

Minor works REF addendum memo

To	[REDACTED], Senior Manager GS Network Programs
From	[REDACTED], Senior Manager Environment and Sustainability [REDACTED] Project Manager
Priority	ROUTINE
Date	July 2024
Subject	Minor works review of environmental factors addendum memo for Brookvale Bus Depot Conversion

Proposed modification

Modification to the Brookvale Bus Depot Conversion Minor Works Review of Environmental Factors.

Background

The Brookvale Bus Depot Conversion Minor Works Review of Environmental Factors (minor works REF) was determined on 6 June 2024 for the conversion of the existing bus depot at 630-636 Pittwater Road Brookvale to zero emissions technology (see Figure 1). The Brookvale Bus Depot Conversion will support the transition of around 229 existing diesel buses to an entire new fleet of battery electric buses.

Key features of the bus depot conversion include:

- 13 fast charging bus bays
- a new gantry and pantograph (fast charging) system installed across the north-end of the bus depot
- repurposing an existing bus parking row to install new technology including:
 - a battery energy storage system
 - a back-up generator
 - electric vehicle charging stations
- upgrading power supply and electrical infrastructure
- provision for a new solar photovoltaic (PV) system on the existing depot offices and/or maintenance workshop.

Construction is expected to start from mid-2024 and take up to 12 months to complete.



Figure 1: Location of the Brookvale bus depot

Purpose

The purpose of this memo is to:

- Describe the proposed modification.
- Document and assess the likely impacts of the proposed modification on the environment.
- Detail protective measures to be implemented.
- Document the recommendation of the Transport Senior Manager Environment and Sustainability (SMES) and the decision by the Transport delegated manager whether or not to determine the modification to the project.

This memo is an addendum to and is to be read in conjunction with the Brookvale Bus Depot Conversion Minor Works REF determined on 6 June 2024.

Description of proposed modification

During construction of the bus depot conversion works, a temporary bus parking area is proposed to be used to avoid disruptions to bus operations. The proposed temporary bus parking area would be located within an existing public car park on land owned by Westfield Warringah Mall at 145 Old Pittwater Road Brookvale 2100 (Lot 103/DP1247294) (Figure 2). The car park has been temporarily closed to the public, as it has been used by other parties for construction and bus parking purposes in agreement with Westfield Warringah Mall.

The temporary bus parking area to support the Brookvale Bus Depot Conversion works would include the following features:

- parking for up to 20 buses with 24-hour access
- entry to car park via Old Pittwater Road and exit Warringah Mall complex via Cross Street
- installation of a small portable office shed
- temporary loss of around 50 public parking spaces for users of Warringah Mall
- use of the area during the construction period of the bus depot conversion works.

It is noted no ground disturbing work is required to support this proposal.



Figure 2 Location of the proposed temporary bus parking area identified in yellow – 145 Old Pittwater Road Brookvale

Need for the proposed modification

Since the determination of the Brookvale Bus Depot Conversion minor works REF, Transport's bus operator has identified the need to temporarily relocate some buses from the depot to an alternative location during construction to ensure there are no disruptions to bus operations. This is due to the construction activities temporarily reducing space for parking and manoeuvring buses at the depot.

Options considered

A number of alternative locations were considered, however were not considered viable noting they would result in significant dead running of buses. The preferred option (the proposal) was the most feasible option as:

- its in close proximity to Brookvale bus depot

- has previously been used for storing buses, and
- is within a commercial context without immediate residential receivers.

Consultation

Consultation under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* was undertaken with Northern Beaches Council (section 2.111), the State Emergency Service (SES) (section 2.13), and occupiers of adjoining land (section 2.111) on 7 June 2024. This includes the Warringah Mall Child care Centre located to the north of the site.

A response was received from Northern Beaches Council on 21 June 2024. The key issues raised in their submission, and responses to these submissions are in Table 1 are as follows:

Table 1 Summary of key issues raised by Northern Beaches Council

Summary of key issue	Response to key issue
Loss of car parking for users of Warringah Mall. Potential cumulative parking impacts due to maintenance or building works associated with Warringah Mall have not been considered.	This potential impact is discussed in the Traffic and transport section below. The proposed temporary parking area has not been available to customers of Warringah Mall for some time as it has recently been used by other parties for construction and bus parking purposes. Landowners consent will be required prior to using the car park as a temporary bus parking area. Responsibility will remain with the landowner to ensure adequate parking is provided to users of the shopping mall, and that any requirements of development consent in this regard are complied with.
Temporary bus parking may impact other existing Warringah Mall users, such as the Warringah Mall Child Care Centre. This includes for parents/ children walking to and from the child care centre.	This potential impact is discussed in the Traffic and transport, and social issues section below. The child care centre was notified of the proposal on 7 June 2024 and no response was received. A safeguard is recommended that the bus operator provide contact details to the child care centre should they have any matters to raise in the future.
It is unclear if Transport would need to adjust or put in specific temporary access for bus manoeuvring requirements.	Buses are currently able to enter and exit the site in forward direction and therefore no adjustments are required to the road, ingress or egress points.
Swept path analysis should be undertaken to confirm buses can forward travel in/out of the site	The bus operator has investigated swept paths and have confirmed that buses can enter and exit the proposed site in a forward direction.
The proposed temporary parking area is within a medium and low flood risk area which should be considered when positioning the temporary site office.	This potential impact is discussed in the Waterways and water quality section below. A safeguard is recommended that the flood affectation of the site be considered when determining the location of the temporary site office.

A response was received from the SES on 28 June 2024. The SES confirmed that in a 20% Annual Exceedance Probability (AEP) event Old Pittwater Road, Cross Street and Pittwater Road are impacted by minor flooding. The modelling suggests that while the parking site itself appears to remain largely flood free, it can progressively become isolated by floodwaters. In a PMF event the site appears to be surrounded by high hazard floodwaters from the west, north and east with flood depth in this area reaching 4 metres. Based on this, the SES made the following recommendations:

- Ensure workers and people using the site are aware of the flood risk, for example through site inductions, by using signage and other flood information tools.
- Consider the impact of flooding at the site and access/egress routes for floods up to and including the PMF, including the time to onset and duration of local flooding resulting in isolation of the area and as well as the impact of climate change on the flood risks.
- Consider closing the site prior to the start of the working day if there is a risk of flooding, on receipt of advice from the Bureau of Meteorology (BoM), or when other evidence leads to an expectation of flooding. Considering the flash flooding nature of the site, a Severe Weather Warning may be the most appropriate trigger for site closure, therefore we recommend checking the BoM website prior to start of the workday for any warnings.
- Consider the provision of a safe refuge above the limit of flooding (PMF). In flash flood environments (floods with less than 6 hours warning) this may be an advantage if the duration of flooding will be very short, and the flood depth or velocity is high on or adjacent to the site.

See the Waterways and water quality section below for a response to this advice.

No other responses were received.

Impact assessment

An assessment of potential environmental impacts is included in this section. Attachment A addresses the environmental factors specified in section 171 of the Environmental Planning and Assessment Regulation 2021 and matters of national environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Soil

The proposal is located within an existing hardstand car park and would not involve any ground disturbance, including for the installation of the portable site shed.

There is a risk of leaks and spills associated with the parking of buses which could cause contamination. An existing environmental safeguard is proposed to be revised to ensure an emergency spill kit is kept on this site (as well as the depot site), and this would limit any potential contamination impact and ensure that any spills associated with the use of vehicles and equipment are adequately managed.

The proposal is consistent with the potential soil impacts assessed in the determined REF.

Waterways and water quality

The proposal is located on low and medium risk flood prone land as shown on the Northern Beaches Council's Flood Hazard map (see Figure 3). However, the proposal is not anticipated to change localised flood patterns as it involves the parking of buses in an existing hardstand car park and installation of a small portable site shed. A safeguard is proposed recommending that the flood affectation of the site be considered when locating the portable office shed. No ground disturbance is proposed.



Figure 3 Flood affection of the site (Northern Beaches Council Flood Hazard Map)

The proposal is not within, adjacent or near a waterway.

Therefore, the proposal is consistent with the potential impacts assessed in the determined minor works REF.

Noise and vibration

The use of the temporary parking area would result in potential noise impacts associated with the buses driving to/ from the site, parking of the buses on the site, and installation/demobilisation and use of the small office shed.

Background noise levels have not been obtained for the temporary parking area. However, the background noise levels used for the Brookvale bus depot in the Brookvale Bus Depot Conversion minor works REF would be suitable to be adopted for the subject site. These are 47dB(A) daytime, 42dB(A) evening and 39 dB(A) night time, noting the background levels are slightly higher than standard background noise levels for a residential/ urban environment (set out in the EPA Noise Policy for Industry). For the commercial receivers (operating in the daytime) the recommended amenity noise level is 65 dB(A). There isn't a recommended amenity noise level for the child care centre (operating daytime hours) specifically however, an amenity noise level of 35 dB(A) is considered suitable, as this is what is used for a school classroom (internally).

Sound power levels of 100dB(A) for a diesel bus travelling <30km/hr and 110dB(A) for bus air release has been adopted from the Byron Bay Bus Interchange Noise Impact Assessment dated June 2018. To take a conservative position, the 110dB(A) sound power level has been adopted for this assessment.

Movement of two buses (in a 15 minute period) at the temporary parking area during standard daytime hours may result in up to a 45dB(A) noise exceedance to the child care receiver, up to 21dB(A) noise exceedance to the nearest commercial receivers and up to 10dB(A) noise exceedance to the nearest residential receiver (approximately 160 south-east of the site). During evening and night time hours, the proposal may result in a noise exceedance of up to 18dB(A) to the nearest residential receiver. While the proposal may result in noise exceedances, the noise estimations are considered to be very conservative as the buses are not likely to be operating for the full 15 minutes which the calculations are based upon. Additionally, the noise estimates for the child care centre are to the external façade of the centre and are expected to be up to 10dB(A) lower inside. Therefore, while noise monitoring is triggered under the Transport Construction Noise and Vibration Guideline (Public Transport Infrastructure), this is not considered to be reasonable and feasible.

If the temporary parking site was returned to its original use, as a car park in association with Warringah Mall, it would be used by vehicles much more frequently than what is proposed by the buses.

In most cases the buses are expected to leave the site early in the morning, and as shown in Figure 4 this egress route does not pass residential receivers thereby reducing potential noise impact to residential receivers during the early morning (night time hours).

Installation and demobilisation of the site office shed is not anticipated to result in any additional adverse noise impacts as the shed will be dropped into place on installation, and picked up again at the end of the construction period. Installation and demobilisation would be during standard hours and would be for a relatively short duration.

Use of the small office shed will be by bus operators before and after they have dropped off/pick up buses. This is not expected to result in any additional noise than what would be generated from the normal use of a car park.

Air quality

The use of the temporary parking area requires diesel buses to travel from the bus depot to the temporary car park (approximately 1km), and from the temporary car park to Cross Street and back to Pittwater Road (approximately 750m) (see Figure 4). Potential air quality impacts from this is considered negligible given the relatively low additional travel distance, up to 20 buses would be parked at the site at any one time (however, on average this is expected to be a lot less), the roads are already highly utilised and the surrounding receivers are primarily commercial.

The temporary parking area has recently been used as a site compound for a neighbouring construction project, and it has previously been used to park buses by a different bus operator. It is likely that if this site was not used to park buses, that it would be returned to its former use as a car park in association with the Westfield Complex.

The northern adjoining neighbour is a child care centre who has been notified of the proposal but has not responded to the consultation letter. Nevertheless, a safeguard is recommended requiring buses to be switched off when not in use, and not left idling (where feasible) so as to reduce potential localised air quality impacts in and surrounding the temporary parking area.

Therefore, the proposal is consistent with the potential air quality impacts assessed in the determined minor works REF.

Aboriginal cultural heritage

A search of the Aboriginal Heritage Information Management System (AHIMS) was undertaken on 17 June 2024 which returned no Aboriginal sites or places within 200m of the temporary parking area (Attachment D). Impacts to unknown Aboriginal cultural heritage is not expected as the proposal does not involve any ground disturbing works.

Non-Aboriginal heritage

The temporary parking area and bus travel routes do not contain any State, local or s170 heritage listed items. Given this, and that the proposal does not involve any ground disturbing works, no non-Aboriginal heritage impacts are expected.

Biodiversity

The temporary parking area has some vegetation around the site boundaries including shrubs, grasses, hedges and two trees near the entry to the car park (see Figure 2). There is limited habitat potential for fauna within and surrounding the car park. Vegetation trimming or removal is not required as part of the proposal.

The proposal does not include any additional lighting as existing street lighting will be relied upon when needed.

Therefore, the proposal is consistent with the potential biodiversity impacts assessed in the determined minor works REF.

Traffic and transport

Construction works to convert the Brookvale Bus Depot will temporarily reduce space for bus parking and manoeuvring on site. To minimise potential impacts on the bus operations, the bus operator is proposing to use the Westfield Warringah Mall car park to temporarily park up to 20 buses at any given time. However, on average it is expected that significantly fewer number of buses would utilise the temporary parking area at any one time. This proposal is expected to improve access and parking at Brookvale Bus Depot during construction.

Bus access to the temporary parking area would be via the existing entry point within the Warringah Mall complex as shown in Figure 4 (shared with the ingress to the Warringah Mall Child Care Centre car park). Pittwater Road/Condamine Street and Cross Street are part of existing bus routes. As existing entry and exit points within Warringah Mall are currently being used by heavy and light vehicles and was previously used by buses, any minor additional road usage is not expected to result in any additional adverse traffic impacts.

Part of the ingress/egress of the temporary parking area is shared with the ingress to the car park for the child care centre. Visitors and workers of the child care centre are used to sharing this ingress with vehicles using Warringah Mall, and more recently with light and heavy vehicles using the site compound (in the location of the temporary parking area). With the implementation of additional safeguards including informing bus operators of the location of the child care centre, and; where possible avoiding moving buses to/from the temporary parking area during peak drop off/pick up times for the child care centre, potential traffic and access impacts to the child care centre is not expected to increase. To minimise potential impacts to traffic flows, including for users of the child care centre and Warringah Mall, a safeguard is recommended that strategies be investigated to prevent buses entering and exiting the temporary parking area at the same time, such as through the use of radios.

The proposal is not expected to result in any adverse parking impacts to users of Warringah Mall complex as this car park has not been available to customers for some time, and there appears to be sufficient car parking available elsewhere within the complex. The proposal would not impact the child care centre parking.



Figure 4 Proposed bus access route to the parking area

Social issues

The proposal is located adjacent to a child care centre (see Figure 2). Early engagement with the child care centre has been undertaken and to date the child care centre has not raised any issues with the proposal. It is noted that the site has recently been used as a site compound for a neighbouring construction project and has previously been used for parking buses. Therefore the users of the child care centre have previously been sharing the ingress with cars, construction vehicles, and buses.

Additional safeguards are proposed including requiring buses to be switched off when not in use, and not left idling where feasible (see noise and vibration section), advising bus drivers to be aware of children and carers in the vicinity and prior to the use of the temporary parking area the child care centre is to be given the contact details of the bus operator should they need to get in contact.

Landscape character and visual impacts

The proposal does not modify the existing use of the car park, however minor temporary visual impacts may result from the reintroduction of heavy vehicles and presence of a small site shed. The temporary parking area is part of the Westfield complex within a commercial area. Parking of bus vehicles is not expected to detract from the visual character of the surrounding area, particularly as the site has recently been used as a site compound for a neighbouring construction site, and previously used to park buses.

Existing safeguards require working areas to be maintained, kept free of rubbish and cleaned up at the end of each working day.

Therefore, potential landscape character and visual impacts are consistent with the level of impact assessed in the determined minor works REF. No additional safeguards are proposed.

Waste

The proposal is not expected to generate additional waste beyond what was assessed in the determined minor works REF. Minor amounts of waste (rubbish) may be generated from staff operating the buses and using the site shed however, this waste would have been generated at the depot site if the proposal did not go ahead. The buses are not proposed to be cleaned at the temporary parking area.

Waste impacts are considered consistent with the approved project and can be managed in accordance with existing safeguards.

Climate change and greenhouse gas emissions

The proposal allows for up to 20 buses at any one time (however, on average this is expected to be a lot less) to be parked at the temporary parking area. Parking buses in this location would require additional use of diesel to drive buses to/ from this area. However, the additional greenhouse gas emissions is considered to be negligible when the entirety of bus routes is considered. In addition, the proposal will assist with the conversion of the Brookvale bus depot to accommodate electric vehicles which this benefit will far outweigh any temporary negligible increase in greenhouse gas emissions from the proposal.

No additional sustainability impacts are anticipated.

Cumulative impacts

The use of the temporary parking area is not expected to result in any adverse cumulative impacts with surrounding construction works. The western adjoining property at 123 Old Pittwater Road is currently under construction and there are heavy and light vehicles movements associated with these works. A search of the Northern Beaches Council Development Applications Tracker and the NSW Planning Portal on 24 June 2024 did not show what is currently being constructed on the site. Nevertheless, due to the expected infrequency of the bus trips to/from the temporary parking site, and that the subject site and the neighbouring site do not share ingress and egress points, no adverse cumulative traffic impacts are expected.

Summary of additional or revised safeguards

A summary of additional or revised safeguards are included in Table 2. A complete list of safeguards as amended is provided in Attachment B.

Table 2 Summary of additional or revised safeguards

Safeguards	
General	1. Prior to use of the temporary parking area at 145 Old Pittwater Road, Brookvale, landowners consent will need to be obtained for the use of the area.
Soil	2. An emergency spill kit will be kept on site (including at the temporary parking area site at 145 Old Pittwater Road, Brookvale) at all times and maintained throughout the construction work. The spill kit must be appropriately sized for the volume of substances at the work site and personnel inducted in its use.
Waterways and water quality	3. The flood affectation of the site is to be considered when locating the portable site office shed in the temporary parking area site at 145 Old Pittwater Road, Brookvale. 4. An emergency response will be developed during construction and operation to manage potential flood risks at the Brookvale bus depot and the temporary parking area at 145 Old Pittwater Road, Brookvale . The depot workers will be made aware of the flood risk.

Noise and vibration	5. Buses parked at the temporary parking area site at 145 Old Pittwater Road, Brookvale are to be switched off when not in use, and not left idling (where feasible).
Air quality	No additional safeguards are proposed.
Aboriginal heritage	No additional safeguards are proposed.
Non-Aboriginal heritage	No additional safeguards are proposed.
Biodiversity	No additional safeguards are proposed.
Traffic and transport	<p>6. Bus operators are to be informed of the child care centre location adjoining the temporary parking area at 145 Old Pittwater Road, Brookvale and to be mindful of users of the child care centre walking to and from the centre.</p> <p>7. Where possible, buses are to be moved to/from the temporary parking area at 145 Old Pittwater Road, Brookvale outside of peak child care drop off/ pick up times.</p> <p>8. Strategies are to be investigated to minimise the potential for buses to enter and exit the temporary parking area (at 145 Old Pittwater Road, Brookvale) at the same time. This may include the use of radios.</p>
Social	9. Prior to use of the temporary parking area at 145 Old Pittwater Road, Brookvale, the adjoining child care centre is to be provided the contact details of the bus operator's communications team.
Landscape character and visual amenity	No additional safeguards required.
Waste	No additional safeguards are required.
Climate change and greenhouse gas emissions	No additional safeguards are required.
Cumulative impacts	No additional safeguards are required.

For clarity, all safeguards listed above are the responsibility of the operator/ contractor.

Licences, permits or approvals

Prior to use of the temporary parking area, landowners consent will need to be obtained from Westfield and this is included as a safeguard.

All other relevant licenses, permits, notifications and approvals needed for the Brookvale Bus Depot Conversion and when they need to be obtained are listed in the Brookvale Bus Depot Conversion Minor Works REF. There are no changes to these requirements.

Conclusion

All relevant safeguards identified in the Brookvale Bus Depot minor works REF would be applied to this work. Additional and revised safeguards have been identified as set out in this memo.

Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) applies to the proposed modification. The proposed modification has been reviewed in the context of the Brookvale Bus Depot Conversion minor works REF dated May 2024 and considered against the requirements of sections 5.5 and 5.7 of the EP&A Act.

In considering the proposed modification this assessment has examined and taken into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of that activity as addressed in this memo, and associated information. This assessment is considered to be in accordance with the factors specified in section 171 of the *Environmental Planning and Assessment Regulation 2021*.

The Brookvale Bus Depot minor works REF including the proposed modification described in this memo will have some environmental impacts which can be ameliorated satisfactorily. Having regard to the safeguards and management measures proposed, it is considered that the expected environmental impacts are unlikely to be significant and an environmental impact statement is not required under Division 5.2 of the EP&A Act.

Noting the proposed modification does not include any direct or indirect impacts to flora and fauna, the assessment has considered there are no potential impacts of the activity on the biodiversity values listed under the *Biodiversity Conservation Act 2016*.

The Brookvale Bus Depot Minor Works REF including the proposed modification described in this memo will not significantly affect biodiversity values listed under the *Biodiversity Conservation Act 2016*. Therefore, the concurrence from the Department of Climate Change, Energy, the Environment and Water and a species impact statement or a Biodiversity Development Assessment Report (BDAR) is not required.

In addition to the above, the assessment considered that the following were not applicable to the activity:

- Conservation agreements under the *National Parks and Wildlife Act 1974*.
- Plans of management under the *National Parks and Wildlife Act 1974*.
- Biodiversity stewardship sites under the *Biodiversity Conservation Act 2016*.
- Wilderness areas under the *Wilderness Act 1987*.

The assessment has also addressed the potential impacts of the activity on matters of national environmental significance and any impacts on the environment of Commonwealth land and concluded that there will be no significant impacts. Therefore, there is no need for a referral to be made to the Australian Government Department of Climate Change, Energy, the Environment and Water for a decision by the Australian Minister for the Environment on whether assessment and approval is required under the EPBC Act.

This memo is considered to be of adequate quality and meets all relevant requirements.

The proposed modification has been characterised in the context of the Brookvale Bus Depot minor works REF and is considered to be, consistent with that project's objectives and key features. While the proposed modification would increase the overall environmental impacts of the determined project, it is substantially the same as the activity described and assessed in the determined minor works REF and does not constitute an entirely new activity.

Certification

This memo provides a true and fair description of the scope and potential impacts of the proposal to modify the Brookvale Bus Depot minor works REF to provide a temporary off-site bus parking area during construction works.

Prepared by:

3/07/2024

[REDACTED]
Transport Senior Environment & Sustainability Officer

Reviewed by:

[REDACTED]
[REDACTED]
[REDACTED] 3 July 2024

Transport Project Manager

Recommendation

It is recommended that the proposal to modify the Brookvale Bus Depot minor works REF to provide a temporary off-site bus parking area during construction works as described in this memo proceed subject to the implementation of all safeguards and management measures identified in this memo and in the Brookvale Bus Depot Conversion minor works REF dated May 2024 and compliance with all other relevant statutory approvals, licences, permits and authorisations. Consideration of this proposed modification has examined and taken into account, to the fullest extent possible, all matters likely to affect the environment by reason of the activity in accordance with the EP&A Act, EP&A Regulation and the Guidelines approved under clause 170 of the EP&A Regulation. It is established that the activity is not likely to significantly affect the environment. The memo has concluded that there will be no significant impacts on matters of national environmental significance or the environment of Commonwealth land.

Recommended by:

[REDACTED]
[REDACTED] 3 July 2024

Transport Senior Manager Environment and Sustainability

Decision statement

In accordance with the above recommendation, I certify that I have reviewed and endorsed the contents of this addendum memo, and to the best of my knowledge, it is in accordance with the EP&A Act, the EP&A Regulation and the Guidelines approved under Section 170 of the EP&A Regulation, and the information is neither false nor misleading.

Determined by:

[REDACTED]
[REDACTED]
Senior Manager GS Network Programs

Date: 4 July 2024

Attachments

Attachment A – Consideration of State and Commonwealth environmental factors (Section 171 EP&A Regulation checklists and Matters of National Environmental Significance)

Attachment B - Complete list of safeguards

Attachment C – Determined minor works REF

Attachment D – AHIMS search

Attachment E – Noise estimates

Attachment A: Consideration of State and Commonwealth environmental factors

Environmental Planning and Assessment Regulation 2021 section 171(2) checklist

The following factors, listed in section 171(2) of the Environmental Planning and Assessment Regulation 2021, have been considered to assess the likely impacts of the proposal on the natural and built environment. This consideration is required to comply with sections 5.5 and 5.7 of the EP&A Act.

Factor	Description of impact	Duration and extent
(a) Environmental impact on a community.	<ul style="list-style-type: none"> During the construction of the bus depot conversion works, there will be reduced space for buses to park and maneuver around the depot. By using the proposed temporary parking area, this may minimise potential risks of impacting bus operations during this period. The proposal may result in some temporary impacts to the community during the use of the temporary parking area. This includes noise, traffic, visual and air quality impacts. However, it is considered that all these potential impacts are minor and temporary and can be reasonably managed in accordance with the existing safeguards of the determined minor works REF and proposed/ revised safeguards within this assessment. 	<p>Positive, short-term</p> <p>Negative, short-term, minor</p>
(b) The transformation of a locality.	<ul style="list-style-type: none"> The proposal is not likely to result in the transformation of the locality. The temporary parking area will be used to park buses and at the end of this proposal the parking area will still be able to be used as a car park. 	Nil
(c) Environmental impact on the ecosystems of a locality.	<ul style="list-style-type: none"> The proposal is not expected to result in any impact to ecosystems in the locality. No vegetation trimming or removal is required and a safeguard is proposed to protect the trees near the entrance of the temporary parking area. A safeguard is also proposed to be revised to ensure an emergency spill kit is kept on site to minimise potential contamination risk from any spills. 	Nil
(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality.	<ul style="list-style-type: none"> The proposal is located within an existing car park. The proposal has the potential to result in short-term minor negative impacts due to the movement of the buses to/from the site, including potential noise, visual, air and water quality impacts. However, these potential impacts would be managed in accordance with the safeguards of the determined minor works REF, and additional/ revised safeguards proposed in this assessment. The proposal would not result in any substantial reduction of the aesthetic, recreational, scientific 	Negative, short-term, minor

	or other environmental quality or value of the locality.	
(e) Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.	<ul style="list-style-type: none"> The proposal would not affect any known Aboriginal or non-Aboriginal heritage item, place or object. As the proposal does not involve any ground disturbance, no impact is expected to any unknown Aboriginal or non-Aboriginal heritage items. 	Nil
(f) Any impact on habitat of any protected animals (within the meaning of the <i>Biodiversity Conservation Act 2016</i>).	<ul style="list-style-type: none"> The proposal is within an existing hard stand parking area, and is unlikely to have any impact on the habitat of protected fauna. 	Nil
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air.	<ul style="list-style-type: none"> The temporary parking area is within an existing parking area, a highly disturbed hard stand area. The proposal does not involve any vegetation trimming or removal. No additional lighting is proposed as street lighting will be relied upon when required. Therefore, the proposal is unlikely to endanger any species of animal, plant or other form of life, whether living on land, in water or in the air. 	Nil
(h) Any long-term effects on the environment.	<ul style="list-style-type: none"> The proposal is unlikely to have any long-term effects on the environment given the nature and extent of the works, and the safeguards to be implemented. 	Nil
(i) Any degradation of the quality of the environment	<ul style="list-style-type: none"> The proposal is unlikely to result in the degradation in the quality of the environment. Safeguards are proposed to minimise potential tree strike, contamination from spills, and noise impacts particularly to the adjoining daycare. 	Negative, short-term, minor
(j) Any risk to the safety of the environment.	<ul style="list-style-type: none"> The proposal is unlikely to result in undue risk to the safety of the environment. Safeguards are proposed to minimise potential contamination from spills, and risks to safety to the adjoining child care centre. 	Nil
(k) Any reduction in the range of beneficial uses of the environment.	<ul style="list-style-type: none"> The proposal is unlikely to result in the reduction in the range of beneficial uses of the environment. 	
(l) Any pollution of the environment.	<ul style="list-style-type: none"> Minor, short-term risks to water quality would be present in the event of a spill from the operation of the buses from the temporary parking area. A safeguard is proposed to be revised to ensure an emergency spill kit is kept on site to minimise potential contamination risk. 	Negative, short-term, minor
(m) Any environmental problems associated with	<ul style="list-style-type: none"> The proposal does not involve any ground 	Nil

the disposal of waste.	disturbing works. Waste generated from staff operating the buses will be managed in accordance with existing safeguards.	
(n) Any increased demands on resources, natural or otherwise which are, or are likely to become, in short supply.	<ul style="list-style-type: none"> The proposal is not likely to put an increased demand on resources that are, or likely to become, in short supply. The proposal supports the construction works enabling the conversion of the Brookvale Bus Depot to accommodate electric buses. 	Nil
(o) The cumulative environmental effect with other existing or likely future activities.	<ul style="list-style-type: none"> No adverse cumulative impacts are expected with any nearby construction projects. Existing safeguards are in place to manage potential cumulative impacts assessed in the determined minor works REF. 	Nil
(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions.	<ul style="list-style-type: none"> The proposal would not affect or be affected by any coastal processes or coastal hazards. 	Nil
(q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1.	<ul style="list-style-type: none"> The applicable local strategic plan is the Northern Beaches Council's Towards 2040, Local Strategic Planning Statement, which guides land use planning for the Northern Beaches over the next 20 years. The proposal supports priority 20 in this plan, regarding sustainable local transport networks. This priority area includes improving the local bus network and innovative and emerging technology. During construction works to enable to conversion of the Brookvale Bus Depot, the use of the temporary parking area will mitigate potential risk of impacting bus operations. 	Positive, long-term
(r) Other relevant environmental factors.	In considering the potential impacts of this proposal all relevant environmental factors have been considered in this assessment, and in the Brookvale Bus Depot Conversion minor works REF May 2024.	Nil

Matters of National Environmental Significance

Environmental factor	Impact
Any impact on a World Heritage property? The proposal would not impact a World Heritage property.	Nil
Any impact on a National Heritage place? The proposal would not impact a National Heritage place.	Nil
Any impact on a wetland of international importance (often called 'Ramsar' wetlands)? The proposal would not impact a wetland of international importance.	Nil

<p>Any impact on nationally threatened species, ecological communities or migratory species?</p> <p>The proposal involves parking buses within an existing hardstand car park. No vegetation impacts are proposed and no additional lighting beyond existing street lighting is required. Therefore, the proposal is not expected to impact any nationally threatened species, ecological communities or migratory species.</p>	Nil
<p>Any impact on a Commonwealth marine area?</p> <p>The proposal would not impact any Commonwealth marine areas.</p>	Nil
<p>Does the proposal involve a nuclear action (including uranium mining)?</p> <p>The proposal does not involve a nuclear action.</p>	Nil
<p>Additionally, any impact (direct or indirect) on the environment of Commonwealth land?</p> <p>The proposal does not involve any impacts (direct or indirect) on the environment of Commonwealth land.</p>	Nil

Attachment B: Complete list of safeguards

Environmental safeguards for the Brookvale Bus Depot Conversion are listed below. Additional safeguards identified in this addendum minor works REF memo are included in bold and italicised font. The safeguards will be incorporated into the Construction Environmental Management Plan and implemented during construction and operation of the proposed modification, should it proceed. These safeguards will minimise potential adverse impacts arising from the proposed works on the surrounding environment.

For clarity, all safeguards are the responsibility of the operator/contractor, with the exception of safeguards SC12 and H3, which the responsibility will remain with Transport.

Factor		Safeguards
General	G1	If the scope of the works changes at any time, review the changes against the Transport <i>Environmental assessment procedure – routine and minor works</i> EMF-PA-PR-0081 and complete any further environmental assessments prior to carrying out works associated with the changed scope.
	G2	A construction environmental management plan (CEMP) will be prepared in accordance with and submitted to Transport's Senior Manager Environment and Sustainability for endorsement prior to the commencement of works.
	G3	An Environment Control Map (ECM) will be prepared in accordance with Transport's environmental control map guideline EMF-EM-GD-0148 and submitted to Transport Senior Manager Environment and Sustainability for endorsement prior to commencement of works.
	G4	Parking of vehicles and storage of plant/equipment will only occur on existing paved areas.
	G5	As part of detailed design, management measures will be designed to ensure any potential contaminants identified during operations (e.g. waste water from fire suppression systems) will be captured and disposed of in accordance with applicable legislation and standards.
	G6	Prior to use of the temporary parking area at 145 Old Pittwater Road, Brookvale landowners consent will need to be obtained for use of the area.
Soil and contamination	SC1	Should potential or actual acid sulfate soils be encountered during construction, they will be managed in accordance with the <i>Acid Sulfate Manual (1998)</i> and NSW EPA's <i>Waste Classification Guidelines (2014)</i> .
	SC2	Erosion and sediment control measures will be implemented and maintained to prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets (in accordance with the Landcom/Department of Housing Managing Urban Stormwater, Soils and Construction Guidelines (the Blue Book)). The erosion and sediment controls will be included in the Construction

		Environmental Management Plan (CEMP) and Environmental Control Map (ECM).
	SC3	Erosion and sedimentation controls will be checked and maintained on a regular basis (including clearing of sediment from behind barriers) and records kept and provided on request.
	SC4	<p>All fuels, chemicals and liquids will be stored in an impervious bunded area a minimum of 50 metres away from:</p> <ul style="list-style-type: none"> • rivers, creeks or any areas of concentrated water flow • flooded or poorly drained areas • slopes above 10%.
	SC5	<p>Refuelling of plant and equipment during construction will be in line with operational refuelling practices, including:</p> <ul style="list-style-type: none"> • refuelling will occur in impervious bunded areas located a minimum of 50 metres from drainage lines or waterways • if refuelling occurs within 50m of drainage, appropriate management measures will be implemented to prevent a potential spill from leaving site via drainage
	SC6	An emergency spill kit will be kept on site <i>(including at the temporary parking area site at 145 Old Pittwater Road, Brookvale)</i> at all times and maintained throughout the construction work. The spill kit must be appropriately sized for the volume of substances at the work site and personnel inducted in its use.
	SC7	If an incident (e.g., spill) occurs during construction, the Transport <i>Environmental Incident Procedure</i> EMF-EM-PR-0001 will be followed, and the Transport Project Manager and Senior Environment and Sustainability Manager will be notified immediately. The operator/contractor must report incidents using the nominated Transport incident management system.
	SC8	Emergency contacts will be kept in an easily accessible location on vehicles. All workers will be advised of these contact details and procedures.
	SC9	If there will be excavation that may intersect with potential medium or high-risk areas of potential contamination identified in the preliminary CSM, completion of a targeted intrusive site investigation to provide a detailed assessment of the identified potentially complete contamination exposure pathways to receptors and to further understand the potential management actions required to facilitate construction works and liability to Transport. This may include preparation of a remedial action plan or equivalent for implementation prior to or during construction works
	SC10	The CEMP and work health and safety (WHS) plan must both identify appropriate mitigations and control measures with respect to

	SC11	contamination present at the site, and the implementation of these plans must be periodically audited. Any excavated soil and fill material removed from the site will require characterisation and off-site disposal to an appropriately licensed waste facility or landfill in accordance with the POEO Act and Protection of the Environment Operations (Waste) Regulation 2014.
	SC12	Subject to the contamination status of the bus depot on completion of the proposal construction works, a long term EMP may be required for the bus depot.
Waterways and water quality	W1	No sediment laden water will be released into drainage lines and/or waterways.
	W2	Water quality control measures will be used to prevent any materials (e.g., concrete, grout, sediment etc.) entering drain inlets or waterways. Any concrete washout required on site will be done in accordance with Transport's <i>Concrete washout guideline</i> EMF-EM-GD-0145.
	W3	An emergency response plan will be developed during construction and operation to manage potential flood risks at the Brookvale bus depot and the temporary parking area site at 145 Old Pittwater Road, Brookvale . The depot workforce will be made aware of the flood risk.
	W4	The flood affectation of the site is to be considered when locating the portable site office shed in the temporary parking area site at 145 Old Pittwater Road, Brookvale.
Noise and vibration	NV1	Work will generally be carried out during standard working hours (i.e. 7am to 6pm Monday to Friday; 8am to 1pm Saturdays). Any work outside these hours may be undertaken if approved by Transport and the community is notified prior to the work commencing. Transport's out-of-hours work application form EMF-EM-TT-0146 would need to be prepared by the construction Contractor and submitted to Transport's Environment Manager for review and approval prior to the work commencing.
	NV2	Noise impacts will be minimised in accordance with Transport Construction noise and vibration guideline (public transport infrastructure) EMF-NV-GD-0060.
	NV3	Measures will be implemented to minimise or prevent vibration impacts, including: <ul style="list-style-type: none"> • complying with the minimum working distances from vibration intensive plant • using non-vibration-producing equipment; and completing vibration monitoring where required.
	NV4	Noise and vibration management measure will be included in the CEMP implemented during construction. The CEMP will generally follow the approach in the Interim Construction Noise Guideline (ICNG) (DECC, 2009) and the Transport Construction noise and vibration guideline (public transport infrastructure) EMF-NV-GD-0060 including:

		<ul style="list-style-type: none"> • selecting quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks, where feasible and reasonable • operating plant and equipment in the quietest and most efficient manner • avoiding simultaneous operation of noisy plant, where feasible • plant used intermittently to be throttled down or shut down • maximising the offset distance between noisy plant and adjacent sensitive receivers • noise-emitting plant to be directed away from sensitive receivers • site-based vehicles and plant used on-site should be fitted with non-tonal reversing alarms to reduce tonal noise impacts
	NV5	<p>All sensitive receivers (e.g. local business, residents and schools) likely to be affected will be notified at least five business days prior to commencement of any works where a notification is triggered in accordance with the Transport Construction noise and vibration guideline (public transport infrastructure) EMF-NV-GD-0060. The notification will provide details of:</p> <ul style="list-style-type: none"> • the proposal • the construction period and construction hours • contact information • complaint reporting • how to obtain further information.
	NV6	<p><i>Buses parked at the temporary parking area site at 145 Old Pittwater Road, Brookvale are to be switched off when not in use, and not left idling (where possible).</i></p>
Air quality	A1	Measures (including watering or covering exposed areas) will be used to minimise or prevent air pollution and dust.
	A2	Work (including the spraying of paint and other materials) will not be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely.
	A3	Vehicles transporting waste or other materials that may produce odours or dust will be covered during transportation.
Aboriginal cultural heritage	B1	If Aboriginal heritage items are uncovered during construction, all construction activities in the vicinity of the find must cease and the Transport Senior Manager Environment and Sustainability contacted immediately. Refer to steps in the Transport <i>Unexpected heritage items procedure</i> EMF-HE-PR-0076 which must be followed.
Non-Aboriginal heritage	H1	<p>Measures to protect the Tramway Staff War Memorial will be included in the CEMP and implemented on-site, which would include:</p> <ul style="list-style-type: none"> • protection measures in accordance with Transport's Fact sheet – <i>Temporary works and protection at heritage sites during construction</i> EMF-HE-FS-0166 • inclusion of this heritage item and appropriate measures in the site induction • compliance with the minimum working distances for vibration intensive activities as per Transport's <i>Construction noise and vibration guideline (public transport infrastructure)</i> EMF-NV-GD-0060.

	H2	If unexpected heritage items are uncovered during construction, all works must cease in the vicinity of the material/find and the steps in the Transport <i>Unexpected heritage items procedure EMF-HE-PR-0076</i> must be followed.
	H3	The relevant Returned Services League (RSL) NSW will be notified in advance of any work adjacent to the war memorial. Consideration will be given to schedule construction activities around potential services at the memorial, including any wreath laying ceremonies.
Biodiversity	F1	Should any vegetation trimming and/or removal be required, it will be subject to further environmental assessment.
	F2	Fauna handling must be carried out in accordance with Transport <i>Biodiversity Guidelines - Guide 9 (Fauna Handling)</i> EMF-BD-GD-0032.
Traffic and transport	T1	Where possible, traffic movements and property access will be maintained during the works.
	T2	Road occupancy licence (ROL) or equivalent will be obtained prior to any temporary road closures or contraflow activities where required.
	T3	<i>Bus operators are to be informed of the child care centre location adjoining the temporary parking area at 145 Old Pittwater Road, Brookvale, and to be mindful of users of the child care centre walking to and from the centre.</i>
	T4	<i>Where possible, buses are to be moved to/from the temporary parking area at 145 Old Pittwater Road, Brookvale outside of peak child care drop off/ pick up times.</i>
	T5	<i>Strategies are to be investigated to minimise the potential for buses to enter and exit the temporary parking area (at 145 Old Pittwater Road, Brookvale) at the same time. This may include the use of radios.</i>
Socio-economic	SE1	Prior to the use of the temporary parking area at 145 Old Pittwater Road, Brookvale, the adjoining child care centre is to be provided the contact details of the bus operator.
Landscape character and visual amenity	LV1	If any of the screening vegetation within the depot is removed as part of the Ausgrid HV works, the project will replace the vegetation with a like for like replacement where possible.
Waste	M1	Resource management hierarchy principles will be followed: <ul style="list-style-type: none"> • avoid unnecessary resource consumption as a priority • avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery) • disposal is undertaken as a last resort. (in accordance with the Waste Avoidance and Resource Recovery Act 2001).
	M2	There is to be no disposal or re-use of construction waste to other land.

	M3	Waste material, is not to be left on site once the work has been completed.
	M4	Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.
	M5	An appropriate Unexpected Finds Protocol, considering asbestos containing materials and other potential contaminants, will be included in the CEMP. Procedures for handling asbestos containing materials, including licensed contractor involvement as required, record keeping, site personnel awareness and waste disposal, will be undertaken in accordance with SafeWork NSW requirements.
	M6	All waste will be separated and classified in accordance with the NSW <i>EPA Waste Classification Guidelines 2014</i> and disposed of to a suitably licensed facility.
Climate change and greenhouse gas emissions	CC1	Location and installation of electrical equipment will be designed to consider climate change and increases in rainfall intensity and flooding duration.
Cumulative impacts	CM1	Where feasible, community notifications will be combined for the proposal and the HV upgrade work.

Attachment C: Determined minor works REF

Brookvale Bus Depot Conversion Minor Works REF - May 2024

Attachment D: AHIMS search

Transport for NSW - 821 Pacific Highway Chatswood

Date: 17 June 2024

Level 5 Tower A Zenith Centre 821 Pacific Highway
Chatswood New South Wales 2067

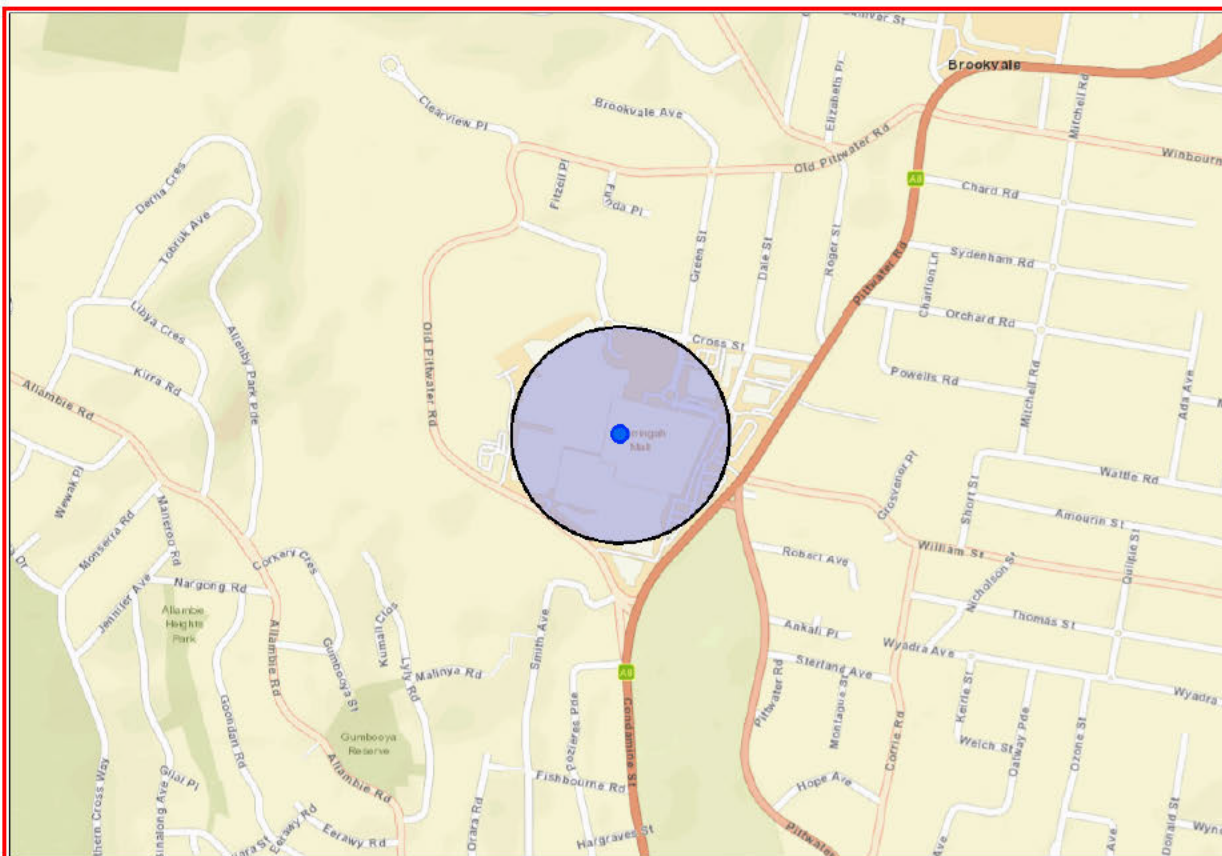
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Address : 145 OLD PITTWATER ROAD BROOKVALE
2100 with a Buffer of 200 meters, conducted by Rachel Gardner on 17 June 2024.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Attachment E: Noise estimates

Child care centre

Transport for NSW

Noise Estimate Results



	Sound Power Level (dBA)	Distance (m)	Sound Pressure Level (dBA)	Air Attenuation (dBA) Day and Evening	Air Attenuation (dBA) Night	Additional Attenuation (whole site hoarding etc) (dBA) ¹	Predicted Noise level (SPL dBA LAeq) Day and Evening	Predicted Noise level (SPL dBA LAeq) Night
May to Sep	110	13	80	0.05	0.06	0	80	80

Area Type:

Standard Rating Background Level (RBL), or Measured RBL

RBL Exceedance

Noise Management Level (NML)

Standard Hours	OOHW P1 Day	OOHW P1/P2 Evening	OOHW P2 Night
35	35	35	
45	45	45	-
45	40	40	-

Commercial

Transport for NSW

Noise Estimate Results



	Sound Power Level (dBA)	Distance (m)	Sound Pressure Level (dBA)	Air Attenuation (dBA) Day and Evening	Air Attenuation (dBA) Night	Additional Attenuation (whole site hoarding etc) (dBA) ¹	Predicted Noise level (SPL dBA LAeq) Day and Evening	Predicted Noise level (SPL dBA LAeq) Night
May to Sep	110	6	86	0.02	0.03	0	86	86

Area Type:

Standard Rating Background Level (RBL), or Measured RBL

RBL Exceedance

Noise Management Level (NML)

Standard Hours	OOHW P1 Day	OOHW P1/P2 Evening	OOHW P2 Night
-	-	-	-
65	65	65	65
21	21	21	21
75	70	70	70

Residential

Transport for NSW

Noise Estimate Results



	Sound Power Level (dBA)	Distance (m)	Sound Pressure Level (dBA)	Air Attenuation (dBA) Day and Evening	Air Attenuation (dBA) Night	Additional Attenuation (whole site hoarding etc) (dBA) ¹	Predicted Noise level (SPL dBA LAeq) Day and Evening	Predicted Noise level (SPL dBA LAeq) Night
May to Sep	110	160	58	0.65	0.69	0	57	57

Area Type:

Standard Rating Background Level (RBL), or Measured RBL

RBL Exceedance

Noise Management Level (NML)

Standard Hours	OOHW P1 Day	OOHW P1/P2 Evening	OOHW P2 Night
-	-	-	-
47	47	42	39
10	10	15	18
57	52	47	44