



**Transport
for NSW**

Warriewood Commuter Car Park and B-Line Stops Determination Report

**June 2016
Northern Beaches B-Line Program
REF - 4915761**

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
Council	Northern Beaches Council (previously Pittwater Council)
CPTED	Crime Prevention Through Environmental Design
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal 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>
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
PDP	Public Domain Plan
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 Warriewood 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 Proposal.
REF	Review of Environmental Factors
RMS	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)
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 Warriewood 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 Warriewood commuter car park and B-Line stops, and installation of new traffic signals and turning lane to improve car park access.

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, Pittwater Council (now merged with Manly and Warringah Councils to form Northern Beaches 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 Warriewood 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 Warriewood 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 Warriewood Commuter Car Park and B-Line Stops REF was placed on public display from 1 March 2016 to 15 March 2016, with 12 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 (and any proposed modifications, as detailed and assessed in this Determination Report)
- 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.

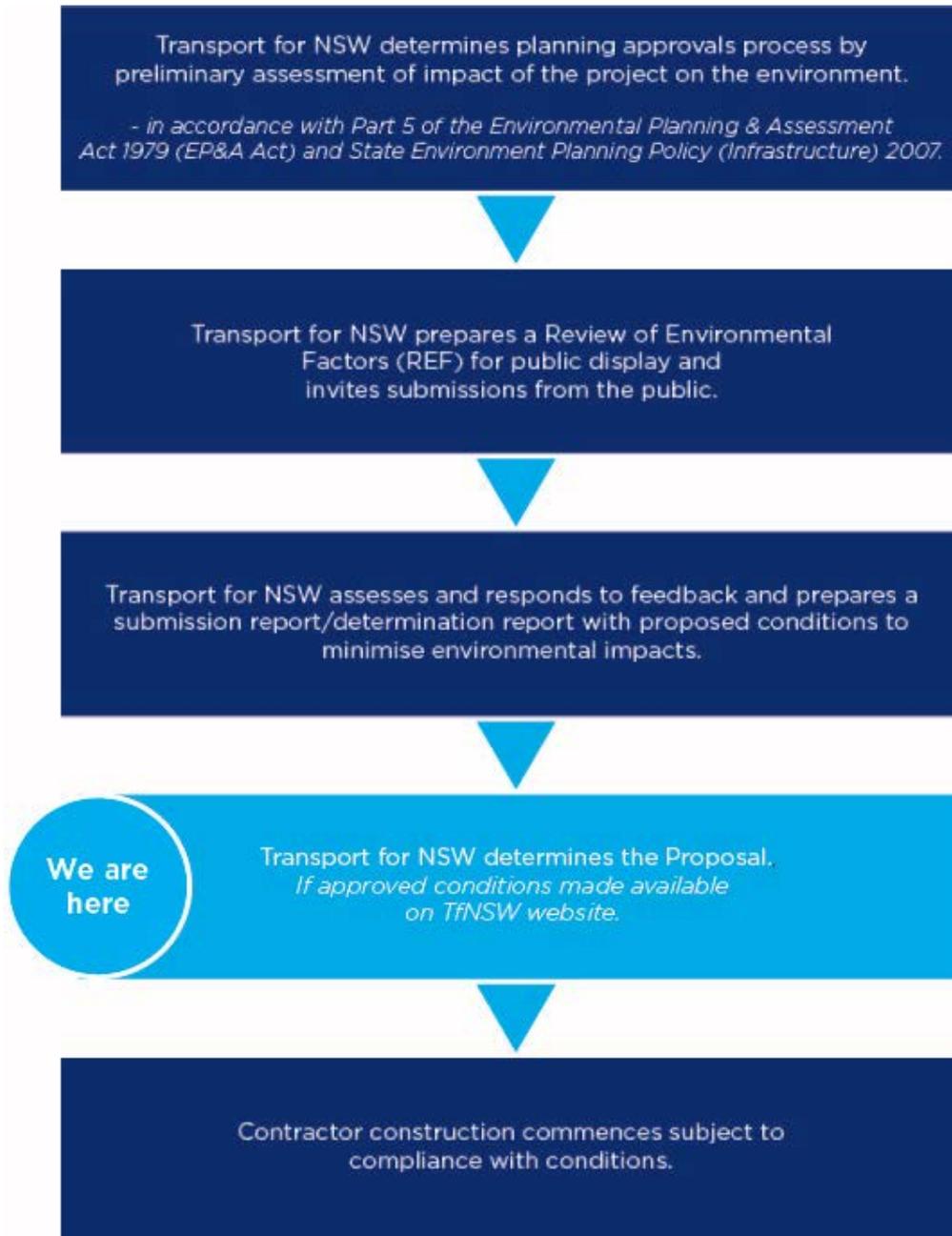


Figure 1: Planning approval process

1.5 Description of the Proposed Activity in the REF

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

Off-road

- 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), providing approximately 250 additional car parking spaces
- demolition of existing public toilets and provision of new public toilets

- new bike storage and improvements to bicycle and pedestrian links
- removal of approximately 29 trees.

On-road

- new signalised intersection (with signalised shared pedestrian and bicycle crossings)
- a northbound right turn bay on Pittwater Road at North Narrabeen Reserve entrance
- widening of the internal access road at North Narrabeen Reserve, to provide a left turn lane to access Pittwater Road (to head south) and a right turn lane to access Pittwater Road (to head north)
- new northbound bus stop on Pittwater Road, north of Jacksons Road, including weather protection, seating and real-time information
- new southbound bus stop on Pittwater Road adjacent to North Narrabeen Reserve, including weather protection, seating and real-time information.

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 12 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Warriewood Commuter Car Park and B-Line Stops REF was placed on public display from 1 March 2016 to 15 March 2016 at Pittwater 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 Nelson Heather Centre (4 Jacksons Road, Warriewood), Tuesday 8 March 2016 6pm to 8pm
- kiosk display at Warriewood Square shopping centre, attended by team members on Saturday 5 March 2pm to 4pm, Thursday 10 March 6pm to 8pm and Saturday 12 March 2pm to 4pm (otherwise unattended)
- distribution of 3500 community newsletters to nearby residents and businesses on 25 February 2016
- public display of the REF at Pittwater Council office and the TfNSW Chatswood office at 821 Pacific Highway, Chatswood
- newspaper advertisement in the Manly Daily on 1 March 2016
- presentation of information on the Northern Beaches B-Line Program website
- 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 Pittwater Council and relevant utility and emergency services.

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

- meeting with representatives of Warringah Rugby Club, Pittwater Golf Centre and Pittwater Council on 1 March 2016
- regular meetings with Pittwater Council officers
- meeting with residents of villas at 1470 Pittwater Road, North Narrabeen.

2.2 REF submissions

A total of 12 submissions were received by TfNSW. Submissions included feedback on a range of issues in relation to the Proposed Activity. One submission received outlined general support of the Proposed Activity, and two submissions received stated opposition to the Proposed Activity.

The key issues raised in submissions were:

- biodiversity impacts
- operational noise impacts
- loss of open space

¹ www.b-line.transport.nsw.gov.au

- proximity of the Proposed Activity to residential properties and associated amenity impacts.

No submission was received from the former Pittwater Council. Regular meetings have been held with Council officers from the initiation of the Program through to the preparation of the REF and public display period.

2.3 Consideration and response to submissions

Community submissions

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

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	W6	The car park will reduce our property value. Will compensation be provided?	<p>Impacts on surrounding properties (i.e. noise, amenity, privacy etc.) will be minimised through the implementation of mitigation measures.</p> <p>The Proposed Activity involves the extension to an existing car park and is not the introduction of a new land use, and is therefore unlikely to impact negatively on surrounding residential property values.</p> <p>No property acquisition is required for the Proposed Activity, and as such no compensation is proposed.</p>
1.2	W9	A statement on Page 21 (Section 3) in the REF is incorrect. Land surrounding the Proposed Activity (Pittwater Rugby Park, Warringah Rugby Club, Pittwater Golf Centre, Narrabeen Golf Driving Range and Boondah Reserve) is identified as active private and public recreation but it is community zoned.	<p>Section 4 of the REF discusses local environmental planning provisions surrounding the Proposed Activity. Under the <i>Pittwater Local Environmental Plan 2014</i> land surrounding the Proposed Activity is zoned RE1 – Public Recreation.</p> <p>Page 21 of the REF identifies land uses surrounding the Proposed Activity and includes active and passive recreation areas as well as public and private recreation areas. The Golf Centre and Driving Range are considered active private recreation, as they are managed as commercial operations.</p>
1.3	W8	What are Pittwater Council's plans for the future use of Boondah Reserve? Will the area be used as a future council chambers facility?	The potential future development or use of Boondah Reserve is a matter for Northern Beaches Council.

No.	Submission no.	Issue/s raised	TfNSW response
1.4	W6	<p>We approached Council before purchasing our property and have a letter signed from Council advising this land is zoned 'existing recreational' dated 1 November 1966 signed by Mathew Johnson acting property manager.</p> <p>In 2000 we participated in the process and understood the need for a park and ride, and expected this to be the final car park.</p>	<p>The <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) establishes the system of environmental planning and assessment in NSW.</p> <p>The <i>State Environmental Planning Policy (Infrastructure) 2007</i> (Infrastructure SEPP) is the key environmental planning instrument which determines the permissibility of the Proposed activity. Clause 94 (1) of the Infrastructure SEPP allows for the development of 'a road or road infrastructure facilities' by or on behalf of a public authority (i.e. TfNSW) without consent on any land. The Proposed Activity is therefore permissible without development consent.</p> <p>The provisions of the Infrastructure SEPP mean that Local Environmental Plans (LEPs), prepared by councils for a Local Government Area (LGA), do not apply. However, during the preparation of this REF, the provisions of the <i>Pittwater Local Environmental Plan 2014</i> and associated strategic plans were considered.</p> <p>The proposed extension of the existing car park at Warriewood has been identified to support the delivery of the new B-Line bus service between Mona Vale and the CBD.</p>
1.5	W6 W8	<p>Provide justification or the base line research data for the increase in the number of car parking (from 100 to 350) at this location.</p> <p>The current size is sufficient for current usage. This is an increase of nearly 300 per cent.</p> <p>What are the catchment areas of these commuters?</p> <p>We insist these issues be discussed with residents.</p>	<p>An increase in parking spaces at this location is required to support the new B-Line service and adjacent B-line bus stop.</p> <p>The location and size of the car park was identified using travel to work data from the most recent 2011 census, Public Transport Information and Priority System data from Opal ticketing and forecasts for population growth (GHD, 2015).</p> <p>It was identified that an additional 250 spaces are required to support the new B-Line stop at Warriewood. It is expected that users of the proposed car park would travel from Elanora Heights, North Narrabeen, Ingleside and Warriewood catchments (GHD, 2015).</p>

No.	Submission no.	Issue/s raised	TfNSW response
2 Options			
2.1	W5 W6	<p>Opposed to preferred option (i.e. Option 1). Option 4 (i.e. a multi-deck car park located at Boondah Reserve) is preferred as there is less impact on the community and no residents in this area.</p> <p>Option 4 is convenient for commuters on PM peak services (bus stop beside existing car park) and provides opportunity for more parking spots.</p> <p>Commuters would not be left without any car parking during construction and the PM commuters would have easy access to the newly developed Warriewood Square.</p> <p>The Proposed Activity caters to residents west of Pittwater Road, therefore it makes sense to locate the car park at Boondah Reserve. Commuters would not have to cross Pittwater Road twice.</p> <p>Concerned that B-Line planners seem biased towards supporting preferred Option 1.</p>	<p>The preference for Option 1 was identified through 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.</p> <p>Option 4 is located on the northbound side of the B-Line route and is less ideal for commuters who generally favour quick transfers in the morning over the evening.</p> <p>Option 4 requires the relocation of community facilities and the car park access road would impact a vegetated riparian corridor zone. In addition changes would be required at the already congested intersection at Jacksons Road and Pittwater Road. Access via Jacksons Road and Boondah Road would be less efficient.</p> <p>The construction of the proposed car park for Option 1 would be staged, where practicable, to minimise the number of parking spaces not available during the construction period.</p>
3 Design and alternatives			
3.1	W3 W5 W6	<p>The scale and size of the Proposal Activity is too large.</p>	<p>The design has been developed to minimise footprint and visual impact. An open deck commuter car park has been incorporated to reduce the bulk of the structure and minimise impacts on open space.</p> <p>Retention of mature trees along Pittwater Road (western side) and landscape buffer (southern side) also provides visual screening of the proposed structure for surrounding receivers. In addition, a Public Domain Plan (PDP) would be prepared to ensure that vegetation offset planting and landscaping would be sympathetic to the existing character of the site and minimise visual impacts.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	W3 W6	The Proposed Activity removes green space used by the community.	<p>The design of the Proposed Activity has aimed to minimise impacts on green space to the fullest extent practicable through the inclusion of a single deck above the existing car park. An area of green space would be used to provide additional at-grade parking. This has been identified in consultation with the former Pittwater Council and Pittwater Rugby Club.</p> <p>TfNSW has also undertaken consultation with Pittwater Rugby Club regarding the location of the temporary construction compound. The construction compound area is to be reinstated following completion of works.</p>
3.3	W3 W4 W6	<p>The Proposed Activity is located too close to residential homes to the south.</p> <p>TfNSW staff (last year) explained the footprint would barely increase.</p>	<p>The inclusion of a single deck above the existing car park has aimed to minimise the footprint of the car park and proximity to residential properties to the south. In addition, mitigation measures have been identified to minimise impacts (such as noise, amenity, privacy etc.) to surrounding residents and the existing landscape buffer and green space between residents and the existing car park has been retained.</p> <p>The opportunity to move the Proposed Activity further north is limited due to the constraints of the site. Refer to issue 3.12 for further detail.</p>
3.4	W1 W6 W7 W8	Does the Proposed Activity include any additional levels for future proofing?	<p>There are no existing plans to expand the car park over additional levels, however the current design does not preclude the provision of additional levels should this be required to meet demand in the future.</p> <p>Any additional levels would be subject to separate environmental impact assessment and approval.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.5	W2 W5 W6 W8 W10 W12	<p>Concern regarding the removal of 29 trees.</p> <p>Will the trees be replaced or relocated? If the trees are to be relocated, where would this occur?</p> <p>Concern that the trees along Pittwater Road (western side) will be removed.</p> <p>Removal of five mature trees along the southern end would have adverse impacts on surrounding residents.</p> <p>The artist's impression shows only cut grass to the south of the site and no vegetation screening for residents.</p> <p>The artist's impression shows trees above the second level of the car park. Unless there is replanting of the existing trees this impression is incorrect.</p>	<p>As per Section 6.7.3 of the REF, to mitigate the loss of 29 trees a minimum of 104 trees should be planted to meet offset requirements through the planting of LGA suitable native species. The TfNSW Vegetation Offset Guide (TfNSW, 2013) also 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 the former Pittwater Council.</p> <p>Seven Tuckeroo trees (identified as tree no. 30, 31, 37- 41) are to be relocated to the ground level of the car park or to the south of the proposed car park (refer Condition 39). Trees along Pittwater Road (western side) that are outside the construction footprint are to be retained.</p> <p>The five trees along the southern end (i.e. Swamp Oaks and Port Jackson Fig) are not appropriate for relocation and are located within the construction footprint. An existing landscape buffer is located south of these five trees which provides vegetation screening. There would be no impact on this screening as a result of the Proposed Activity and further landscaping would be sympathetic to the existing character of the site and minimise visual impacts.</p> <p>The trees extending above the second level of the car park in the artist's impression illustrates the existing trees along Pittwater Road, and these are to be retained.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.6	W2	Concerned the large population of native wildlife will be affected.	<p>As per Section 6.7 of the REF, a flora and fauna assessment was undertaken. Background research identified a number of threatened flora and fauna occurring within 5km of the Proposed Activity. However, field investigation of the study area confirmed no EPBC Act or TSC Act threatened flora or fauna species were present.</p> <p>None of the threatened fauna identified through background research have a moderate or high likelihood of occurrence within the study area. This is due the lack of habitat features such as hollow bearing trees, fallen logs and rocky outcrops.</p>
3.7	W12	Suggest greenery (vines) to hang off the car park to improve visual impact.	<p>Facade treatment of the Proposed Activity is subject to detailed design. As per Condition 32 and 33 an Urban Design Plan (UDP) and Public Domain Plan (PDP) would be prepared in consultation with Council.</p> <p>The UDP would consider how the Proposed Activity integrates within the surrounding environment.</p> <p>The PDP would consider landscape treatment, with an aim to minimise visual impacts.</p>
3.8	W11	<p>There should be no more traffic lights on Pittwater Road. Instead, traffic lights on Pittwater Road should be removed and there should be upgrades to the parallel roads, with major intersections that allow for merging traffic when going left without the need of a light. Right turns at minor intersections would then require a P-Turn like in Victoria or a Michigan turn.</p> <p>Traffic lights for the Proposed Activity should be removed as they are not required. Northbound commuters can use the existing lights at Lake Park Road, or Harewood Place.</p>	<p>The proposed new signals would provide safe vehicular access to and from the proposed car park, for commuters from both the north and south. The new signals will also improve pedestrian and cycle access of the precinct and the safety and performance of the intersection to the north of the car park (i.e. Pittwater Road and Harewood Place), where northbound vehicles are known to undertake an illegal U-turn at the signals because no direct right turn access is available at the current car park access.</p> <p>The traffic signals at the new intersection will be coordinated with nearby signals during peak periods, to minimise delays.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.10	W10	The Proposed Activity should include recessed bus bay to prevent other buses from stopping.	The inclusion of recessed bus bays is not part of the Proposed Activity. Traffic modelling was undertaken which indicated a negligible benefit to traffic movements, whilst recessed bus bays would cause a substantial loss of mature vegetation along Pittwater Road, particularly southbound. This would have negative visual and biodiversity impacts.
3.11	W8	The Proposed Activity should include CCTV and ultraviolet lights to act as a deterrent.	The Proposed Activity has been designed within regard to Crime Prevention Through Environmental Design (CPTED) principles, which promote maximising passive surveillance. These principles will continue to be considered as the design develops. CCTV and use of ultraviolet lights in toilets will be further considered during detailed design development and as part of a security and crime workshop.
3.12	W8	The Proposed Activity (including the pathway along the southern boundary of the site) should be moved further north to provide 4-5 metres of additional space for native trees, shrubs and plants. How could this southern aspect of the Proposal be overlooked? What serious consideration was actually carried out to this stage?	The opportunity to move the Proposed Activity further north is limited due to the constraints of the site (i.e. limited space, access road widening, the proposed entry and exit of the car park and trees located at northern end). The detailed design of the proposed pathway along the southern boundary of the site would be considered as part of the PDP (refer Condition 33). There are opportunities to move the pathway along the southern boundary of the site closer to or within the car park footprint. Mitigation measures have been identified to minimise impacts (such as noise, amenity, privacy etc.) to surrounding residents, including those to the south. In addition, the existing landscape buffer and green space between residents and the existing car park has been retained.

No.	Submission no.	Issue/s raised	TfNSW response
3.13	W8	<p>Increased pedestrian movements from the car park to the B-Line stops on Pittwater Road would make entry/exit via driveways at 1460-1468 Pittwater Road difficult. These pedestrian movements should be minimised to prevent future accidents.</p> <p>The northbound bus stop should be positioned further north and foot traffic should be re-directed to the cross Pittwater Road at the new pedestrian crossing to the north of the car park. A B-Line stop further north is also closer to the commercial area of McDonalds and the cinema.</p>	<p>Section 2.4 of the REF provides detail on bus stop location options. The northbound bus stop location on Pittwater Road near Jackson Road was chosen as there is potential to encourage mixed use development and passive surveillance adjacent to the bus stop.</p> <p>Positioning the northbound bus stop further north was considered. However, the potential to encourage mixed used development in this location is limited by environmental constraints (i.e. Narrabeen Creek riparian corridor and dense vegetation). Currently the area lacks surrounding active uses and this reduces the amount of good passive surveillance and creates safety concerns, especially during evenings. The new pedestrian crossing would provide increased options for commuters to cross the Pittwater Road.</p>
3.14	W8	<p>The southern wall and about 20-30 metres of the eastern and western walls of the car park should be enclosed to screen noise and provide privacy.</p> <p>Would be satisfied with proposed angled and vertical slats on the other walls to allow ventilation and light.</p>	<p>Section 6.3.3 of the REF provides detail of the operational noise and vibration impact assessment undertaken for the Proposed Activity. The predicted noise levels at the nearest residential receivers comply with the operational noise criteria at all times. Refer to response 5.1 for further detail.</p> <p>The facade of the commuter car park is subject to detailed design and will include consideration of minimising impacts on surrounding land uses, especially for residents located south of the Proposed Activity. In addition the existing landscape buffer (south) provides vegetation screening. This screening may be increased as a result of the relocation of trees and landscape planting.</p>
3.15	W7	<p>Opposed to the exterior design of the car park.</p>	<p>Noted. The facade of the commuter car park is subject to detailed design. An UDP (refer to Condition 32) would be prepared in consultation with Council and would consider options for urban design and façade treatments.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.16	W7	<p>Are the bus stops located in close proximity to the pedestrian exit from the car park?</p> <p>Is there a pedestrian crossing at the lights?</p>	<p>The new B-Line stops will be on Pittwater Road, north of Jacksons Road. The commuter car parking facility is proposed to be on the site of the existing car park adjacent Rat Park, providing direct access to the city-bound B-Line stop on Pittwater Road. A new signalised intersection is proposed to access the car park, which would allow pedestrians to cross Pittwater Road to the northbound B-Line stop. The B-Line stops will be co-located with local bus stops, making it simple to transfer between B-Line and local services if required.</p> <p>The proposed pedestrian circulation paths follow through and around the car park, and will provide direct connection to the new and existing bus stops, pedestrian crossings and the new amenities block.</p> <p>Pedestrians would be required to use the signalised intersection at Pittwater Road/Jacksons Road or use the new signalised intersection at North Narrabeen Reserve access road to cross Pittwater Road.</p> <p>The proposed intersection at the North Narrabeen Reserve access road would include two new signalised shared pedestrian and cyclist crossings, north–south across the access road and east–west across Pittwater Road on the south side of the access road.</p>
3.17	W1	<p>Consider a footbridge across Pittwater Road. With a ramp and connection to the car park no lifts would be required.</p> <p>Footbridge could be funded by private advertising.</p>	<p>Two at-grade pedestrian crossings of Pittwater Road would be available once the Proposed Activity is operational. The pedestrian crossings would support commuter pedestrian movements as well as other pedestrian movements across Pittwater Road.</p> <p>The traffic volumes and vehicle crash history data do not indicate the need for a pedestrian bridge at this location, and therefore the cost and visual impact would not justify such an inclusion in the Proposed Activity.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.18	W1	Install pedestrian fencing along whole length of Pittwater Road between Jacksons Road and the new traffic signals.	The design would be subject to a Road Safety Audit. Should safety measures, such as pedestrian fencing, be recommended by the Road Safety Audit, these measures would be considered during detailed design and implemented where appropriate and in consultation with RMS and Council (refer Condition 32). It is noted that a second crossing improves the pedestrian safety along Pittwater Road.
3.19	W1	All new lighting along Pittwater Road is to be installed or replaced to Ausgrid network minimum standards (NS167). All new signage along Pittwater Road to RMS minimum standards. All new lighting should be LED.	Section 3.1.3 of the REF outlines the design standards that the Proposed Activity has been designed in accordance with. All affected signage and lighting would be installed in accordance with Australian Standards and the standards of the relevant utilities and service providers. In addition, the Proposed Activity will be designed and constructed in accordance with the TfNSW Sustainable Design Guidelines, which includes consideration of LED lighting.
3.20	W1	Install auto-introduce pedestrian crossing at new traffic lights only across car park access road and only across Jackson Road between the hours of 5:30am to 12:30am. The two pedestrian crossings along Pittwater Road would not have auto-introduction as this would hold up traffic.	Generally auto-introduce pedestrian crossings are used in high-use pedestrian areas and may not be suitable for this location. However, the traffic light phasing, including pedestrian light phasing, would be considered by RMS during detailed design.
3.21	W1	Consider bus shelters similar to those built by Manly Council at Manly Wharf. Integrate real time information into advertising signage.	The proposed B-Line bus stops at Warriewood would include weather protection, passenger information display, help point, seating, and real time information. The real time information is not proposed to be incorporated into advertising signage.
3.22	W1	Clutter should be removed from the kerb near bus stops and consider kerbs with holes to reduce water splashing.	Bus stops and associated facilities would be installed in a manner to maintain accessible movement. Stormwater and drainage systems would be designed in accordance with the relevant Sydney Water and Council standards and requirements where practicable (refer Condition 23).

No.	Submission no.	Issue/s raised	TfNSW response
3.23	W1	Five minute car parking spaces should be provided on Jackson Road and Walsh Street for passenger drop off.	Provision for five minute parking/ kiss and ride will be further considered in the detail design stage.
4	Construction impacts		
4.1	W2	Will construction be undertaken during standard hours?	<p>The majority of works required for the Proposed Activity would be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours.</p> <p>Out of hours works may be required in some cases to minimise disruptions to pedestrians and motorists. Out of hours works are likely to be required for the following activities: signalised intersection, turning lane, asphaltting, and lane marking works.</p> <p>Approval from TfNSW would be required for any out of hours work and the affected community would be notified.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.2	W4 W6	Concern regarding noise impacts during construction, particularly with the footprint being located in close proximity to residential receivers.	<p>Section 6.3.3 of the REF assesses potential noise and vibration impacts from the proposed construction, based on a worst case scenario. The noise modelling predicts exceedances of the noise management levels (NMLs) at some residential receivers.</p> <p>The greatest exceedances of NMLs are predicted to occur at the residential receivers to the south of the car park during enabling works and construction of the car park. Receivers on Pittwater Road may experience exceedances of NMLs during the proposed road works, such as removal of the traffic island.</p> <p>Prior to commencement of works, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared and implemented in accordance with the requirements of the RMS Construction Noise and Vibration Guideline and Interim Construction Noise Guideline (refer Condition 12).</p> <p>The CNVMP would take into consideration measures for reducing the source noise levels of construction equipment by construction planning and equipment selection where practicable. Notification would be provided to the community and local residents informing them of the nature of works, expected noise levels, duration of works and provision of a point of contact to discuss any potential issues.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5	Operational impacts		
5.1	W4 W5 W6 W8	Concern regarding operational noise from the Proposed Activity caused by squealing tyres on concrete, circling of cars to find a car space (car park layout), engine noise, and closing of car boots and doors. In addition the increased height of the car park would cause noise to travel directly to the south.	<p>Section 6.3.3 of the REF provides detail of the operational noise and vibration impact assessment undertaken for the Proposed Activity. The existing car park would be covered by a single deck and include more cars, so the current noise emissions would change.</p> <p>The predicted noise levels at the nearest residential receivers comply with the operational noise criteria at all times.</p> <p>In addition, a sleep disturbance assessment was undertaken. The assessment was based on worst case scenario with patron use in a car park (including doors closing, engine starting and accelerating) occurring at the southern end of the car park, (i.e. the location closest to residential receivers).</p> <p>Results of the sleep disturbance assessment predicted levels comply with the screening criteria of 50dBA at all receivers and all times except for the night time period (10pm-6am) at the receiver at 1470 Pittwater Road.</p> <p>However, the predicted noise level of 57dBA is below 60dBA, the external noise level below which sleep disturbance is considered unlikely. Given this, and the infrequency of such events occurring in the night time period, the car park is not expected to cause awakening events.</p> <p>The detailed design and construction methodology for the car park will consider operational noise criteria and aim to minimise any impacts. Particularly, impacts associated with tyre squeal could be reduced through the use of wet hessian and a broom finish during concrete curing.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.2	W4 W8	Who is responsible for the operational noise for the car park? Who is responsible for maintenance of bus shelters?	<p>The construction contractor will need to demonstrate compliance with operational noise goals (refer Condition 16).</p> <p>The future operation and maintenance of the extended car park is proposed to be managed by Northern Beaches Council. The responsibility for the ongoing maintenance of the bus stops is yet to be finalised.</p>
5.3	W6	Concern regarding light spill.	<p>Lighting will be designed, installed and operating in accordance with Australian Standards AS4282 Control of the Obtrusive Effects of Outdoor Lighting. Particularly, the design of rooftop lighting would consider the use of pole mounted LED luminaires ensuring that rooftop lighting is downward facing and all light spill would be contained within the boundary limits of the car park in so far as practicable.</p> <p>Lighting measures will address light spill both to the southern areas of the car park and in the night sky caused by both vehicles and car park lighting (refer Condition 26).</p>
5.4	W6	Concern that water runoff from the Proposed Activity would affect surrounding properties.	<p>Section 6.9 of the REF assesses flood risk of the site during operation. Flood risk to the site is considered to be suitable for the proposed use as a car park.</p> <p>Stormwater runoff generated by the car park development would be collected via downpipes to a proposed on site detention tank (OSD). The intent is either to match the existing situation or reduce the amount of overland flow. All hardstand areas are to be drained to the OSD via pits. The size of the OSD would be subject to detailed design.</p>
5.5	W5	Concern regarding security issues.	<p>The Proposed Activity has been and will continue to be designed with regard to Crime Prevention Through Environmental Design (CPTED) principles, which aim to address potential security issues.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.6	W6	Concern regarding the increase in traffic in the area.	<p>Section 6.1 of the REF considers the traffic impacts of the proposal.</p> <p>The existing and expected traffic passing through the Pittwater Road / Jacksons Road intersection has been modelled.</p> <p>Modelling results confirm that the increase in traffic volume during the road peak is 1.3 per cent in the AM weekday peak hour, 0.6 per cent in the PM weekday peak hour and 6.2 per cent in the weekend peak.</p> <p>Based on the relatively low increase in traffic this is considered likely to have a negligible impact on traffic and congestion in the local area.</p>
6	B-Line Program		
6.1	W2	Has TfNSW considered hybrid buses for the route? This would assist in reducing noise and pollution.	There are no hybrid double decker buses that currently meet the NSW road requirements at this time.
6.2	W6 W8	The Proposed Activity is only serving Warriewood and Elanora Heights. A local bus route should service this area to allow people to walk to the bus stop rather than driving to a commuter car park.	<p>It is expected that users of the proposed car park would travel from Elanora Heights, North Narrabeen, Ingleside and Warriewood catchments.</p> <p>A bus service plan is being developed for the Northern Beaches region, which identifies both the new B-Line service and supporting changes to local bus services. The bus service plan is beyond the scope of this proposal.</p>

No.	Submission no.	Issue/s raised	TfNSW response
6.3	W10	<p>Current express services and limited stops service to the City from Pittwater is exceptionally good. Why start a new service with Mona Vale as the hub when the new service should start preferably at Palm Beach and Avalon. Reinstate the Palm Beach express bus service and keep cars off the road between Palm Beach, Avalon, Bilgola and Newport.</p> <p>B-Line does not accommodate the significant travel needs of local workers who travel west to Macquarie Park, Rhodes and Parramatta. Suggest redesign B-Line with Wakehurst Parkway and Forest Way underpasses.</p> <p>A tunnel from Seaforth to the Wakehurst Parkway and on the floor of Middle Harbour to Cammeray will solve major traffic problems as it can link directly to the M2 and accommodate bus services.</p>	<p>The B-Line Service is intended to provide a more frequent and reliable service from Mona Vale to the CBD with services every five minutes during peak periods, every 10 minutes up to 11pm and every 15 minutes between 11pm-12.30am daily. Additionally, improved bus fleet, on road infrastructure, commuter car parks and bus stops would provide an improved service to commuters.</p> <p>The corridor between Dee Why and Chatswood is included within the bus service plan being developed for the whole Northern Beaches region. The bus service plan aims to provide connectivity with the B-Line service and improve local bus services so that the regional network operates more effectively for customers. The bus service plan will be communicated to the community once finalised.</p> <p>Broad road network changes, such as the installation of a Middle Harbour tunnel, are beyond the scope of this Proposal.</p>
6.4	W6	<p>The issue of moving people to the city quickly and efficiently needs to be addressed at the other end (Manly Vale, the Spit and Mosman). Removing cars at this end just makes it easier for car users closer to the city.</p>	<p>The Northern Beaches B-Line Program is considering on-road infrastructure improvements for the whole north-south corridor from Mona Vale to the CBD. Road treatments such as minor lane widening, traffic light phasing, tidal flows, and priority movements are being investigated to determine a scope of works to improve bus journeys and reduce delays at congestion points, particularly Dee Why, Brookvale and Spit Junction through to Neutral Bay.</p>

Other stakeholder submissions

No submissions were received by Pittwater Council or any other organisations or government agencies.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Northern Beaches 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 Warriewood Commuter Car Park and B-Line Stops REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Warriewood Commuter Car Park and B-Line Stops

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Warriewood 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 Warriewood 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) *Warriewood Commuter Car Park and B-Line Stops – Review of Environmental Factors*, (TfNSW, March 2016)
- b) *Warriewood Commuter Car Park and B-Line Stops – Determination Report*, (TfNSW, April 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) bushfire risk
- l) sustainability
- m) environmental incident reporting and management procedures
- n) 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.

**CoA
number****Type****15****Piling**

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

16**Operational noise compliance monitoring**

In order to validate the predicted operational noise levels in the Review of Environmental Factors, monitoring shall be undertaken within three months of commencement of operation of the car park. The noise monitoring shall be undertaken to confirm compliance with the operational noise goals. Should the results of monitoring identify exceedances of the operational noise goals, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners.

Contamination and Hazardous Materials**17****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 17 and Condition 18.*

18**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 17 and Condition 18.*

**CoA
number****Type****19****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**20****Erosion and Sediment Control**

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

Heritage Management**21****Indigenous and Non-Indigenous Heritage**

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

General**22****Pre-construction environmental compliance matrix**

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

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

**CoA
number****Type****23****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**24****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**25****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.

26**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**27****Lighting scheme**

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

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

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

Property**28****Property condition surveys**

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

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

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

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

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

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

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

CoA number	Type
Sustainability	
29	<p>Sustainability officer</p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>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).</p>
30	<p>Pre-construction sustainability report</p> <p>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:</p> <ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with TfNSW's <i>NSW Sustainable Design Guidelines – Version 3.0 (7TP-ST-114)</i> (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. <p>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).</p>

Traffic and access**31****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.

32**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.

33**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) assessment of the new signalised intersection at Pittwater Road /access road and mitigation measures proposed
- (b) access from the commuter car park to B-Line stops.

The Road Safety Audit is to assess all modes (including pedestrians and cyclists) and be submitted to and accepted by TfNSW.

Urban design and landscaping**34****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.
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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) softening the visual impact of the multi-deck car park infrastructure
 - iii) relocation of the Tuckeroo trees and replanting and/or vegetation screening for residential receivers to the south of the car park
 - iv) 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

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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	
37	<p>Protection of the ‘Alma’s Tree’ Moreton Bay Fig</p> <p>The detailed design and construction of the Project shall be undertaken with consideration of the view lines to ‘Alma’s Tree’ Moreton Bay Fig. Where works may encroach upon the Tree Protection Zone of the heritage listed ‘Alma’s Tree’ Moreton Bay Fig, advice would be sought from a suitably qualified and experienced arborist. Appropriate recommendations from the arborist would be implemented to ensure that impacts to the tree are avoided. This may include the establishment of a fenced exclusion zone during the construction phase.</p> <p>‘Alma’s Tree’ Moreton Bay Fig is to be shown on the site specific ECM map for the Proposed works, to ensure it would not be adversely impacted by the Proposal.</p>
38	<p>Tyre squeal</p> <p>Measures shall be implemented during design and construction of the Project to minimise operational noise impacts arising from tyre squeal i.e. through the use of wet hessian and a broom finish during concrete curing.</p>
39	<p>Protection and Relocation of Tuckeroo Trees</p> <p>Advice shall be sought from a suitably qualified and experienced arborist prior to the relocation of the seven Tuckeroo trees (identified as tree no. 30, 31, 37- 41 in the REF) to the at-grade section of the car park where there is no deck or to the south of the proposed car park.</p> <p>The trees shall be relocated prior to commencing works that may affect these trees in their current location. Recommendations from the arborist shall be implemented to ensure that impacts to these trees are minimised.</p>

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Warriewood 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 Warriewood Commuter Car Park and B-Line Stops Review of Environmental Factors (March, 2016) and the Warriewood Commuter Car Park and B-Line Stops Determination Report (June, 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 Warriewood 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: 3.6.16