing basketball court and active transport path in Berry Reserve.

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

Construction is expected to commence in late 2016 and take up to 8 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Narrabeen Commuter Car Park and B-Line Stops REF was placed on public display from 8 March 2016 to 22 March 2016 at Warringah Council 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 North Narrabeen Community and Tennis Centre (Middle Hall, 2-10 Woorarra Avenue, North Narrabeen), Wednesday 16 March 2016 6pm to 8pm
- kiosk display at Warriewood Square shopping centre, attended by team members on Thursday 10 March 6pm to 8pm, Saturday 12 March 2pm to 4pm and Thursday 17 March 6pm to 8pm (otherwise unattended)
- distribution of 7,000 community newsletters to nearby residents and businesses on Thursday 3 March 2016
- public display of the REF at Warringah Council office and the TfNSW Chatswood office at 821 Pacific Highway, Chatswood
- newspaper advertisement in the Manly Daily on 8 March 2016
- placement of information on the Northern Beaches B-Line Program website
- meetings with Warringah Council officers throughout the REF preparation and display period
- 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 Warringah Council and relevant utility and emergency services.

2.2 REF submissions

A total of 18 submissions were received by TfNSW, including one from Warringah Council. Three submissions stated opposition to the Proposed Activity, and three submissions stated support. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- options selection
- reduction in green space
- trees and landscaping.

2.3 Consideration and response to submissions

Community submissions

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

¹ www.b-line.transport.nsw.gov.au

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	N1	The whole or part of the existing Berry Reserve car park could be removed and park and leisure areas increased.	<p>There are currently 104 parking spaces in Berry Reserve, including 73 time-restricted and 31 unrestricted spaces. The parking facilities are currently well used and provide access to local shops and restaurants, bus stops, Berry Reserve and nearby recreation areas.</p> <p>Removal of existing parking would reduce accessibility. The Proposed Activity would retain the existing parking, with some reconfiguration to ensure efficient use of space, and provide an additional 40 unrestricted spaces to meet parking demand and support the B-Line Program.</p>
1.2	N1	Need more access for the public in regards to outdoor activities.	<p>The Proposed Activity would maintain the existing parking spaces which are used by the community to access the outdoor facilities as well as local shops and transport facilities, and provide 40 additional spaces. On weekends, it is anticipated that a lower commuter demand may leave additional unrestricted parking spaces available for users of Berry Reserve, including to access outdoor activities.</p> <p>Cycling and walking access will be maintained during construction and operation of the Proposed Activity. The active transport path in Berry Reserve would be relocated, and a temporary path would be provided during construction.</p>
1.3	N4	Encouraging cycling to bus stops may reduce the demand for car parking over time.	<p>As part of the Northern Beaches B-Line Program TfNSW will be providing bicycle parking at B-Line stops including Narrabeen. Works to ensure integrated pedestrian and bicycle links to commuter car parks and bus stops will also be undertaken, providing commuters with a range of transport options.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.4	N6	Concern that proposed options include taking away park land or adding high rise, visually disturbing car parks for long term parking.	<p>Development on the narrow Narrabeen peninsula is clustered around Pittwater Road, which is also the route for most bus services including the future Northern Beaches B-Line service. Therefore there are limited options for development of a commuter car park within the area. Additional car parking is being provided along the B-Line corridor in response to demand for park-and-ride facilities.</p> <p>Six options for car parking at Narrabeen were identified. Two which involved the acquisition of private property were not considered further, and four were assessed against a range of criteria as described in Section 2.2 of the REF. The preferred option is as outlined in Section 1.5 of this report. The design has aimed to minimise impacts on Berry Reserve through an efficient car park design, including relocation of the toilets and basketball court, while retaining three mature Sydney Blue Gums which add to the local character.</p>
1.5	N16	Diverted traffic will inevitably be channelled down Ocean Street, which is already busy.	<p>The Proposed Activity does not involve any modification to Ocean Street. It is not anticipated that the Proposed Activity would divert any traffic. As part of the broader Northern Beaches B-Line Program a number of improvements are proposed for Pittwater Road to improve traffic flow.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.6	N16	<p>With this proposed increase of cars in this area, there should be consideration given to various cameras being installed on Ocean Street around Albert Street to slow traffic near the school.</p> <p>Of concern are speeding vehicles on Ocean Street. There are currently no speed cameras and no policing, meaning cars prefer Ocean Street as an alternate route to Pittwater Road.</p> <p>There are accidents at the Ocean/Waterloo roundabout involving vehicles travelling at high speeds.</p> <p>\$2-3 million residential properties on Ocean Street are purchased for the beach lifestyle. Ocean Street should be a recreational road, not a shortcut. There should also be a limit on truck size along Ocean Street.</p>	<p>Refer to Issue 1.5.</p> <p>Traffic volume increases were considered in Section 6.1 of the REF. It was considered that in the busiest periods, the Proposed Activity may generate up to an additional 25 vehicles during a one hour period, which is less than one per cent of vehicles using the Pittwater Road / Albert Street intersection. This is not expected to adversely affect the surrounding road network, including Ocean Street.</p> <p>The operation of Ocean Street is beyond the scope of the Proposed Activity, and is the responsibility of Council.</p>

2	Option selection		
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2.1	N1	<p>Concern that development at Option 1 site (i.e. Berry Reserve) would lessen the quality of the environment, quality of lifestyle and physical attractiveness, and cause pollution.</p>	<p>Option 1 was identified as the preferred location for car parking at Narrabeen following assessment of four options against a range of criteria including operational efficiency, accessibility, constructability, environmental impact, community and stakeholder benefit, and visual impact.</p> <p>The impacts of the Proposed Activity (Option 1) have been assessed in Chapter 6 of the REF including quality of the environment and pollution (noise, biodiversity, water quality, air quality), quality of lifestyle (socio-economic impacts, traffic, transport and access), and physical attractiveness (landscape and visual amenity). The potential impacts of the Proposed Activity can be managed through implementing mitigation measures as outlined in Chapter 7.</p>
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No.	Submission no.	Issue/s raised	TfNSW response
2.2	N9	The preference for Option 1 seems based on cost. Monetary cost does not take into consideration the loss of open space being used for cars and not healthy activities.	<p>Option 1 was identified as the preferred option following a feasibility and optioneering study prepared by DEM Pty Ltd (2015). The car park options were assessed against a range of criteria including operational efficiency, accessibility, environmental impact, community and stakeholder benefit, and visual impact. The cost of each option was then considered after the above criteria were applied.</p> <p>The reduction in open space was considered within the identified criteria including environmental impact, community and stakeholder benefit, and visual impact. The design has aimed to minimise the impacts on open space.</p>
2.3	N8, N10, N12, N14	<p>Option 1 (Berry Reserve) is preferable because of:</p> <ul style="list-style-type: none"> - good accessibility to the bus stops especially for the disabled, less mobile and elderly, and parents with prams and/or young children - cost effectiveness - less visual impact than any of the multi-storey options, and low visual impact from Berry Reserve - less impact on local residents - it is not located adjacent to any residential properties - there is existing good access at traffic lights - there are two pedestrian crossings of Pittwater Road close to the proposal and bus stops - additional car parking would be an advantage for use on the weekends and in the evenings. 	<p>Option 1 is the preferred option as outlined in the REF in Section 2.2.1. The comments in support of Option 1 are noted.</p>
2.4	N14	Options other than Option 1 would impose considerably longer walking distance to the bus stops on paths which do not provide weather protection.	<p>Maintaining existing pedestrian connections to Pittwater Road was one consideration in the assessment of options. It is noted that Option 2 is approximately 150 metres from the bus stops, and Option 3 is approximately 190 metres from the bus stops. The preferred option would be around 70 metres from the bus stops, and around 30 metres from shopfront awnings which provide weather cover.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.5	N8, N10, N12, N14	<p>Opposed to Option 2 (Wellington Street) because:</p> <ul style="list-style-type: none"> - distance to the bus stop - visual impact of a multi-deck car park - the multi-storey car park would come within 3 metres of residential balconies raising privacy and safety concerns - overshadowing of plaza area - potential operational noise impacts - increased traffic in Waterloo, Lagoon and Wellington streets may cause a safety issue for school children at St Joseph's and for local residents (including difficulty exiting apartment driveways) - intersection of Lagoon and Wellington streets has recorded high number of vehicle collisions - lighting impacts on local residents - air pollution from exhaust fumes - construction impacts on local residents - loss of open space adjacent to the lake, which is used for fishing, families and recreational area - concern regarding pedestrian safety - a multi-storey construction would have a negative impact on property values. 	<p>Option 2 is not the preferred option for the Proposed Activity. The concerns regarding potential impacts of Option 2 are noted.</p>
2.6	N14	<p>Concern that Option 2 would have a negative impact on "Daughterly Care", a business based at 20 Wellington Street which provides assistance to elderly people.</p>	<p>Option 2 is not the preferred option for the Proposed Activity. The concerns regarding potential impacts of Option 2 are noted.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.7	N1, N7, N9	<p>Prefer Option 3 (Lagoon Street) multi-storey car park because:</p> <ul style="list-style-type: none"> - it would match adjacent building types - despite the larger construction cost, this is better in the long term as it doesn't take lakeside space - it would provide more car spaces. 	<p>The assessment of identified car park options was described at Section 2.2.1 of the REF. It is noted that a multi-storey car park at Lagoon Street would be consistent with surrounding buildings. At the Proposed Activity site (i.e. Berry Reserve), the expansion of the at-grade car park is similarly considered consistent with the existing site and use.</p> <p>The greater distance to the bus stops make Option 3 less accessible than Option 1.</p> <p>In addition to the larger construction cost, the need for mechanical ventilation and fire sprinklers in order to meet building requirements would add an ongoing operational cost and energy use, as well as potential operational noise impacts on nearby receivers.</p> <p>The Proposed Activity is intended to support the Northern Beaches B-Line Program and public transport needs. Up to 100 additional spaces were considered, however catchment modelling indicated this is in excess of the parking demand to support bus services at Narrabeen. The Proposed Activity includes an additional 40 spaces, meeting projected demand for 2031.</p> <p>It should also be noted that the overall strategy adopted for B-line commuter parking is to provide a constrained capacity solution at the most favourable identified location for the community. It is not relevant to consider further commuter parking spaces in this location beyond 2031 as future recreational land use and transit oriented development opportunities would need to be considered in conjunction with other sites such as the Lagoon Street site.</p> <p>As an example, the Lagoon Street site and other sites will require further evaluation if parking offset requirements become necessary in the Narrabeen local area. If this was to be the case, concerns raised in item 2.8 below would need to be addressed.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.8	N8, N10	<p>Opposed to Option 3 (Lagoon Street) because of:</p> <ul style="list-style-type: none"> - distance to bus stop - visual impact of multi-deck car park - increased traffic in Waterloo and Lagoon streets may cause a safety issue for local residents and school children at St Joseph's - lighting impacts on local residents - air pollution from exhaust fumes - construction impacts on local residents. 	<p>Option 3 is not the preferred option for the Proposed Activity. The concerns regarding potential impacts of Option 3 are noted.</p>
2.9	N8, N10	<p>Opposed to Option 4 (multi-storey at Berry Reserve) because of:</p> <ul style="list-style-type: none"> - less cost effective than Option 1 - greater visual impact than Option 1, particularly from Berry Reserve - less impact on local residents than Option 1. 	<p>Option 4 is not the preferred option for the Proposed Activity. The concerns regarding potential impacts of Option 4 are noted.</p> <p>Option 4 is not considered to have "less impact" than Option 1. This comment may have been a typographical error as it is inconsistent with the remainder of the submission. The construction and operational impacts on local residents were considered to be higher for Option 4 than for Option 1.</p>
3 Design and alternatives			
Car park layout			
3.1	N2	<p>How much of the park does the car park extension consume?</p>	<p>The Proposed Activity would extend the car park approximately 11 metres west into Berry Reserve.</p>
3.2	N2, N5	<p>In favour of extra parking spaces in the toilet block/basketball court area, but not another layer of spaces.</p> <p>Supports demolition of toilet block and reconfiguration of other facilities to provide more unrestricted parking spaces.</p>	<p>The demolition and relocation of the existing toilets and basketball court would optimise the use of parking space within Berry Reserve, while providing 40 additional unrestricted parking spaces to support the B-Line Program. This reconfiguration of space minimises the encroachment of additional parking spaces into Berry Reserve.</p> <p>In addition the demolition of the toilet block would be beneficial to the heritage significance of the former tram shelter, which will be retained.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.3	N7	Existing car park should be for people to enjoy the area, not just a long term car park.	<p>The existing number of restricted and unrestricted spaces would be retained as per Section 3.1.1 of the REF. There is currently, and would continue to be, 73 time restricted parking spaces which can be used by people visiting Berry Reserve and other facilities such as the playground, and to access local shops and restaurants.</p> <p>An additional 40 unrestricted parking spaces would be provided by the Proposed Activity to support the Northern Beaches B-Line and other bus services. This would result in a total of around 71 unrestricted spaces during operation. On weekends, it is anticipated that a lower commuter demand may leave additional unrestricted parking spaces available for recreational visitors, shoppers and others.</p>
3.4	N15	<p>The bumpy zone behind the playground would make a safe short term car park which could unload straight to a perimeter path. This could be used by parents accessing the early childhood centre or playground, by cyclists or kayakers, and as an unloading zone for the Lakeview room.</p> <p>This area is not much use at the moment.</p>	<p>The car park has been designed to facilitate safe and efficient access and parking. Installing parking behind (west of) the playground would introduce a dead-end section which would not perform efficiently, particularly for short-term parking.</p> <p>TfNSW is working with Warringah Council to determine the exact configuration of the components of the Proposed Activity, including paths and the basketball court.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Green space			
3.5	N1, N2, N3, N5, N7, N9, N17	<p>Local council and government development should not impinge on the Narrabeen local environment.</p> <p>Opposed to any approach to encroach further into the leisure area of the unique lagoon setting of Narrabeen.</p> <p>Concern that another layer of parking spaces in Berry Reserve would destroy the ambience of the park.</p> <p>Concern that 40 additional parking spots is insufficient benefit for loss of public / recreational land.</p> <p>Rejects intrusion into “green space” for car parking. The space is used by residents and visitors for recreation, walking and markets.</p> <p>Shame to reduce a beautiful picnic / family recreation area near the lake.</p> <p>Proposal takes away valuable open space which is used for families for picnics, social functions, walking, biking and many other outdoor activities. This would reduce the space available for healthy outdoor activities to occur.</p> <p>I applaud the proposals except the encroachment into Berry Reserve for parking.</p> <p>The proposal is a ‘band-aid’ option, and not forward thinking enough as with increased population in the next 20-50 years we will need more park areas not less.</p>	<p>It is recognised that Berry Reserve is a popular recreation area alongside Narrabeen Lakes. The existing at-grade Council car park is well used both during the week and at weekends.</p> <p>The trees of the area are important to its character, particularly the three mature Sydney Blue Gums within the existing car park which feature prominently in views of the site and stands of casuarinas within the reserve. The children’s playground and surrounds to the south feature a mature fig tree, palms and casuarinas. The design was intended to minimise disturbance to native vegetation to the fullest extent practicable. Five trees, which are landscape plantings, would be removed to facilitate the Proposed Activity.</p> <p>The Proposed Activity would extend the car park area by approximately 11 metres to the west into Berry Reserve. The active transport path would be relocated to the west to retain this walking and cycling route. The basketball court would be relocated to retain this active use component of the open space, and to facilitate an efficient car park layout which maximises the number of parking spaces while minimising the intrusion into the park.</p> <p>To ensure that local events, including the Narrabeen Markets, can continue to be held in the area once the Proposed Activity is operational TfNSW is investigating the potential to have a delineated section of the car park which could be closed during events. This will be determined in consultation with Council.</p> <p>By retaining an at-grade design, rather than providing a multi-deck construction, the Proposed Activity is compatible with the existing land use as well as being visually consistent with it.</p> <p>Refer also to the response in item 2.7.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Trees and landscaping			
3.6	N11	<p>The proposal removes five trees with no mention of new trees to be planted in Berry Reserve.</p> <p>Shade is important for the area, which is used for public recreation between market days, as there are only a few picnic tables.</p>	<p>As per Section 6.7.3 of the REF, to mitigate the loss of five trees a minimum of 20 trees should be planted to meet offset requirements. The TfNSW <i>Vegetation Offset Guide</i> (2013) states that replanting should occur on or near the impacted site, or, where this is not practicable, alternative locations should be identified and agreed with Warringah Council.</p> <p>Figure 16 in the REF identifies indicative new plantings, which would be further detailed in the Urban Design and Landscape Plan to be prepared during detailed design.</p> <p>The three mature Sydney Blue Gums would be retained (refer Condition 36).</p>
3.7	N13	<p>Make sure the existing large trees in the current car park are retained.</p>	<p>The proposed car park extension has been designed to enable the retention of the three large Sydney Blue Gums within the existing car park. Mitigation measures to manage potential impacts on trees would be implemented during construction (refer Condition 36).</p>
3.8	N13	<p>Please consider moving the existing car park at Berry Reserve 2-3 metres to the west to include a heavy planting of two metre tall native shrubs along Pittwater Road to attract birds and butterflies.</p> <p>Take this opportunity to add some greenery to the shopping centre, rather than being exposed to the sight of more cars parked in the area. Concern regarding the peninsula becoming a “concrete jungle with units and car parks”, and we need “as much greenery as can possibly be planted”.</p>	<p>An Urban Design Plan and Public Domain Plan would be prepared in consultation with relevant stakeholders, such as Warringah Council (refer Condition 32 and 33). Plant species for landscaping would be selected to be sympathetic to the existing character of the site and Berry Reserve. It is noted that the TfNSW <i>Vegetation Offset Guide</i> (2013) requires that suitable native species are selected for offset planting.</p> <p>However, a planted barrier of two metre height would not be suitable for this location. Crime Prevention Through Environmental Design (CPTED) principles promote maximising passive surveillance, and avoiding blocking sight lines. In general, species would be selected which would have a trunk above head height or the top below waist height.</p>

No.	Submission no.	Issue/s raised	TfNSW response
Design details			
3.9	N4, N3	<p>Supports inclusion of bicycle parking as referenced in REF.</p> <p>Suggests the installation of covered, secured bike racks.</p> <p>Recommends the Parkiteer secure bike storage systems operated in Melbourne which include: registered user access only, and are more secure and weather resistant than open storage options.</p>	<p>Bicycle parking is proposed to be installed west of the former tram shelter.</p> <p>The layout of bicycle parking facilities will be confirmed as part of the development of the detailed design. It is noted that bicycle cage style parking is not preferred due to the visual impact of placing a large, impervious storage facility within public open space. Due to the heritage significance of the former tram shelter, which will be retained, features such as a bicycle cage which would block views to the shelter would be considered intrusive.</p>
3.10	N13	<p>The existing bus shelter provides shade and shelter. If it is to be replaced, please do not include a glass topped roof which is unsuitable on hot days.</p>	<p>The existing 1950s style shelter located on the western side of Pittwater Road creates a narrow footpath, making it potentially difficult for wheelchairs or prams to pass. The removal of the shelter would improve pedestrian flow and accessibility in the area.</p> <p>The heritage listed former tram shelter would be retained, with local shopfront awnings providing additional weather protection on the western side of Pittwater Road.</p> <p>The design of the new shelters would consider climate requirements including provision of weather protection and shading.</p>
3.11	N15	<p>Why not have draining pavers to reduce the impact of more hard surfaces?</p>	<p>Due to the high water table at Narrabeen this would not be suitable at this location. Permeable pavement requires an appropriate permeable substructure, which is not able to be accommodated above the ground water level at the site.</p> <p>Stormwater and drainage systems would be designed in accordance with the relevant Sydney Water and Council standards and requirements to manage any water quality impacts.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.12	N15	<p>Please reinstate the basketball court in its existing location after you've used it as a work zone, as it fits better with the higher trafficked bus zone.</p> <p>Why spend money on redoing the hardly used basketball when safe short term car parking could be a priority?</p>	<p>The Proposed Activity includes relocation of the basketball court to facilitate a more efficient use of space in expanding the car park. TfNSW has undertaken to replace all facilities which are impacted by the construction, to ensure the community continue to have all existing uses available to them.</p> <p>The exact location of the relocated basketball court would be determined in consultation with Warringah Council.</p>

4 Operational impacts

4.1	N1	<p>Concern regarding the increase in car park capacity impacting on traffic and congestion.</p>	<p>Section 6.1 of the REF considers the traffic impacts of the Proposed Activity. During the peak hour of usage of the car park, the Proposed Activity is anticipated to produce an additional 25 vehicle movements (e.g. 6.30am-7.30am weekdays). The peak hour for use of the car park peak by commuters is different to the peak hour for road use.</p> <p>A typographical error in Table 9 in the REF identified a maximum of 2.8 per cent extra traffic generated by the Proposed Activity (6.30am-7.30am weekdays). In fact this should have read 0.8 per cent. In all instances it is anticipated that there would be less than a one per cent increase in traffic due to the Proposed Activity. This is considered likely to have a negligible impact on traffic and congestion in the local area.</p>
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No.	Submission no.	Issue/s raised	TfNSW response
4.2	N1	Concern regarding the visual impact of the proposed car park expansion.	<p>Section 6.2 of the REF considers the visual impacts of the Proposed Activity. The visual impact assessment identified that the at-grade expansion of the car park would be compatible with the existing environment.</p> <p>The removal of the toilet block and installation of a new relocated toilet block and plaza entry space to Berry Reserve would improve the character of the view.</p> <p>While five trees would be removed, the majority of trees on the site including three large mature Sydney Blue Gums would be retained. Planting of 20 new trees would be undertaken to offset the removal of five trees, and wherever practicable this would be done on site. An Urban Design Plan and Public Domain Plan would be prepared to ensure that vegetation offset planting and landscaping would be sympathetic to the existing character of the site and Berry Reserve and visual impacts minimised (refer Condition 32 and 33).</p>
4.3	N6, N15	<p>Concern that expansion of car park would mean there would not be sufficient space for major events held in Berry Reserve.</p> <p>Suggest making the much needed extra parking rows into a dual purpose car park and marketplace for the important local events that need to use it regularly.</p>	<p>On weekends, it is anticipated that a lower commuter demand may leave additional unrestricted parking spaces available. TfNSW are consulting with Warringah Council to ensure that local events, including the Narrabeen Markets, can continue to be held in the area once the Proposed Activity is operational. Should any treatment be necessary to facilitate this it would be determined during the detailed design phase in consultation with Council.</p> <p>Council will continue to maintain the car park area during operation.</p>
4.4	N16	<p>There is no mention of future pay and display ticketing, which would disadvantage local residents as commuters would try to avoid limited duration parking near the new B-Line.</p>	<p>The current TfNSW policy provides free, untimed parking for commuters. The Proposed Activity does not include ticketing. It should be noted that timed spaces also remain in the car park for users needing to access businesses and for recreational activity in the area.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5	B-Line Program		
5.1	N7	It's great that the B-Line bus will help city commuters.	Noted. The Proposed Activity is part of the Northern Beaches B-Line Program which includes on-road and off-road improvements and enhancements to the broader Northern Beaches bus network.
5.2	N4	Recommends considering secure bike storage systems for all B-Line stops where feasible.	Bicycle parking will be provided at or near all B-Line stops as part of the Northern Beaches B-Line Program.
5.3	N17	Additional spaces will have little effect on patronage of the B-Line. A major increase in patronage will only occur if the service to the city can be made significantly faster and cheaper than a car journey. Population growth will offset road improvements. Need to install a tunnelled train line to address public transport issues.	Commuter car parking facilities are being provided as part of a holistic approach to encourage mode shift out of cars. This approach is supported by a demand study for the corridor produced by GHD (2015). Consideration of further transport systems and transit oriented development is outside the scope of this review. Future options are under consideration in the Northern Beaches Transport Action Plan and other NSW state policies and plans. It should be noted that the current design does not preclude these future developments.
5.4	N6, N7	Suggests "bus station hub" with long term parking for commuters should be provided at Rat Park and people from the area can drive. This would also give Rat Park more parking on the weekend, and leave Narrabeen parking available for shoppers during the day. For major events in Narrabeen run shuttle buses from Rat Park to Narrabeen. Perhaps Rat Park car park could be made bigger instead of expanding the Berry Reserve car park.	As part of the Northern Beaches B-Line Program the Warriewood Commuter Car Park and B-Line Stops project has been proposed by TfNSW. This includes building a new multi-deck car park to replace the existing at-grade car park adjacent to Pittwater Road at North Narrabeen Reserve (also known as Pittwater Rugby Park or Rat Park), providing approximately 250 additional car parking spaces. Information on the Warriewood proposal is available at http://yoursay.b-line.transport.nsw.gov.au/warriewood The relative scale of proposed parking facilities has been determined based on projected parking demand in 2031, as well as considering the available location and potential impacts. It is considered that the increase of 40 spaces at Narrabeen and 250 spaces at Warriewood is appropriate in light of these factors.

No.	Submission no.	Issue/s raised	TfNSW response
5.5	N17	Double deckers are also slower to load and offload.	<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>
5.6	N17	People north of Mona Vale will object to having to change buses to get to the city.	<p>There will continue to be other bus services from areas north of Mona Vale to provide connectivity with the B-Line, the Sydney CBD and other areas on the Northern Beaches.</p> <p>A new bus service plan for the whole of the Northern Beaches is currently being developed which will consider efficient interchange options for B-Line customers coming from north of Mona Vale.</p>

Other stakeholder submissions

Table 2 outlines issues raised by Warringah 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	Design and alternatives	
	Car park layout	
1.1	The public toilets are too small for this location. The new public amenities to be provided should be equivalent or more than the existing. This should include a like for like replacement, plus accessible amenities.	The Proposed Activity includes plans for toilet facilities that are compatible with the latest approach taken at railway stations and CPTED design principles for safely entering and exiting toilets. An accessible toilet is also included. TfNSW will continue to work with Council during detailed design of the new public toilets to agree the specific requirements at this location.
1.2	Path alignment should be reviewed to better reflect desire lines. Please revise the sharp turn in the Narrabeen Lagoon Multi-Use Trail.	The exact design for the active transport path will be determined during detailed design. A Public Domain Plan will be prepared in consultation with Council which will include the location and design of pathways.
1.3	The basketball court should be located immediately adjacent to the Tramshed path access. A 3m concrete section should be provided around the court to avoid ongoing maintenance issues.	The exact location of the basketball court will be determined during detailed design. An Urban Design Plan will be prepared in consultation with Council which will consider integration of the Proposed Activity with the surrounding local open space and paths of travel.
1.4	Additional disabled parking should be provided in the south-west corner of the car park adjacent to the playground and council facilities.	<p>Council's suggestion regarding the location of accessible parking spaces is noted. Two accessible spaces could be located in the south-west corner of the car park, with the remaining two in the north-east corner closest to shops and the bus stops. However it is not proposed to provide any additional accessible parking spaces beyond the four proposed as part of the Proposed Activity.</p> <p>The Building Code of Australia (BCA) Clause D3.5 requires a ratio of 1 accessible car space is required per 100 car spaces. On completion of the Proposed Activity, there would be 145 parking spaces in total, requiring two accessible spaces in total. However, the Proposed Activity would provide four accessible spaces, exceeding the requirements of the BCA.</p>

Issue no.	Issue/s raised	TfNSW response
1.5	Provision should be made for taxi parking during the PM peak if taxi parking on Pittwater Road is to be removed.	Noted. Alternate appropriate locations will be reviewed in conjunction with Council.
1.6	Removal of the existing taxi shelter adjacent to Pittwater Road is not supported without the creation of an alternative facility. The plans should show whether this will be retained or removed.	The existing shelter would be removed to ensure pedestrian access along Pittwater Road meets accessibility requirements. The heritage listed former tram shelter would be retained, with local shopfront awnings providing additional weather protection on the western side of Pittwater Road.
1.7	Vehicle access to the reserve for Council maintenance vehicles should be provided.	The need for maintenance access to Berry Reserve is noted and this will be allowed for in the detailed design of the car park.
1.8	The plan does not indicate the location of the playground to the south of the car park. Connecting pathways between the car park and playground should be provided.	The playground is beyond the extent of works for the Proposed Activity and therefore has not been shown in plans. Currently access to the playground is from the south, and there is no direct path from the existing car park. A Public Domain Plan will be prepared in consultation with Council which will include the location and design of pathways. Connections to the playground can be considered as part of this plan.
1.9	The plans need to indicate the distribution of short and long term parking. Short term parking should be close to shops and/or the pedestrian crossing.	In general the new unrestricted (long term) spaces would be located in the western section of the car park, and are anticipated to be used by commuters. Time restricted (short term) spaces would be located in the eastern section of the car park nearer Pittwater Road. The exact layout of the car park would be determined during detailed design in consultation with Council.

Issue no.	Issue/s raised	TfNSW response
Trees and landscaping		
1.10	<p>It is requested that the gum trees in the middle of the car park not be retained for the following reasons:</p> <ul style="list-style-type: none"> - they do not have a long remaining life - more appropriate trees could be established in this space - they are unlikely to survive the car park works - it has been calculated that an additional 14 car park spaces could be provided with their removal. <p>Instead a rain garden treatment planted with new trees is recommended in their place.</p>	<p>The Proposed Activity involves retention of the gum trees in the middle of the car park. An ecological assessment undertaken concluded that the health of all three mature Sydney Blue Gums is good. The visual impact assessment concluded that the three gums are of substantial importance to the visual character of the area - they strongly contribute to the character of the site as they feature prominently in many local views.</p> <p>It is noted that two community submissions requested that trees be retained, and indicated the importance of the shade and greenery that they provide.</p> <p>TfNSW does not propose to remove these three trees and will implement measures to protect these trees from impacts associated with the construction works (refer Condition 36).</p>
1.11	<p>An Arboricultural Impact Assessment and Tree Protection Plan need to be provided for the London Plane Tree next to the tram shelter and for the trees within the playground.</p>	<p>Mitigation measures to manage potential impacts on trees within and near the works area for the Proposed Activity would be implemented during construction. This would include clear demarcation of trees to be removed and retained, avoiding the use of heavy machinery within the drip line of trees to be retained and impacting less than 10 per cent of the tree protection zone, as identified in the REF.</p>
1.12	<p>Council does not support the tree species selected and requests TfNSW landscape architect meet with Council staff to discuss further.</p> <p>To prevent infrastructure damage in the future and ensure continued health and vigour of planted trees Council recommend trees within the car park are planted in a strata vault system rather than structural soils.</p>	<p>The indicative landscape design provided to Council is a concept only. It is intended that a Public Domain Plan would be prepared in consultation with Council which includes landscape treatments and tree planting. Any new plant species in the landscape design would be selected to be sympathetic to the existing character of the site and adjacent Berry Reserve.</p> <p>The planting method, including the option of strata vault systems, could be considered during preparation of the Public Domain Plan.</p>

Issue no.	Issue/s raised	TfNSW response
Design detail		
1.13	Issues such as fencing, lighting, signage, power and water availability for events, and ancillary items such as seating, tables, BBQs, shelters and drink stations need to be addressed.	Those items which are linked with the car park and public space areas impacted by the Proposed Activity would be addressed as part of detailed design. Should seating or other features be impacted it would be replaced like for like. Features beyond the Proposal area identified in the REF, such as shelters and BBQs would not be impacted and are within the area managed by Council.
1.14	Detail has not been provided on park furniture, drainage, finishes, etc. Council requests further detail and wishes to discuss with TfNSW. Furniture and finishes should follow the material palette used in recent Narrabeen Lagoon Multi-Use Trail developments.	These details will be resolved during detailed design. Materials, finishes, colour schemes and street furniture would be considered in the Public Domain Plan which will be prepared in consultation with Council.
1.15	Ensure appropriate surface drainage infrastructure is used to manage stormwater from the site. This should minimise impacts on water quality and the riparian area of the adjacent lagoon (e.g. eliminate petrochemical contaminants and gross pollutants).	Section 6.9 of the REF has considered this matter and has noted Council requirements for proposed water quality treatments. As per the mitigation measures stormwater and drainage systems would be designed in accordance with relevant standards and requirements where practicable.
1.16	The car park design should comply with Australian Standards (AS2890.1-2004 Parking Facilities). Lighting should be provided for the extended car park area to improve safety for late-night use by commuters.	The Proposed Activity has been designed with regard to relevant Australian Standards, including AS/NZS 2890.1-2004. A lighting scheme will be developed which will consider commuter safety and comply with <i>AS 4282 Control of the Obtrusive Effect of Outdoor Lighting</i> .
1.17	Council do not support a one way traffic system. Two-way traffic flow should be allowed. The southern exit should provide individual left and right turn pavement arrows. Traffic calming should be included in the final design to maintain an appropriate speed environment.	Existing entry and exit points to the car park will be retained in their current locations. The final car park layout and traffic system is to be determined during detailed design in consultation with Council.

Issue no.	Issue/s raised	TfNSW response
2	Operational	
2.1	The expansion of the car park footprint westwards will have a detrimental impact on popular events and markets. It is suggested that the western-most third of the car park could be closed for events and markets. A different surface treatment could visually delineate the area.	On weekends, it is anticipated that a lower commuter demand may leave additional unrestricted parking spaces available. To ensure that local events, including the Narrabeen Markets, can continue to be held in the area once the Proposed Activity is operational TfNSW is investigating the potential to have a delineated section of the car park which could be closed during events. Should any surface treatment be necessary to facilitate this it would be determined during the detailed design phase in consultation with Council.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Warringah 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 stakeholder 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 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>

4 Conditions of Approval

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

5 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

DEM Pty Ltd, 2015, *Northern Beaches Bus Rapid Transit Commuter Car Park Optioneering Report Volume 1*, Sydney

GHD, 2015, *Northern Beaches Bus Rapid Transit Commuter Car Parking Study*, Sydney

TfNSW, 2013, *Vegetation Offset Guide*, Sydney

Appendix A Review of Environmental Factors

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

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Narrabeen Commuter Car Park and B-Line Stops

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Narrabeen 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 Narrabeen 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) *Narrabeen Commuter Car Park and B-Line Stops – Review of Environmental Factors*, (TfNSW, March 2016)
- b) *Narrabeen Commuter Car Park and B-Line Stops – Determination Report*, (TfNSW, May 2016).

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 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, particularly in relation to the protection of Narrabeen Lakes. 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.

**CoA
number****Type****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).

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.

**CoA
number****Type****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.

**CoA
number**

Type

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).

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.

**CoA
number****Type****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) assessment of the Pittwater Road / car park entry and exit intersection and mitigation measures proposed.

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
- (a) 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
- (b) total water management principles to be integrated into the design where considered appropriate
- (c) 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)
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)
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorse 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

Protection of heritage items

A work methodology should be developed for demolition of the toilet block, and construction within 50 metres of the heritage listed former tram shelter, to achieve vibration limits for heritage structures.

All construction work on the former tram shelter must be undertaken in accordance with the following conditions:

- (a) maintenance and repair works should be undertaken by a qualified professional with an understanding of the heritage significance of the structure
- (b) relocation of services should minimise impact on the fabric of the structure, and any external elements should be obscured from view where possible
- (c) paint colours used must be similar to the existing colour scheme.

36

Protection of the Sydney Blue Gums

Where works may encroach upon the Tree Protection Zone of the three Sydney Blue Gums within the existing car park, advice would be sought from a suitably qualified and experienced arborist. Appropriate recommendations from the arborist would be implemented to ensure that impacts to these trees are avoided.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Narrabeen 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 Narrabeen Commuter Car Park and B-Line Stops Review of Environmental Factors (March 2016) and the Narrabeen Commuter Car Park and B-Line Stops Determination Report (May 2016) 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 Narrabeen Commuter Car Park and B-Line Stops Review of Environmental Factors (March 2016) as amended by this Determination Report.



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

Date: 25.5.16.