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

June 2016
Northern Beaches B-Line Program
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Glossary and abbreviations

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

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

Executive summary

Overview of Proposed Activity

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

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

The Proposed Activity involves construction of Manly Vale commuter car park and B-Line stops.

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

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

Modifications to the Proposed Activity

There has been ongoing consultation with the community, Warringah Council and Manly Council (which are now part of Northern Beaches Council) and external stakeholders. Since the REF was published the following design changes and investigations have occurred:

- provision of pedestrian islands on all four sides of the Kenneth / Roseberry roundabout
- a geotechnical and soil contamination investigation.

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

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 Manly Vale Commuter Car Park and B-Line Stops, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved,

subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

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

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

1.2 Northern Beaches B-Line Program

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

- introduction of a new bus service, called B-Line, from Mona Vale to the Sydney CBD. The B-Line would provide be 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 Manly Vale Commuter Car Park and B-Line Stops (referred to as the ‘Proposed Activity’ for the purposes of this document).

1.3 Review of Environmental Factors

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

The Manly Vale Commuter Car Park and B-Line Stops REF was placed on public display from 22 March 2016 to 8 April 2016, with 60 submissions received. One submission included a petition containing 236 signatures and 110 comments. Issues raised in the submissions and petition 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).

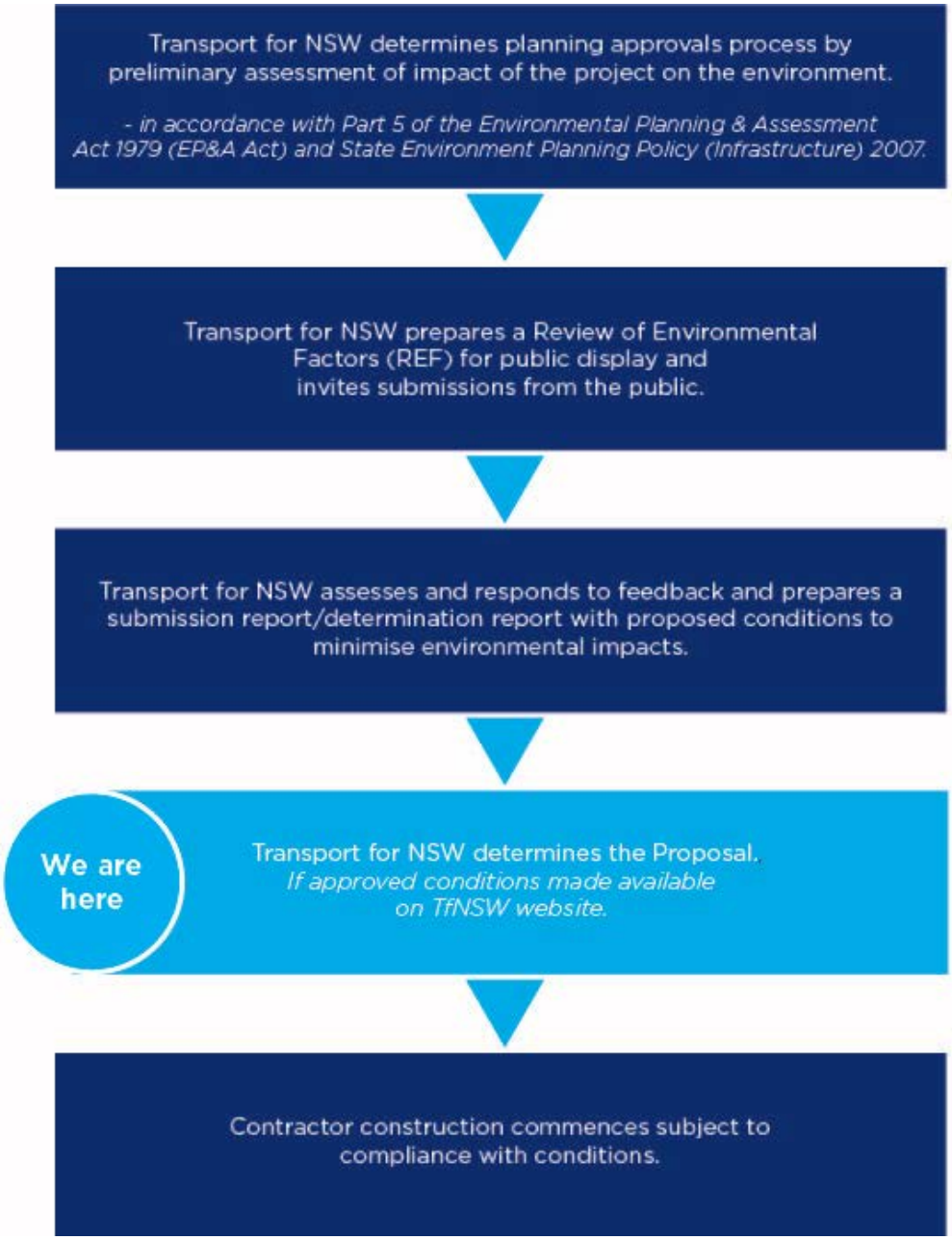

Figure 1: Planning approval process

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

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

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

a) to plan for a transport system that meets the needs and expectations of the public

b) to promote economic development and investment

c) to provide integration at the decision-making level across all public transport modes

d) to promote greater efficiency in the delivery of transport infrastructure projects

e) to promote the safe and reliable delivery of public transport and freight services.

1.5 Description of the Proposed Activity in the REF

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

- a new multi-deck car park with a lift on the north-east corner of Condamine Street and Kenneth Road, providing approximately 150 car parking spaces
- new northbound and southbound bus stops on Condamine Street north of Kenneth Road, including weather protection, seating and real-time information
- demolition of the existing bus shelters on Condamine Street
- kerb realignment and road widening on Kenneth Road to the east of Condamine Street, to provide an additional turning lane into Condamine Street, and related modifications to the existing pedestrian crossings
- extension of the Condamine Street southbound right-turn bay into Kenneth Road
- minor road works at the Condamine Street / Kenneth Road intersection and on Kenneth Road east and west of Condamine Street
- new bike storage and improvements to bicycle and pedestrian links
- removal of one mature tree.

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 Manly Vale Commuter Car Park and B-Line Stops REF was placed on public display from 22 March 2016 to 8 April 2016 at Warringah Council, Manly 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 Manly Vale Community Centre (272 Condamine Street, Manly Vale), Tuesday 29 March 2016 6pm to 8pm
- staffed community information display at Balgowlah Shopping Centre (197-215 Condamine St, Balgowlah) on Thursday 31 March 2016 from 5pm to 7pm, Tuesday 5 April from 1pm to 3pm, and Thursday 7 April from 5pm to 7pm
- distribution of 4,500 community newsletters to nearby residents and businesses on Thursday 17 March 2016
- newspaper advertisement in the Manly Daily on 22 March 2016
- placement of information on the Northern Beaches B-Line Program website
- regular meetings with officers of the former Warringah Council and Manly Council (now part of the Northern Beaches Council) throughout the REF preparation and display period
- a letter outlining the scope of the Proposed Activity, information on where to view the REF on the Northern Beaches B-Line Program website, along with details on how to make a submission was sent to the former Warringah 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:

- doorknock of Manly Vale businesses on Friday 11 December 2015 in response to questions about an extension of bus lane hours
- facilitation of a meeting with the Member for Manly and NSW Premier, Hon. Mike Baird and residents of 41 Roseberry Street Manly Vale on 25 January 2016 at the Manly Electorate Office to answer questions about the location of the Proposed Activity
- meeting with Manly Vale business owners on Wednesday 9 March at the Manly Electorate Office to discuss feasibility study results for additional Manly Vale car park option
- meeting with residents of 41 Roseberry Street Manly Vale on Thursday 10 March at the Manly Electorate Office to discuss the Proposed Activity
- formal written response to 40 questions from Manly Vale residents about the Proposed Activity on 18 March 2016.

[1] www.b-line.transport.nsw .gov.au

2.2 REF submissions

A total of 60 submissions were received by TfNSW, including one from Warringah Council. One submission included a petition containing 236 signatures and 110 comments.

23 submissions stated opposition to the Proposed Activity, and seven submissions stated support. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- existing traffic congestion at the Kenneth Road and Condamine Street intersection
- potential traffic impacts
- amenity impacts
- options selection.

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	MV1, MV53, MV57	The existing infrastructure is not documented correctly. At 41 Roseberry Street there are two three-storey buildings with balconies and windows on north, south and east sides. The REF describes the building as oriented towards Kenneth Road. This is incorrect. Balconies and west-facing windows have direct view to the proposed development site.	Section 1.4 of the REF provides a dot point summary of land uses surrounding the Proposed Activity, including "a three storey residential apartment building, with windows and balconies oriented towards Kenneth Road, to the east". This refers to the nearest apartment block at 76 Kenneth Road and does not presume to give a full building description. It is noted that a second apartment block, at 41 Roseberry Street, also sits north-east of the Proposed Activity area. The environmental impact assessment in Chapter 6 of the REF has considered the surrounding environment in greater detail.
1.2	MV1	An online petition was circulated and 236 signatures collected as at 7 April 2016, which have been supplied.	236 signatures, including 110 comments, were received on the petition attached to submission MV1. Table 2 provides an outline of the issues raised, the number of comments which raised the issue and the relevant section of the Determination Report where these issues have been addressed. Some comments raised more than one issue; therefore the total number of issues raised is greater than the number of comments.

No.	Submission no.	Issue/s raised	TfNSW response
1.3	MV7, MV17, MV28, MV31, MV32, MV41, MV47, MV48, MV54	I support the B-Line project for the Northern Beaches and the commuter car park proposed at Manly Vale, but I recommend alternate car park locations. The REF proposal is comprehensive and addresses many issues; however I wish to draw attention to security, toilet facilities and traffic. I welcome the B-Line and any additional public transport improvements required to ease congestion and make public transport a more viable option. The need for a B-Line service is accepted by the public but it must not destroy residents' amenity. Congratulations on addressing increased car parking for the bus line, however I don't think a car park here is required. Many people walk to this stop.	Noted. Comments on options selection are considered below in section 2 of this table. Other issues raised are responded to below as follows: • security in responses 4.2 and 4.9 • toilet facilities in response 3.9 • traffic impacts in responses 4.8 to 4.25 • local amenity in response 2.7 • car park need and catchment in responses 2.19 and 2.23.

No.	Submission no.	Issue/s raised	TfNSW response
1.4	MV53	No one from 41 Roseberry Street apartments received the newsletter of November 2015. Therefore no one from these apartments attended the community information session to respond or provide feedback. At no time has anyone from TfNSW been in any meeting or discussion with residents of 41 Roseberry Street to discuss any of this, especially on site. In Section 5.4 of the REF the date of the community consultation meeting is incorrectly listed as Wednesday 30 March instead of Tuesday 29 March. This different date may have confused residents and meant some people didn't attend.	In December 2015, the first Manly Vale community newsletter was prepared and distributed to approximately 4,500 households within an approximate 500 metre radius of the study area. The newsletter detailed the upcoming drop-in community information session, which was also advertised in the Manly Daily and promoted on the B-Line website. More than 50 community members and business representatives attended the session. Contact with 11 residents of 41 Roseberry Street has been recorded in the stakeholder database and on the project database relating to the Proposed Activity at Manly Vale. Discussions with residents and other stakeholders also took place at two formal meetings (on 25 January 2016 and Thursday 10 March) at the Manly Electorate Office. Following the March meeting, 40 questions were submitted to TfNSW, with responses provided on 18 March 2016. The date of the second Manly Vale community information session was incorrectly published in the initial version of the REF. This version of the REF was subsequently updated. The correct date was published in the community newsletter, a Manly Daily advertisement promoting the event and in the key dates section of the Manly Vale page on the B-Line website. More than 60 community members attended the session.

No.	Submission no.	Issue/s raised	TfNSW response
1.5	MV11, MV13, MV21, MV30, MV44, MV50, MV53, MV54, MV57	There has been insufficient / no consultation or notification. I didn't receive a letter inviting me to the community information session. We have been informed about events after they have happened. There has been insufficient time for residents to consider the proposal. You don't really consider feedback from the community. Our suggestions for alternative locations haven't been considered seriously. There is resistance to an alternative location. The proposal seems destined to push ahead regardless of popular opinion. TfNSW didn't collaborate with Warringah Council to notify residents nearby the car park. Information provided at the community information session on 29 March 2016 was inconsistent.	The Manly Vale community has been regularly consulted since the preferred location for a new commuter car park was decided. Details of tailored consultation with the local community are provided in response number 1.4, in Section 5 of the REF and Section 2 of this report. Specific feedback from the local community led to the formal assessment of a new option for the location of the Manly Vale commuter car park and the inclusion of traffic improvement measures at the Condamine Street / Kenneth Road intersection. Warringah Council (now part of Northern Beaches Council) promoted the public display of the Manly Vale Commuter Car Park and B-Line Stops REF and consultation activities on their website.
1.6	MV54, MB56	We request a meeting between TfNSW, RMS (traffic) and residents. A meeting could assist us in coming to a mutually agreeable solution for residents, especially those on the western side of the apartment block.	TfNSW will continue to work with local community members and neighbouring residents as design progresses.
1.7	MV30	The REF has not complied with Clause 228 of the EP&A Regulation which requires "taking into account to the fullest extent possible" matters affecting the environment. We believe this would include a fair and reasonable consultative process with the community.	The consultation process has been outlined in Section 5 of the REF, Section 2 of this Determination Report, and further detailed in responses 1.4 and 1.5. The community has been provided with numerous avenues for input and raising issues in relation to the Proposed Activity. Section 5.2.3 of the REF included a summary of responses to issues raised during early consultation. This Determination Report considers community issues in further detail. The REF included environmental assessments of all relevant areas of potential environmental impact. Specialist reports were also prepared for the Proposed Activity in regards to traffic and transport, visual impact, noise and vibration, and biodiversity.

No.	Submission no.	Issue/s raised	TfNSW response
1.8	MV31	While this may be outside of the scope, I believe Manly Council should be encouraged to rezone existing industrial land south of Kenneth Road to community/residential uses to create a community hub.	Rezoning of land is a matter for Council. TfNSW will provide a copy of this Determination Report to Northern Beaches Council.
1.9	MV49	A healthy built environment maximises opportunities for active transport through convenient, reliable and safe public transport in association with walking and cycling. We view the proposal to provide a more frequent and reliable bus service (B-Line) between the Northern Beaches and Sydney CBD as commendable, as are the proposed commuter car parks and B-Line stops, which are an integral part of the new bus service.	The Northern Beaches B-Line Program aims to improve bus travel and provide an easy, reliable and comfortable way to travel along the north-south corridor between Mona Vale and the Sydney CBD. New facilities such as commuter car parks and bicycle parking are included in the program so people can park and ride conveniently. The number of bicycle parking spaces will be determined during detailed design to cater for current and future demand.
1.10	MV52	I have some general comments on commuter car parks: • they increase traffic congestion at the transport node • they occupy land/floor space which could be allocated to more productive use (e.g. retail, open space) • they do not provide access to the bus stop for people without cars. Shuttle buses are preferable.	As part of the operation of the B-Line service, an improved bus network will be introduced on the Northern Beaches. This network will include local bus connections to B-Line stops. Shuttle services can be provided by other parties if considered beneficial by those parties. Road network improvements are part of the Proposed Activity, and no adverse effect on the traffic network as a result of the proposed commuter car park is expected. The additional 900 commuter car parking spaces provided as part of the B-Line program will improve opportunities to park and ride to commute to the Sydney CBD and other locations along the route.

No.	Submission no.	Issue/s raised	TfNSW response
2.	**Option selection and justification**		
		Option selection (car park)	
2.1	MV53	What were the four options put forward, and which one was the new option described in section 2.2 of the REF? All the options listed in the REF are adjacent to Condamine Street and so couldn't be closer to the B-Line road corridor.	In Section 2.2 of the REF four options which were assessed were identified as follows: • Option 1 (preferred option) located on the Casey's Toys site • Option 2 located on the Gilmour's Shoes site • Option 3 located on the KFC site • Option 4 located on the site of the community centre, kindergarten and community garden. These four options are all adjacent to Condamine Street. One other option (the Coles car park) is located around 70 metres from Condamine Street and was excluded from further consideration due to the distance from the B-Line corridor and constructability issues.

No.	Submission no.	Issue/s raised	TfNSW response
2.2	MV1, MV13, MV50, MV53, MV57	There is obvious bias in the document prepared by TfNSW for the preferred location. Only one disadvantage was listed for Option 1 (Casey's Toys site) however disadvantages listed for other options are also applicable and were not mentioned. The REF mentions other disadvantages which are not listed (e.g. noise impacts, traffic impacts). Disadvantages of Option 1 should include: • location on the southbound side of Condamine Street is less ideal for commuters who favour quick transfers in the evening • close proximity of the car park driveway to Condamine Street, resulting in increased accident potential • traffic impacts on Kenneth Road which is a major arterial road • huge increase in traffic and cars needing to do a u-turn at Kenneth / Roseberry roundabout • increased pedestrian crossings in the afternoon	A summary of the options assessment process was provided in the REF at Section 2.2. The following comments are made in response to these submissions: • the disadvantages listed for Options 2, 3 and 4 do not apply to Option 1, with the exception of the potential for noise, shadowing and light spill impacts which applies to all options assessed. • all four options would have additional impacts not identified in the description of options within the REF. The outline of the options assessment provided in the REF is a summary of a more extensive process. Environmental impact assessment of the preferred option then goes into further detail. The environmental impacts identified in the REF will be mitigated during design, construction and operation. • a smaller proportion of commuters are understood to favour quick transfers in the evening than in the morning • during peak use of the car park, it is anticipated that traffic would increase by approximately 2.6 per cent compared to existing local conditions. The road improvements as part of the Proposed Activity, particularly the installation of an additional turning lane, have been modelled as part of the Traffic Impact Assessment. It was identified that the Proposed Activity is not expected to adversely affect the surrounding road network and the level of service at the intersection is not expected to change. • the traffic light phasing is being considered to reduce the impact of pedestrian crossings on intersection operation. It is the nature of all commuter car parks that an increased number of crossing movements is required in either morning or afternoon.
2.3	MV24	It's a great idea. The Manly Vale car park is best at Casey's Toys (Option 1).	Noted. Option 1 is the preferred option.

No.	Submission no.	Issue/s raised	TfNSW response
2.4	MV54	Regarding the criteria for options assessment the following comments are made: • 'operational efficiency' and 'accessibility' we assume means the entry/exit to Kenneth Road works efficiently. But congestion will impact entry / exit and residents of Kenneth Road would be impacted by increased traffic, which isn't efficient • 'constructability' wouldn't be any different for Option 1, 2 and 3. The Coles car park option would be the best for constructability • 'environmental impact' must be considering tree loss and provides no advantage over Option 3 • 'community benefit' would be better served by Option 3. The current plan causes loss of 8-10 street parking spaces • 'visual impact' is exactly the same for Option 1 and 3.	The following clarification is provided regarding the options assessment: • operational efficiency refers to the structure of the car park (e.g. design within given the site dimensions), access/egress, proximity to stop and integration with bus network. Traffic modelling indicates that the Proposed Activity will not adversely affect traffic performance • accessibility relates to integration with the pedestrian network, meeting DDA standards, and safe access (e.g. passive surveillance). Option 1 achieves a good outcome in this regard • constructability considers land acquisition, relocation of existing facilities, mechanical ventilation, fire separation, geotechnical or structural engineering issues. The Coles car park option performed poorly on constructability as the steep grade to Condamine Street makes it difficult to meet accessibility requirements • environmental impact considered tree loss and biodiversity, open space, modification of site levels and minimisation of built form. Option 2 and 4 involved greater tree loss. Option 1 and 3 performed equally well on this criteria • community risk and benefit considered alternative use opportunities, impact on community facilities, heritage impact and potential impacts on neighbouring properties. The loss of on-street parking is required to address existing traffic congestion issues on Kenneth Road, which would not be alleviated by Option 3 • visual impact can be influenced by the relative size of the structure as well as its design and context, thus the site levels are of relevance. As Option 1 is set downhill from Condamine Street, its bulk and scale appears reduced, which minimises its visual impact from the prime viewpoint of Condamine Street .

No.	Submission no.	Issue/s raised	TfNSW response
2.5	MV1, MV50, MV54, MV55, MV57	Option 3 was deemed to have "greater traffic impacts than Option 1", however this was not quantitatively proven in the REF. Option 1 is a poor choice in relation to traffic impacts. A genuine options investigations would have allocated more weight to significant traffic issues on Kenneth Road east of Condamine Street, rather than claiming there are only traffic issues on the west side near KFC, which is ridiculous.	A number of factors were considered which indicated Option 3 would have a greater traffic impact including: • proximity of entrance to Condamine Street, making right-turn entry unsuitable as traffic may queue back to Condamine Street and/or create unsafe situations • the large and irregular block requiring longer detours should left-in, left-out only access be required (refer to 2.12 for details) • the lack of a convenient turning option (no equivalent to the Roseberry Street roundabout on Kenneth Road east). A Traffic Impact Assessment was undertaken which identified and discussed the existing traffic issues on Kenneth Road east and for the whole intersection. These are noted and understood. A road upgrade is part of the Proposed Activity. Traffic modelling has indicated that the Proposed Activity is not expected to adversely affect the surrounding road network and the level of service at the intersection is not expected to change.

No.	Submission no.	Issue/s raised	TfNSW response
2.6	MV3, MV13, MV14, MV50, MV53	Questioned the benefit of Option 1 being on the southbound side of Condamine Street as a consideration. The preference of 150 commuters should not override negative impacts on residents. This only takes a few minutes. People will need to cross the road at some point. Residents were not consulted or surveyed. The PCYC site at Dee Why which will be used for B-Line parking is further from Pittwater Road and on the northbound side.	The Manly Vale options were assessed against a range of criteria including operational efficiency, accessibility, constructability, environmental impact, community and stakeholder benefit, and visual impact. The majority of Manly Vale bus commuters travel to the CBD. Car parking on the southbound side of the route is considered more ideal by commuters, who generally favour a quick transfer in the morning compared with the evening. Thus where options are available on the southbound side this is considered as one advantage, and balanced against other advantages and disadvantages in options selection. A suitable southbound car park location was not available at Dee Why. Specific details of consultation with Manly Vale residents are outlined in response 1.4, Section 5 of the REF and Section 2 of this report.

No.	Submission no.	Issue/s raised	TfNSW response
2.7	MV1, MV3, MV9, MV13, MV50, MV54, MV57	The option selection should have considered the social impact of the preferred location, as no one wants to live next to a large car park which doesn't benefit immediate neighbours or the great Manly Vale community. The negative impact this will have on residents has not even been considered. Option 1 will have significant environmental impacts on the residents of adjacent apartments, including neighbourhood amenity, traffic noise, air quality, light pollution and shadowing. I'm opposed to Option 1 which will have an environmental impact on these beautiful beach suburbs.	The Manly Vale options were assessed against a range of criteria including operational efficiency, accessibility, constructability, environmental impact, community and stakeholder benefit, and visual impact. A detailed environmental impact assessment has been conducted through the REF and it is considered that no significant environmental impacts are likely to occur during construction or operation of the Proposed Activity. Section 4 of this table considers potential amenity impacts in greater detail as follows: • noise in responses 4.38 to 4.42 • air quality in responses 4.43 to 4.47 • light spill in responses 4.31 and 4.32 • overshadowing in responses 4.29 and 4.30. Traffic noise was considered in Section 6.3.3 of the REF. The increase in traffic volume would lead to an increase in noise of less than 0.2dBA in the peak hour of access to the car park. The specialist noise consultant identified that a noise increase of this magnitude is insignificant and would not be detectable. Ongoing consultation will be undertaken with stakeholders to manage impacts as the Proposed Activity progresses. During the detailed design process particular attention will be paid to ensuring that light spill, noise and visual privacy impacts are minimised (refer to Conditions 25, 35 and 36). An Urban Design Plan and Public Domain Plan will be prepared which consider the amenity and character of the local area (refer to Conditions 32 and 33).

No.	Submission no.	Issue/s raised	TfNSW response
2.8	MV2, MV22, MV36, MV38, MV51	Option 2 (Gilmour Shoes) is surely more practical than Option 1. If there must be a Manly Vale car park choose Option 2. A car park near Innes Road could incorporate community services such as a hall and childcare.	Option 2 was not preferred to Option 1 for a number of reasons including: • acquisition of two residential properties would be required • the site is not large enough to provide an efficient car park layout • access and egress from Innes Road may impact functions of the community facilities to the north • this site is approximately 300 metres from the preferred bus stop location. Additionally, Innes Road does not allow right-turn movements onto Condamine Street. To travel northbound on Condamine Street traffic would need to travel via Innes Road – Quirk Road – Campbell Parade.

No.	Submission no.	Issue/s raised	TfNSW response
2.9	MV14, MV27	If there must be a car park in Manly Vale it should be on the Option 3 (KFC) site. The only reason I can see why you would choose Option 1 instead of Option 3 (KFC) is cost.	The Manly Vale options were assessed against a range of criteria including operational efficiency, accessibility, constructability, environmental impact, community and stakeholder benefit, and visual impact. Benefits of Option 1 include: • location on the southbound side of Condamine Street providing quick transfers for commuters travelling to the city in the morning • efficient car park layout and design • use of the existing signalised intersection at Condamine Street and Kenneth Road, and opportunity to improve the function of the intersection through proposed road works • potential use of kerbside space on the southbound side of Condamine Street beside Kenneth Road for bus stop infrastructure for the busier inbound bus stop. The key disadvantage of Option 3 is that the close proximity of the access to the Condamine Street intersection would lead to greater traffic impacts than Option 1 (refer to 2.10 and 2.12).
2.10	MV1, MV3, MV13, MV14, MV30, MV53, MV54, MV57	The Option 3 (KFC) site should be preferred because: • it is located on the Condamine Street route • housing density around KFC is lower compared to Option 1 reducing the number of affected people • it will have less environmental impact than Option 1 • the residence to the west could be acquired to provide greater separation between the car park and residences • it already has a car park present and in use • it is surrounded by commercial properties on all three sides • it is the same land size as Option 1 • there is no need for commuters to cross the road at the end of	All four options assessed for a Manly Vale car park are adjacent to Condamine Street. It is noted that the area around Option 3 is zoned low density residential while the area around Option 1 is zoned medium density residential. The options assessment included consideration of environmental impacts and benefits, and confirmed that Option 1 was preferable as outlined in response 2.9. Generally TfNSW does not undertake residential property acquisition unless required. As for Option 3, Option 1 has residences on only one side and roadways and commercial properties on the other three sides.

No.	Submission no.	Issue/s raised	TfNSW response
		the day to access their cars • users of the car park will be able to leave fast compared to Option 1 and exit directly to Condamine Street • left turn on red for northbound turning traffic would assist traffic flows • the KFC site already has a turning lane with traffic lights, therefore no or minimal road and streetscape works would be required • there are two entrances and exits unlike Option 1 • a pedestrian bridge could be built • it would not add to the congestion problem on Kenneth Road • the extension of the Kenneth Road right-turn bay (westbound) would provide improved access to the car park entrance in AM peak times • could have access directly onto Condamine Street • no impact on 76 Kenneth Road apartments driveway • a bus indent could be provided using some of the acquired land • the site provides additional parking for Dan Murphy's.	In response to the various suggested traffic benefits of Option 3 it is noted that: • the current KFC car park is known to sometimes cause queueing from right-turn traffic, which indicates that right-turn access to Option 3 would not be appropriate • while the exit to Condamine Street may be more efficient, the entry to Option 3 site would necessitate a longer detour for most users (refer to 2.12) • while an equivalent increase in traffic for the Condamine / Kenneth intersection would be anticipated for Option 1 and Option 3, the road improvements as part of the Proposed Activity require land acquisition from the Casey's Toys lot, which is better facilitated by Option 1 • Option 1 has an efficient layout for internal traffic movements, therefore there would be no additional benefit in providing two entrances and exits • a pedestrian bridge is not considered necessary for this location (refer to 2.11) • access onto Condamine Street is not preferred as this is a State road with an average daily volume of 43,500 vehicles. There is potential for conflict between vehicle access and buses at this location due to the limited space • no impact is anticipated on the 76 Kenneth Road driveway from Option 1 (refer to 3.13) • during corridor studies this location was not identified as causing bus-on-bus delays, therefore a bus indent would provide limited benefit.

No.	Submission no.	Issue/s raised	TfNSW response
2.11	MV53, MV55	Option 3 (KFC site) could be improved with the installation of a pedestrian bridge to cross Condamine Street. With the introduction of the bus stop here, there would be a large increase in pedestrian traffic affecting right-turn traffic. A footbridge would remove the need for a pedestrian crossing, increasing intersection efficiency and accessibility. The pedestrian bridge could connect to the first or second level of KFC car park to allow sufficient height. The car park lift would provide access. There is sufficient space on the Casey's Toys side for a lift/stairs/ramp. This would negate the only con for Option 3.	The pedestrian volumes and crash history do not warrant a dedicated pedestrian bridge at this location. In addition to this, the expense and visual impact would not justify such an inclusion in the Proposed Activity. During detailed design further work will be done to improve the phasing of the traffic lights to reduce or avoid the impact of pedestrian movements on right-turn traffic from Kenneth Road. The most substantial disadvantage of Option 3 is the potential traffic impacts due to the proximity to the Kenneth / Condamine intersection. This is not addressed by a pedestrian bridge.
2.12	MV13, MV14,	The delays of left-in, left-out access to Option 1 would negate the argument to have the car park on the southbound side rather than at Option 3 (KFC site).	Due to the proximity of the Option 3 (KFC site) to Condamine Street a similar left-in, left-out arrangement would be required. Due to the irregular nature of the streets west of Condamine Street a much longer detour would be required for Option 3. For northbound commuters this would be via Sunshine Street – Highview Avenue – Kenneth Road. For southbound commuters access would be via King Street – Seebrees Street – Sunshine Street – Highview Avenue – Kenneth Road (as Sunshine Street does not allow right-turn access from Condamine Street). A commuter car parking study for the B-Line corridor identified catchments for potential car park users. 91 per cent of car park users are expected to come from the north or east. For those commuters this is considered to be a more time consuming route. For the Proposed Activity (Option 1) around 40 per cent of commuters are anticipated to come southbound along Condamine Street or eastbound along Kenneth Road for direct access to the left-in car park access. The remaining 60 per cent would use Roseberry Street – Koorala Street – Condamine Street – Kenneth Road as assessed in the REF and Traffic Impact Assessment.

No.	Submission no.	Issue/s raised	TfNSW response
2.13	MV1, MV30, MV57	The Option 4 (community centre) site should be preferred to both Option 1 and 3 because: • site redevelopment could result in mixed-use benefits • redevelopment of the community centre could improve the facility and classes provided • redevelopment of the childcare centre, would also allow co-location of the car park providing convenience for parents dropping kids and then catching the bus • the community garden could be placed on the roof of the car park, and could be a venue for events • car spaces could allow better access to Manly Vale restaurants and improve the local economy • the community centre has traffic lights that allow users to turn left or right, which would be a better user experience than Option 1 and increase use of the car park.	The impact on three community facilities, requiring their removal and relocation, is considered a substantial disadvantage of Option 4. Additionally, neither Lovett Street nor Innes Road allow right-turns onto Condamine Street. To travel northbound on Condamine Street traffic would need to travel via Innes Road – Quirk Road – Campbell Parade. As identified in Section 2.2 of the REF, disadvantages of Option 4 include: • relocation of the Corbett Playground, Community Kindergarten and Community Centre would be required • relocation of the well-established Community Garden would be required. Relocation options are adjacent to Condamine Street rather than set-back as is the existing situation • loss of a number of mature trees • a car park at this site is located approximately 330 metres away from the preferred bus stop location.

No.	Submission no.	Issue/s raised	TfNSW response
2.14	MV1, MV7, MV8, MV12, MV30, MV54, MV57	An alternative site at Coles Manly Vale has greater potential and cost savings compared to Option 1. This should be preferred because: • TfNSW could collaborate with Coles to develop a mixed-use car park, which Coles could financially contribute to • it would benefit the B-Line scheme and increase customers for Coles • the site is currently a car park, so demolition and construction costs would be lower • it is the largest site providing the best return on investment • the B-Line bus stop could replace the Mobil petrol station and connect to the car park • potential for a mixed commercial/residential development • the car park is just a short walk to Condamine Street • a pedestrian crossing at Koorala Street / Condamine Street intersection would provide safe access • this would create less traffic pressure at the Kenneth Road intersection which is already busy • some commuters already park in King Street and walk hundreds of metres to the Innes Road bus stop so this would be a convenient option • the bus stop could move closer to Koorala Street away from congestion at Kenneth Road • no building demolition is required • there would be no overshadowing of residences • the visual impact would be lesser because of the lower location • the buffer zone between adjacent apartments could be maintained • there would be lesser impacts on residential properties than Option 1.	This is not considered a suitable option for a B-Line car park. The Coles car park was considered in early optioneering for a potential B-Line car park. However the Coles car park is around 65 metres from Condamine Street (the B-Line bus route) and around 175 metres from the preferred B-Line bus stop. Further, the steep grade from the car park to Condamine Street means that the existing footpaths, even if modified, would not meet accessibility requirements. Due to the natural landform substantial infrastructure would be required to meet accessibility requirements for commuters with a disability, with prams and with mobility issues. Disruption to existing parking arrangements and difficulty finding alternative parking for shoppers is another disadvantage of this alternative option. The Coles car park option was therefore excluded from the options assessment due to distance from the B-Line road corridor and constructability issues.

No.	Submission no.	Issue/s raised	TfNSW response
2.15	MV1, MV30, MV57	An alternative site at 20-26 Roseberry Street should be preferred to Option 1 because: • the site is within an industrial area so noise, light, air and visual impacts wouldn't affect residents • car park users would take a 40 second walk to Condamine Street up Hayes Street to catch a bus • the return walk would be 3 minutes from the bus stop outside KFC. Blocks along Roseberry Street near light industrial buildings should be considered instead. No residents would be impacted. TfNSW should reconfigure bus stops to accommodate this.	This proposed location is not considered suitable as: • it is approximately 280 metres from the preferred bus stop location • it is located within an industrial area on a local road. Due to the distance from the B-Line corridor and the lack of passive surveillance in the area there would be potential safety concerns for commuters, particularly at night. There are limited suitable locations for bus stops on Condamine Street. These were considered in Section 2.4 of the REF.
2.16	MV1, MV57	An alternative site at 200, 202, 204, 206 Condamine Street should be preferred to Option 1 because: • an indented bus bay off Condamine Street could be integrated with the design • potential for a mixed commercial/residential development above the car park could provide a revenue stream for TfNSW • this site would not impact residential areas • a footbridge across Condamine Street could connect bus patrons and reduce pedestrian traffic across Condamine Street	This proposed location is not considered suitable as: • it would require acquisition of four commercial premises and businesses • it would require the installation of a pedestrian bridge to facilitate access • there is limited space for a northbound bus stop • vehicle access via Condamine Street is not preferred as this is a State road with an average daily volume of 43,500 vehicles. There is potential for conflict between vehicle access and buses at this location due to the limited space.

No.	Submission no.	Issue/s raised	TfNSW response
2.17	MV14, MV17	Rather than having parking at Manly Vale you should: • increase existing car parking in Dee Why (e.g. council car park in St David Ave) • increase car parking in Brookvale (e.g. McDonalds / Petbarn area on Winbourne Ave) This would also have a benefit of taking overload from the industrial area, shopping mall and Brookvale Oval. The car park at Brookvale should be increased in size, as it would be cheaper to have one large car park and it is close to Manly Vale. This would service the same people.	The demand for a park and ride facility in Manly Vale was identified in a commuter car parking study for the B-Line corridor, which identified distinct catchments of potential commuters for Dee Why, Brookvale, Manly Vale amongst other locations. Commuter car parking at Dee Why and Brookvale, with up to 250 and 120 additional spaces respectively, will service the specific demand in those areas.
		Option selection (bus stop)	
2.18	MV7, MV8, MV33, MV36, MV42, MV46, MV51	The current bus stop at Manly Vale shops (Innes Road / King Street) is the most popular in Manly Vale. Locating the bus stop near to the existing limited stops bus stop is preferable because: • the location is more central to residential areas • city-bound commuters could catch the first express / B-Line service rather than choosing between stops • while some parking outside businesses would be lost on Condamine Street near King Street, public transport should be the priority. What happens to residents living at the far north end of Manly Vale who have to walk all the way to this bus stop? This is located too far from the majority of residential housing and child care centres in Manly Vale.	The location of the bus stops was chosen as it provides a greater opportunity to facilitate increased use of underutilised sites and has a larger area of kerbside space for bus infrastructure, when compared with Innes Road. A number of options to access the B-Line stop will be available including: • local bus services will continue to stop at Innes Road and King Street and will facilitate transfers to B-Line services • improved bicycle and pedestrian infrastructure to connect to the B-Line stop will provide active transport options • the car park will provide a park and ride option.

No.	Submission no.	Issue/s raised	TfNSW response
		Justification	
2.19	MV1, MV14, MV41, MV46, MV57	The REF lacks third party evidence of the need to have a car park in this location. If this is based on census information it would now be well out of date. Opal card data would be far more accurate. There are no clear measurable benefits of this car park, just "drive a stronger customer experience outcome". There is no car park proposed at Collaroy. Why is one required at Manly Vale? Do we really need a car park of this size in Manly Vale? What is the justification given there will be a new car park nearby at Brookvale?	A commuter car parking study was prepared by GHD for the B-Line corridor that determined the demand for park and ride activity. The study used travel to work data from the most recent census, PTIPS (Public Transport Information and Priority System) data from Opal ticketing and forecasts for growth in the workforce adjacent to the corridor to assess optimum parking requirements. The study identified that demand for park and ride from the area around Collaroy could be met by existing car parking facilities in the area.
2.20	MV1	The objectives of the B-Line service identified on page 27 do not include getting people to bus stops or the need for car parks, but focus on bus journeys, loading, overcrowding and wait times.	Section 2.1.3 (page 27) of the REF is situated within a sub-chapter which outlines the strategic justification for the Proposed Activity and the Program. The specific objectives of the Proposed Activity (refer to Section 1.2 of the REF) sit within both the objectives of the B-Line Program and the broader strategic justification. The Proposed Activity aims to deliver a high-quality bus stop precinct including: • car parking facilities • access for people with disabilities, the less mobile and parents/carers with prams • improved bicycle and pedestrian facilities. This will support getting commuters to and from the bus stops, and will complement broader Program initiatives.
2.21	MV10	Car parks should include parking for disabled commuters.	Four accessible parking spaces would be provided in the Manly Vale car park closest to the most direct route to the bus stop. Ensuring accessibility was a consideration during options assessment and throughout design development.

No.	Submission no.	Issue/s raised	TfNSW response
2.22	MV55	There are already 10 car parks within a two kilometre radius of the proposed site including Coles, Woolworth, Bunnings, Harvey Norman, Belaroma, Bing Lee, Sleep Maker, Dan Murphy's, KFC, and Paul's Warehouse.	All of the listed car parks are commercial car parks and do not provide commuter car parking.
2.23	MV27, MV42	Who will make up the majority of weekday users? For those who walk it's unlikely they'll be enticed to get in their cars. Has a study been done on how many residents from Manly / Fairlight / Balgowlah will be driving to this stop? People are already filling the buses, parking in side streets or walking. Why is a car park needed? These people will just use the car park out of laziness.	A commuter car parking study for the B-Line corridor identified the catchment for the Manly Vale car park as including Manly Vale, Allambie Heights, Queenscliff and part of Manly, North Manly, Balgowlah and Fairlight. The walking catchment for the bus stop covers parts of Manly Vale, Balgowlah and Fairlight. A new commuter car park at Manly Vale will provide greater certainty for commuters wishing to park and ride, and will help to deliver a high quality bus precinct at Manly Vale.
2.24	MV33	This proposal contradicts Warringah's Community Strategic Plan. We need parks and playgrounds for children. The car park will only encourage negatives.	Transport for NSW has regularly consulted with the former Warringah Council regarding the Proposed Activity. During the preparation of the REF, the provisions of the *Warringah Local Environmental Plan 2011* (Warringah LEP), *Manly Local Environmental Plan 2013* (Manly LEP) and associated strategic plans were considered. The aim of the B-Line is aligned with Warringah Council's desired community outcome for 'connected transport', which is prioritised in their Community Strategic Plan. The plan identifies *"Public transport needs to be an attractive alternative that is accessible to all residents. Services need to operate at times convenient to residents and provide links to all our suburbs as well as centres outside Warringah. The efficiency of our road network needs to be improved through better management and upgrading of key intersections. We want opportunities for park and ride facilities near transport hubs and centres."* It is considered that the Proposed Activity and the B-Line Program supports the Warringah Community Strategic Plan.

No.	Submission no.	Issue/s raised	TfNSW response
2.25	MV37, MV38, MV42	The car park is a waste of money. How much will the car park cost to build? The car park will not help local commuters.	A feasibility study estimated that the Manly Vale Commuter Car Park would cost around $12 million to build. The commuter car park will meet expected demand to park and ride between the Sydney CBD and Manly Vale, and encourage commuters who currently drive between the Northern Beaches and Sydney CBD to use the B-Line service. The catchment for potential park and ride commuters is discussed in response 2.23.
2.26	MV10, MV42	The REF identified the demand at 2031. What is the projected parking demand for the years leading up to 2031? Is there a contingency plan or overflow parking area if parking spaces fill up earlier than projected? The car park is likely to prove inadequate for demand.	A commuter car parking study for the B-Line corridor assessed potential commuter demand at 154 spaces in 2021 and 158 spaces in 2031. The new car park will provide a substantial increase in the availability of unrestricted parking spaces convenient to the Condamine Street bus corridor. Figure 16 in Section 6.1 of the REF identified surrounding unrestricted parking. It is anticipated these areas may be used should a commuter not find a space within the car park.
2.27	MV57	The project is not supported by any other planning agency.	The B-Line Program has been identified as a key infrastructure project within *State Priorities – NSW making it happen*. Further information on how the Proposed Activity supports State government strategic planning was provided in Section 2.1 of the REF.

No.	Submission no.	Issue/s raised	TfNSW response
3.	**Design and alternatives**		
		Materials	
3.1	MV1, MV57	The REF references materials and finishes which have been selected, but they are not mentioned and the design is not included.	In Section 3.1.1 the REF identifies that the main construction materials would be concrete and structural steel. It also identifies potential façade treatments using recycled timber sections and anodised aluminium. Concept design photomontages are provided in Section 6.2. The concept design presented in the REF is subject to detailed design. A Public Domain Plan will be prepared during detailed design which will consider materials, finishes and colour schemes (refer Condition 33).
		Car park design	
3.2	MV1, MV53, MV57	It is not clear in the REF how many levels the car park will have – 3.5 or 4? Is it 150 spaces or 250 based on the feasibility report from early March?	The Proposed Activity is as described in the REF. The commuter car park includes approximately 150 parking spaces, over a three and a half split level structure with an open roof.
3.3	MV1, MV57	Section 3.1.3 references the Proposal design “had regard” rather than being in line with relevant codes, guidelines, plans and standards. It should comply with these. Page 39 of the REF says the design is opposed to relevant codes, guidelines, plans and standards.	The Proposed Activity complies with relevant Australian Standards and codes. Relevant guidelines and principles are not mandatory however they have been taken into account and have informed the concept design. The design of the Proposed Activity has considered the Warringah LEP and DCP, however by virtue of the provisions of the Infrastructure SEPP, neither instrument applies to the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
3.4	MV1, MV57	A solid wall should be used to stop noise pollution, light spill and air pollution impacting on the adjacent residents. Noise absorbing materials should be used within the internal structure of the car park on each level to reduce noise escaping the car park.	Mitigation measures to reduce noise impacts, minimise light spill and ensure residents' privacy is maintained during car park operation will be considered and incorporated during the detailed design phase (refer to Conditions 25, 35 and 36). Measures to be considered will include: • façade treatments • acoustic absorption • shielding treatments • treatments at residential properties. A wall would be considered if other mitigation measures would not achieve appropriate reduction in impacts. A solid wall would limit natural ventilation, and mechanical ventilation would be required which would cause ongoing noise, maintenance and energy consumption impacts.
3.5	MV1, MV57	The façade elements may increase noise when windy, as similar façades at the nearby Woolworths howl in the wind. The Woolworths design creates noise in light and heavy wind.	Noted. A design review of the detailed design will be undertaken to identify and avoid potential resonance issues.
3.6	MV1, MV57	The REF does not outline which Crime Prevention through Environmental Design (CPTED) principles are met and which are not met. For any principles not met an explanation on why this cannot be implemented is required.	All of the principles of CPTED have been applied to the concept design of the Proposed Activity and will continue to be applied through detailed design and construction. Features include: • open façade design to the street and transparency of the structure ensures good passive surveillance • plantings will be low height – under 1 metre when fully grown – so as to minimise opportunities for concealment. • appropriate lighting throughout, including undercroft and upper deck spaces.
3.7	MV3	The proposed car park will be 5 metres from residential units of Strata Plan 83233.	The car park would be a minimum of 4 metres from the adjacent property boundary from which residential units are offset. The detailed design will be developed to minimise impacts on adjacent residents.

No.	Submission no.	Issue/s raised	TfNSW response
3.8	MV10, MV27, MV30, MV42, MV49, MV54	Will the car park be free or will it incur a cost? What restrictions will there be? Will the car park be open for commuter parking only (5am-8pm) or 24/7? If parking is free without access controls, local residents may use it for overnight parking or full time. People from nearby businesses may use the car park. Is it intended that visitors to residences use the B-Line car park? The car park should be reserved only for commuters on weekdays. How will TfNSW ensure this? Free parking provides no incentive to bring more than one commuter, and the car park will fill quickly. If a cost is imposed it should low enough to not deter commuters from using the car park and public transport. Will any individual car parks be sold and/or rented?	The current TfNSW policy is for free, untimed parking which would be open all day, every day. This would support the B-Line service which will operate from 5.30am to 12.30pm daily. Commuters and visitors could use the car park on a first-in, first-served basis however it is likely that most commuters would find a parking space prior to other potential users arriving. The estimated weekday peak period for car park arrivals is 7am-8am. None of the spaces will be available for private sale or rental.
3.9	MV41	There is no mention of toilet facilities. As a busy public area shouldn't toilets be provided? If no toilets are provided then there is a risk of people relieving themselves inappropriately. How will the cleaning be done? If toilets are provided how will they be monitored in regards to security?	No toilets are provided as part of the Proposed Activity. Commuter car parks do not typically include toilet facilities. As part of the B-Line Program, public toilets are being provided with the Warriewood and Narrabeen car parks because the car park extensions require removal of existing toilet facilities.
3.10	MV53	Will the Proposal location use the 228 Condamine Street offices site?	No. The area of the Proposed Activity is as described in the REF: • the lot which currently includes Casey's Toys (84 Kenneth Road) • a vacant lot (82 Kenneth Road).
		Road design	
3.11	MV1, MV57	Condamine Street is a classified road. RMS should be involved with the approval of road and traffic changes.	RMS and TfNSW have been working together on the Northern Beaches B-Line Program. RMS has been involved with all of the road design components of the Proposed Activity, and will be involved throughout delivery.

No.	Submission no.	Issue/s raised	TfNSW response
3.12	MV18, MV19, MV22, MV32	Modifications to local road network to improve traffic flow should include: • widening Roseberry Street and removing all parking • widening Kenneth Road from Condamine Street to Quirk Road with no westbound parking • road works on Kenneth Road, Balgowlah Road, Griffiths Street, Roseberry Street, Condamine Street (between Hayes Street and Sydney Road). Quirk Road at the southern end (currently a no through road) should also be opened up. There is a park, a creek and an electricity grid which would need relocating. This may reduce congestion.	The road works component of the Proposed Activity will improve the operation of the Kenneth / Condamine intersection, and modelling suggests this will moderately reduce queueing through Kenneth / Roseberry and Kenneth / Quirk roundabouts. However the scope of the Proposed Activity does not extend to addressing broader existing traffic congestion issues through the Manly Vale area. With the exception of Condamine Street the roads referred to are part of the local road network administered by Council.
3.13	MV33, MV50	It's dangerous having a driveway so close to a major set of lights. Drivers coming around the corner won't expect cars to be exiting a car park. There is poor visibility and fast moving traffic around this corner. The proposed car park driveway is right next to the apartment driveway.	The proposed car park driveway is approximately 35 metres from the Condamine / Kenneth intersection, and approximately 15 metres from the apartment driveway. A median will be installed to restrict vehicle movements to left-in entry, left-out egress only to minimise potential conflicts. A road safety audit will be carried out to identify any potential road safety issues, including sight lines, in relation to the car park access. Any recommendations from this safety audit will be considered through the detailed design phase of the project.
3.14	MV45	Great plan but should have a left-in, left out entrance and exit so that traffic doesn't block lanes and create gridlock.	The Proposed Activity does include a left-in, left-out design for car park access and egress. This would avoid potential delays arising from right-turns into the car park entry which could cause congestion on Kenneth Road.

No.	Submission no.	Issue/s raised	TfNSW response
3.15	MV47	Suggest reconfiguring traffic signals so that Balgowlah Road and Kenneth Road both have separate east and west traffic movements. This would avoid conflict with pedestrian crossings, if crossings were timed with the eastbound traffic.	During detailed design further work will be done to improve the phasing of the traffic lights to reduce or avoid the impact of pedestrian movements on right-turn traffic and improve intersection performance at Condamine / Kenneth. The Balgowlah Road intersection is beyond the scope of the Proposed Activity.
3.16	MV53	Does the road widening mean reduced parking availability for residents and non B-Line patrons?	As identified in Section 6.1 of the REF, around seven on-street parking spaces would be removed from Kenneth Road (east) and around five from Kenneth Road (west) to facilitate road widening, lane delineation and effective operation of the intersection. However, the new car park would increase the availability of free, unrestricted parking spaces within the area.
3.17	MV53	Will only one lane be available for all traffic turning into Kenneth Road (east) from Condamine Street?	Yes. The Proposed Activity would retain the existing one eastbound lane in Kenneth Road (east). Modelling does not indicate a need for additional capacity in this direction.
		Bicycle facilities	
3.18	MV14, MV37, MV49, MV52	I recommend a large bicycle rack at the B-Line bus stop and install bicycle paths to the stop, rather than a car park. This will reduce traffic, take up less space, be cheaper, greener and encourage people to exercise. Ensure sufficient easily-accessible, undercover, secure and well-lit bicycle storage is made available. Will secure bicycle storage with video surveillance be provided near the bus stop? The REF does not state how many bicycles would be provided for or what type of storage is proposed. The plan suggests it would be undercover, if so this is commended.	Localised pedestrian and bicycle paths will be constructed as part of the B-Line Program. It is proposed that bicycle storage will be located adjacent to the car park entry. Crime Prevention Through Environmental Design (CPTED) principles used in the design of the commuter car park will be considered in bicycle storage design. The capacity, location and design of bicycle storage will be determined in the detailed design process.

No.	Submission no.	Issue/s raised	TfNSW response
3.19	MV23, MV25, MV49	Bicycle links should be integrated into the B-Line service. Increased investment into bicycle infrastructure that provides safe and convenient options for commuters would encourage more cycling. Ensure the car park and bus stops are integrated with local and regional bicycle networks. Separated cycleways should be prioritised over shared paths where possible. This could connect to the Manly Vale / Seaforth path. The REF does not specify details of how improved walkway / cycleway design and quality or integrated links will be achieved.	The Proposed Activity includes improvements to pedestrian and cycle facilities within the footprint of works as shown in Figure 14 of the REF. Improvements to pedestrian and cycle links to connect with B-Line stops have been identified as part of the B-Line Program. Existing bicycle routes exist nearby at Burnt Bridge Creek Deviation, Quirk Road and Kenneth Road (east of Quirk Road). Transport for NSW will continue to work with Council to develop these links and explore opportunities to connect to existing routes. Pedestrian and cycle path works beyond the Proposed Activity footprint will be subject to separate design, assessment and approval. Information about changes to pedestrian and cycle paths will be made available to the community as design progresses.
3.20	MV23	I support the B-Line and have suggestions for improved access for bicycle parking relevant to all stops including Manly Vale. I recommend: • bicycle parking should be provided on both sides of Military/Spit/Pittwater Roads, as it is easier and quicker for cyclists to park their bike on the side they're travelling from and then cross on foot • the majority of bicycle parking should not be located in the car park, as it increases potential vehicle/cyclist conflict • some undercover, extra secure bike parking should be provided in the car park however most cyclists prefer bike hoops, without shelter, as close as possible to the bus stop.	These suggestions regarding bicycle parking are noted. The capacity, location and design of bicycle storage will be determined in the detailed design process. The design of bicycle storage and access will ensure minimal potential for conflict between vehicles and cyclists. Council will be consulted in relation to bicycle parking design.

No.	Submission no.	Issue/s raised	TfNSW response
4.	**Operational impacts**		
4.1	MV1, MV57	There is no specific mention of how the design will ensure noise pollution, water management, air pollution and other environmental impacts are being mitigated.	Section 7 of the REF provides 74 mitigation measures to address the environmental impacts of the Proposed Activity. These include noise and vibration, hydrology and water quality, air quality and other environmental impacts. Condition 35 provides specific information on noise mitigation measures to be considered during detailed design.
4.2	MV11, MV13, MV15, MV30, MV33, MV41, MV44, MV54	The car park is not staffed and will not make people feel safe. Will the car park be monitored or security professionals employed? The car park will attract loiterers, skateboarders, vandalism, homeless people and drug dealers. The car park would be a target for graffiti which lowers the look of the area. It will increase the crime rate. The existing narrow vacant lot has caused problems for adjacent residents due to vagrants. The area is sometimes littered with bottles and rubbish. The car park may make things more secure, but we have no evidence of this.	The Manly Vale Commuter Car Park has been designed to incorporate crime prevention through environmental design (CPTED) principles. The open façade design contributes to a safe environment, and the structural column grid has been designed to maximise visibility and safety. The development of the car park will result in a reduced amount of unused and hidden space in the area. There are no current plans for the hire of security personnel.
4.3	MV27, MV28	The car park will take away the little bit of open space at the toy shop.	The car park would reduce the amount of undeveloped land at the location. However the design has allowed for a set back from Condamine Street with landscape planting proposed in this area to soften the building form.
4.4	MV30, MV54, MV55	For adjacent residents there will be a dramatic reduction in our privacy.	The design of the car park façade will consider adjacent residents' privacy. Design solutions can be employed including using angled balustrades to block light spill and prevent views into residential properties. This will be addressed in detailed design (refer to Condition 36).

No.	Submission no.	Issue/s raised	TfNSW response
4.5	MV30, MV56	The government should give an undertaking for compensation should the following occur: • damage to the adjacent apartment building (e.g. water damage, vandalism, structural damage) • health impacts (e.g. building of the car park, exhaust) • safety issues caused by proximity of the car park to the apartments (e.g. theft, home invasion). There is concern that unlawful access could be gained to apartment balconies because of the proximity of the car park.	The risks referenced in these submissions, including water management, air pollution, construction impacts and safety issues, are addressed by the mitigation measures identified in Section 7 of the REF. There will be a minimum of 4 metres between the car park and the lot boundary. Mitigation of any safety, privacy and amenity impacts will be further addressed during detailed design. Transport for NSW will continue to consult with neighbouring residents as design progresses to ensure that any impacts are mitigated.
4.6	MV41	More people will lead to increased litter. Will there be dedicated cleaners and maintenance staff? Will these services be ongoing and guaranteed?	Cleaning and maintenance will be managed as part of the future operation and maintenance of the new car park. This responsibility is yet to be determined.
4.7	MV46	The character of Manly Vale is becoming increasingly commercial. The removal of this much loved toy shop and new car park will add to this.	The Proposed Activity is located within an area zoned Local Centre under the Warringah LEP 2011, and is consistent with the zone objectives which include: • business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area • to maximise public transport patronage and encourage walking and cycling. The Proposed Activity would involve replacement of a retail facility with a public transport facility.
		Traffic impact	
4.8	MV1, MV2, MV6, MV7, MV9, MV14, MV15, MV18, MV19, MV20, MV21, MV22, MV24, MV25,	Existing traffic congestion is serious, not just at peak hours. Kenneth Road and Condamine Street are two of the busiest roads in Manly Vale, as routes to Manly, Sydney, and six large retailers. There is limited access in and out of the suburb. No road works were done/the roads have been a disaster since big developments went in (e.g. Stockland Mall, Coles, Woolworths,	A Traffic Impact Assessment was prepared for the Proposed Activity and was made publicly available with the REF. This report can be viewed online at http://yoursay.b-line.transport.nsw.gov.au/manly-vale . Section 4.4 of the Traffic Impact Assessment identified the data sources, including two traffic surveys, which informed the modelling

No.	Submission no.	Issue/s raised	TfNSW response
	MV26, MV27, MV28, MV30, MV31, MV32, MV33, MV36, MV38, MV40, MV41, MV43, MV44, MV46, MV47, MV48, MV50, MV51, MV54, MV55, MV57	Bunnings). Trucks accessing Woolworths, Coles and other stores through back streets adds to congestion. This intersection is already over-congested. School drop-off/pick-up, especially 2.30-3.30pm, causes congestion. There are not enough lanes. The phasing of lights is frustrating. There is no right-turn arrow, and pedestrians crossing means very few cars get through. 300 plus cars have to exit and enter residential properties on this block. There are an increasing number of unit blocks. Turning right from Kenneth Road onto Condamine Street can sometimes take 10-20 minutes in a queue. Some residents have to go around the block to head south. It can take several minutes for residents to turn right from driveways on Kenneth Road. Please look at the existing traffic congestion caused by supermarkets and chain stores on Kenneth Road and Roseberry Street. There are daily traffic jams from the lights at Condamine Street back to the roundabout at Kenneth/Quirk. Balgowlah Road congestion exacerbates congestion getting onto Condamine Street. The congestion is worse on weekends. Traffic blocking the roundabouts just makes things worse. It is gridlocked. Sometime frustrated drivers honk horns or yell abuse. Traffic issues are getting worse and Council haven't done anything about it. Traffic from KFC blocks westbound traffic as drive-through patrons queue back to Condamine Street. There has not been a sufficient survey of traffic. This should consider surrounding streets including Quirk Road, Koorala Street and Roseberry Street. The REF seems to underestimate the current traffic situation.	of the Proposed Activity. It is acknowledged that there are existing traffic congestion issues at the Kenneth Road and Condamine Street intersection. It is understood that these congestion issues occur at various times through the day, not just peak hour, however for the purpose of considering the worst case scenario the REF considered the weekday peak AM and PM and weekend peak. The Traffic Impact Assessment identified that during peak hour (weekday AM and PM, and weekend) there are around 3500 to 4000 vehicles utilising the Condamine / Kenneth intersection. The Traffic Impact Assessment and REF noted that there is substantial traffic queueing along Kenneth Road and through the Kenneth / Roseberry roundabout. Transport for NSW has taken existing congestion into account, and Proposed Activity at Manly Vale includes road works to improve the operation of that intersection and the surrounding streets. Road improvements as part of the Proposed Activity include: • provision of additional traffic lanes • improvements to traffic light phasing • provision of a separate right turn arrow • provision of pedestrian islands on all four sides of the Kenneth / Roseberry roundabout. Further detail is provided at responses 4.9 and 4.11, and Section 3.1 of this Determination Report. The scope of the Traffic Impact Assessment was limited to the area potentially impacted by the Proposed Activity, as existing local road issues are not within the remit of TfNSW. With the exception of Condamine Street which is a State road, all of the roads referenced in submissions are local roads managed by Council.
4.9	MV1, MV6, MV10,	Having an extra 150 cars during peak periods will:	As outlined in the REF the Proposed Activity includes:

No.	Submission no.	Issue/s raised	TfNSW response
	MV11, MV13, MV14, MV15, MV17, MV18, MV19, MV20, MV21, MV22, MV25, MV26, MV27, MV29, MV30, MV31, MV32, MV33, MV36, MV38, MV40, MV41, MV43, MV44, MV46, MV47, MV48, MV50, MV51, MV54, MV55, MV57	• increase the traffic congestion • make things more dangerous for pedestrians • jeopardise the safety of drivers and those waiting at bus stops • cause congestion / gridlock in nearby streets (e.g. Roseberry, Koorala, Quirk, Campbell) • hamper pedestrians wanting to access shops and services. This is lacking in justification without traffic surveys. The REF has not sufficiently considered this. The Ambulance Station on Condamine Street nearby may be affected by congestion in the residential area. Will traffic be monitored in an ongoing way?	• kerb realignment and road widening on Kenneth Road to the east of Condamine Street, to provide an additional turning lane into Condamine Street • removal of approximately four unrestricted parking spaces on the northern side and three spaces on the southern side of Kenneth Road. The Proposed Activity would provide two lanes for westbound traffic from the Kenneth / Roseberry roundabout, with a third lane (right-turn bay) for around 30 metres. The Traffic Impact Assessment included traffic surveys as outlined in 4.8. As outlined in Table 12 in the REF, the car park is anticipated to result in the following increase in traffic: • weekday AM: approximately 2.6 per cent at 7-8am and 0.8 per cent at 8-9am • weekday PM: approximately 0.9 per cent at 5.30-6.30pm and 0.5 per cent at 4.30-5.30pm • weekend peak: approximately 2.6 per cent at 12pm-1pm. On weekdays, the car park is anticipated to be dormant during the day. The majority of traffic movements generated by the car park will occur outside of road peak periods and outside of school peak periods (refer to response 4.18). Modelling undertaken on Kenneth Road (westbound) and Roseberry Street (northbound).indicated that with the proposed road changes and operation of the car park, intersection queue lengths are anticipated to reduce during peak periods (weekday AM and PM, and weekends). Based on the relatively low increase in traffic at the intersection and modelling results, the Proposal is not expected to adversely affect the surrounding road network and the level of service (LoS) is not expected to change. Signalised pedestrian crossings are available at the Condamine / Kenneth intersection (east, north and west legs). In addition, the Proposed Activity will include

No.	Submission no.	Issue/s raised	TfNSW response
			installation of pedestrian islands (see Section 3.1 of this Determination Report) and will improve pedestrian and cycle access within the local area. The Proposed Activity is anticipated to have a positive impact on pedestrian safety. No traffic monitoring is proposed however the intersection will be part of an overall network assessment. A letter was sent to Balgowlah Ambulance Station notifying them of the public display of the REF and proposed works.
4.10	MV34	We need the right turn lane to be installed without the additional cars from the car park.	Kenneth Road is administered by the Council. TfNSW is not in a position to upgrade local roads unrelated to public transport projects. The Proposed Activity provides an opportunity for an additional lane to be included on Kenneth Road as the proposed car park is set back from the road way and previously privately owned land will be used to provide a wider road reserve in this area.
4.11	MV26, MV29, MV43	It is dangerous to cross the road because of the traffic. There is no zebra crossing for people living locally to cross safely. Please install pedestrian crossings across Kenneth Road and Roseberry Street for young and elderly pedestrians.	After consideration of community feedback, TfNSW has amended the design to include pedestrian islands on all four sides of the Kenneth / Roseberry roundabout as outlined in Section 3.1 of this Determination Report. This will improve access and safety for pedestrians crossing at this location. Signalised pedestrian crossings at the Condamine / Kenneth intersection (east, north and west approaches) will be retained.
4.12	MV1, MV57	The proposed traffic changes will create a bottle neck southbound on Condamine Street before the intersection with Kenneth Road. The left turn movements into Kenneth Road will block other lanes meaning there will be only one lane where traffic can head south.	The Traffic Impact Assessment considered the increase in vehicle movements, including the increased number of left-turn movements from Condamine Street into Kenneth Road. During the peak one hour it is anticipated that around 76 extra vehicles may make that left-turn. This is not considered to present a traffic congestion issue. Left-turning vehicles can legally travel in the bus lane for up to 100 metres prior to the turn.

No.	Submission no.	Issue/s raised	TfNSW response
4.13	MV1, MV13, MV14, MV46, MV51, MV54, MV55, MV57	Left-in, left-out access to the car park on Kenneth Road will have detrimental impacts on the traffic flow in the area. This includes causing increased movements through back streets, and at Roseberry Street/Kenneth Road roundabout. This could cause queues of cars when leaving the car park. This could potentially back up onto Condamine Street. The REF has not considered potential congestion in eastbound flows.	Left-in, left-out car park access was assessed in the Traffic Impact Assessment. Modelling was done of the potential impact on the Condamine / Kenneth intersection and the Kenneth / Roseberry roundabout, and also considered the increase in left-turn movements at Roseberry / Koorala and Koorala / Condamine. The Proposed Activity is not expected to adversely affect the surrounding network, as the increase in traffic is proportionally very low. The proposed road works would improve the operation of the Condamine / Kenneth intersection and reduce queue length at the Kenneth / Roseberry roundabout. The modelling did not indicate any eastbound congestion issues which would impact Condamine Street. With improved operation of the Kenneth / Roseberry roundabout, shorter queues will form in Kenneth Road allowing cars to exit the car park.
4.14	MV1, MV57	Left-in, left-out access is imposed on the driveway of 41 Roseberry/76 Kenneth apartments which impacts users and adds to unnecessary “around the world” traffic flows.	The proposed median strip which would limit car park access to left-in, left-out ends prior to the driveway of the apartments at 41 Roseberry/76 Kenneth. There will be no change to the existing use of the apartment driveway under the Proposed Activity.
4.15	MV9, MV10, MV21, MV27, MV51, MV55	The right-turn lane is insufficient and will only hold a few cars. This will not solve the problem. It should be widened from the roundabout. If the right turn is insufficient then the additional left-turn lane will not see any improvement. It is vital that the westbound right-turn from Kenneth Road to Condamine Street have its own right arrow independent of eastbound traffic and pedestrians. Pedestrians crossing Condamine Street stop traffic turning right.	Removal of parking spaces and road widening will result in the provision of two westbound lanes from the roundabout, and a third lane for approximately 30 metres from the Condamine / Kenneth intersection. Traffic modelling done for the Traffic Impact Assessment indicates that there will be a reduction in queue length for westbound traffic on Kenneth Road. Widening of Kenneth Road to the roundabout is constrained by private property and the apartment block at 76 Kenneth Road. Traffic light phasing will be determined during detailed design. Options to have a separate right-turn phase are being investigated.

No.	Submission no.	Issue/s raised	TfNSW response
4.16	MV10	Cars entering the car park will need to slow to negotiate the entry, especially if there is controlled access, which will cause traffic to back up along Kenneth Road to Condamine Street.	The Traffic Impact Assessment identified that there is sufficient queueing space within the proposed car park entry. No controlled entry is proposed at this stage.
4.17	MV14, MV28, MV37, MV54	Cars which can't find a spot in the car park will use the back streets, increasing local traffic and making it harder for residents to find on street parking. Concerned that our quiet street will be used as overflow parking and then they will change the unrestricted parking to restricted parking. There is already a shortage of street parking. The proposal reduces parking in Kenneth Road by at least 8-10 spots.	The car park would increase the availability of free, unrestricted parking within the Manly Vale area and is anticipated to improve the parking situation. Demand modelling has been undertaken and the car park has been designed to provide 150 spaces, almost meeting projected demand of 158 spaces in 2031. Nine unrestricted and three restricted on-street parking spaces would be removed as identified in Section 6.1 of the REF. No other changes to current on-street parking are proposed by TfNSW. With the exception of Condamine Street, these streets are administered by Council.
4.18	MV17	Concerned that the streets including Kenneth, Quirk, Innes and Campbell are heavily congested at peak times 8.30-9am and 3pm-3.30pm. School buses from McKellar Girls campus in Campbell Street can cause congestion.	It is anticipated that peak vehicle movements to and from the car park would occur outside of weekday school times, and are not aligned with peak road times. Anticipated peak car park operation is identified in Section 6.1 of the REF as 7-8am and 5.30-6.30pm on weekdays, and 12-1pm on weekends. It is understood that congestion in the area occurs outside of peak times. However the Traffic Impact Assessment and modelling undertaken considered a worst-case scenario (peak periods). Modelling indicated that the Proposed Activity (car park and road works) would not have an adverse impact on the operation of the Kenneth / Condamine intersection.

No.	Submission no.	Issue/s raised	TfNSW response
4.19	MV16, MV18, MV19, MV22, MV25, MV28, MV34, MV54,	Potential cumulative traffic impact with the: • proposed upgrade of Manly Vale Public School • approved upgrade of Boy Charlton Pool • proposed upgrade Manly Vale Oval • proposed Aldi • increased usage of Graham Reserve. I do not believe that the document properly addresses the increased traffic. Further investigations should consider these developments.	Section 6.11 of the REF considered potential cumulative impacts of surrounding proposals which have been approved, including two residential / commercial developments on Condamine Street and the Andrew "Boy" Charlton Manly Swim Centre Re-development which is now complete. No significant cumulative impact is anticipated. Potential future developments without any planning approval have not been assessed. Future proposals would be required to consider their cumulative impact with other approved developments including the Proposed Activity.
4.20	MV31, MV46, MV51	I recognise removal of parking and additional right turn lane on Kenneth Road may mitigate traffic impacts. However, I would suggest that the Kenneth / Roseberry roundabout be replaced with traffic lights, timed appropriately with the Condamine Street traffic lights. Measures to improve the flow at the traffic lights have been included, but nothing regarding the Kenneth / Roseberry roundabout. Traffic queues on Roseberry Street will likely not improve as the roundabout will still be blocked. The REF suggests Roseberry Street queues will improve without giving any reason.	The primary cause of queueing at the Kenneth / Roseberry roundabout is traffic delays and queueing at the Condamine / Kenneth intersection. Therefore improvements to the performance of that intersection would reduce surrounding congestion including traffic queues on Roseberry Street. The provision of traffic lights at the intersection of Kenneth / Roseberry is not included within the Proposed Activity.
4.21	MV47, MV55	You do not spell out how often the intersection was monitored for traffic flow. It does not peak only in the hours mentioned. I would like to see the results of the traffic impact study as it doesn't make sense to place a car park in this location.	The Manly Vale Commuter Car Park and B-Line stops Traffic and Transport Assessment was released publicly with the REF and is available online at http://yoursay.b-line.transport.nsw.gov.au/manly-vale The data sources for the traffic impact assessment are identified in Section 4.4 of the report, and include traffic surveys done in September-November 2015. It is acknowledged that traffic congestion occurs at other times of day, not just peak hours. However, the impact assessment considers peak hour traffic movements as this is the worst case scenario.

No.	Submission no.	Issue/s raised	TfNSW response
4.22	MV51	I'm highly sceptical of average delay times in Table 11. Sometimes I've queued 10 minutes on Roseberry to get to Kenneth Road then onto Condamine Street.	The modelling is based on traffic flows and intersection operations under typical conditions. There will be occasions when congestion caused by incidents or heavy traffic flow at nearby locations will impact on the operations of this part of the network.
4.23	MV51	The Level of Service and Degree of Saturation indicate the Condamine / Kenneth intersection is operating at capacity. The completion of the proposal makes the Degree of Saturation worse, but this isn't listed as a disadvantage.	The Level of Service D is a typical operating level for main road intersections during peak traffic periods. This Level of Service is maintained with the Proposed Activity including intersection upgrades. The Degree of Saturation is less than 1.0 in all future peak periods modelled which indicates that vehicles will be able to move through the intersection within one cycle of the traffic lights. This is considered a suitable outcome for peak period operations.
4.24	MV51	The proposal does not address whether westbound traffic on Kenneth Road continuing straight through the intersection will do so from the middle lane or left-hand lane. This will affect queues on Kenneth Road.	The exact lane configuration and traffic light phasing will be determined during detailed design. The Proposed Activity would provide three lanes for the length of the car park (facilitated by widening into the acquired lots), and two lanes from the Kenneth / Condamine intersection. It is anticipated that the configuration of the three lanes exiting Kenneth Road (East) would typically be a left turn, through / straight ahead, right turn arrangement. However this will be subject to further detailed traffic modelling during the detailed design stage.
4.25	MV51	The REF has not considered the volume of traffic entering Dan Murphy's car park northbound on Condamine Street. This can block the northbound bus lane and some drivers cross dangerously to get to the driveway from Kenneth Road. This is close to the proposed northbound bus stop.	Corridor congestion checks did not identify this as a key congestion point. However, the Condamine / Kenneth intersection is being upgraded as part of the Proposed Activity. The issue of driver behaviour will be considered in the detailed design and road safety audit of this intersection.

No.	Submission no.	Issue/s raised	TfNSW response
		Visual impact	
4.26	MV13,	Despite recent property growth Manly Vale has not had any addition of community enhancements or natural beauty. Large scale construction negatively impacts the neighbourhood.	The ongoing design development of the Proposed Activity considers the visual impact of the car park on the surrounding area. An appropriate architectural treatment and finishes and materials will minimise visual impact and complement the locality and landscape. There will be temporary impacts on visual amenity during construction due to earthworks, site fencing and machinery. In operation, a negligible visual impact is anticipated. Mitigation measures to minimise the visual impact of the Proposed Activity are outlined in Section 6.2.3 of the REF. Landscaping will be included in the Proposed Activity as outlined in response 4.51.

No.	Submission no.	Issue/s raised	TfNSW response
4.27	MV1, MV3, MV10, MV13, MV26, MV28, MV33, MV37, MV57	The car park will become an eyesore. The height of the new car park exceeds neighbouring structures, and photomontages show it as visually intrusive. It should blend into the pre-existing look and feel of nearby buildings. The bulk, scale and visual impact of the car park on residents of adjacent apartments will be significant. It will not provide a welcoming atmosphere or blend into the Northern Beaches landscape and design. The car park would block views of the sky. There should be planting of local native tall trees and bushes to soften the visual impact of the harsh straight lines of the concrete building. The car park will be ugly. We like nice new retail buildings like Snooze, Bing Lee and Dan Murphy's.	The car park is of a similar height and massing as adjacent structures. The main car park structure would be around 11 metres tall, with the lift structure at 14 metres. The split level structure is lower in the eastern section as it follows the landform. A Visual Impact Assessment found that the Proposed Activity would be visually absorbed into the surrounding urban streetscape. The architectural treatment on southern and western façades would create shadow lines and add texture, visually 'breaking up' and reducing the scale of the structure. It is considered that pre-cast buildings such as Bing Lee have a greater visual impact on the streetscape, and this would not result in a suitable visual outcome. As identified in Section 6.2.3 of the REF, landscape planting, particularly along the southern and eastern edge of the car park to reduce visual impacts is recommended. Landscape treatments would be further detailed in the Public Domain Plan which would be prepared during detailed design (refer Condition 33). There may be some reduction in sky views for residences with windows or outdoor living spaces on the western façade of the adjacent apartment building. This is anticipated to impact up to four apartments, each of which also have south and/or north facing windows also.
4.28	MV56	The REF states that: "The western facade has been designed to anticipate the land use zoning of this precinct and has few windows and external living spaces. The magnitude of this change is reduced by the apartment block orientation, which faces Kenneth Road." The visual impact assessment should consider that a number of windows and outdoor living spaces face west towards the proposed car park.	The car park site is zoned Local Centre. The statement in the REF that the western façade design anticipates the land use zoning and development of the site is correct. The apartment block is oriented south to Kenneth Road, as the majority of the southern façade is comprised of windows and balconies whereas the majority of the western façade is a solid wall. It is noted that six apartments have some western facing windows and/or outdoor living spaces. The Proposed Activity is consistent with land use zoning and the apartment design.

No.	Submission no.	Issue/s raised	TfNSW response
		Shadow impact	
4.29	MV3, MV13, MV26, MV30, MV54, MV56	The car park will decrease natural light for residents. The proposed car park at 11 metres tall (and with a 14 metre high lift shaft) will significantly overshadow Strata Plan 83233 which is 9 metres tall. A number of balconies and windows face west. We will not get sunlight on our balcony. The REF has failed to assess the impacts of overshadowing on the adjacent residents.	Section 6.2.2 of the REF considered the potential for overshadowing of the adjacent apartment block. Shadow diagrams have been prepared which identify negligible overshadowing during summer months. Overshadowing would occur mainly during the afternoon, particularly in winter, and would affect the western façade of the southern apartment building. The northern of the two apartment buildings would experience minimal overshadowing from the car park structure, as it is located east of 226 Condamine Street. The western facade of the apartments has been designed to anticipate the land use zoning of this precinct and has few windows and external living spaces. The magnitude of this change is reduced by the apartment block orientation, which faces Kenneth Road.
4.30	MV56	The REF has not demonstrated that there is no reduction in solar access to the adjoining residential building as provided in State Environmental Planning Policy No. 65.	SEPP65 applies to development for the purpose of a residential flat building, shop top housing or mixed use development with a residential accommodation component under certain circumstances. It does not apply to the Proposed Activity. The residential apartment buildings at 76 Kenneth / 41 Roseberry have been designed to anticipate the land use zoning, with a primary orientation to Kenneth Road (south) and external living spaces facing north. In the southern apartment building these private external living spaces orient to the landscaped area between the two apartment buildings.

No.	Submission no.	Issue/s raised	TfNSW response
		Light spill	
4.31	MV1, MV3, MV30, MV33,MV53, MV54, MV57	Car park operation will require 24 hour lighting of pedestrian areas, stairwell, car park, signage, entry/exit point. This will increase light sources penetrating adjacent apartments and detract from amenity. Car headlights may directly enter apartments or reflect off surfaces causing a spike in light levels and resulting in eye and sleep disturbance and creating nuisance. The REF has failed to address the impacts of head lights on the residents in adjacent apartments. Increased light will cause skyglow, inhibiting the possibility to enjoy the night sky within the surrounding area. The design does not adequately manage light pollution. It should be reduced to a level where no impacts are experienced at surrounding apartments. AS4828 Control of the Obtrusive Effects of Outdoor Lighting is currently being updated. The design should comply with the new standard which incorporates new technologies. The light pollution is non-compliant with the Protection of the Environment Operations Act Section 101, being likely to cause discomfort or inconvenience to any persons not involved in management or operation of the activity.	The Proposed Activity would introduce ambient lighting into this location. This is an area of existing medium district brightness, the Manly Vale commercial precinct along Condamine Street is brightly lit and existing street lighting, residences and vehicle headlights and along Condamine Street and Kenneth Road. The Visual Impact Assessment concluded that lighting from the Proposed Activity would be largely absorbed into the environment and would have a negligible visual impact during operation. Reduction of light spill has been considered as follows: • the balustrade to all car parking levels will be angled 45 degrees in order to block headlights shining into adjacent windows and any future upper level residential properties on Condamine Street • proposed vegetation to the east of the car park structure would also filter views and reduce the visibility of site lighting once established • mitigation measures in the REF require that TfNSW "develop lighting that addresses *Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting* particularly rooftop lighting to 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". Control of potential light spill would be further addressed during detailed design (refer to Condition 25). Should the Australian Standard be updated prior to the completion of the detailed design, the requirements of the new standard would be met. Part 4.4 of the PoEO Act, which includes Section 101, relates to the process for issuing prohibition notices for the emission or discharge of pollutants and the maximum penalty associated with such an offence. This is not relevant

No.	Submission no.	Issue/s raised	TfNSW response
			to the Proposed Activity.
4.32	MV1, MV57	Lighting will waste energy, increasing emissions. This does not comply with ESD (ecologically sustainable design) principles.	Lighting of TfNSW car parks is required for safety and to meet Australian Standards requirements. To reduce lighting energy requirements for the car park, efficient lighting products such as LEDs and control systems (like light dimming and motion controls) are being considered. On site power generation (solar cells and/or wind turbines) to reduce energy consumption are not considered appropriate for this site.
		Soils	
4.33	MV1, MV57	No geotechnical risk assessment, groundwater survey or acid sulfate soil survey or risk assessments have been carried out. The REF identifies that acid sulfate soils are present but does not identify management measures. A groundwater survey and risk assessment should be carried out to identify risks to surrounding apartment foundations. TfNSW staff were unaware of flooding issues at Casey's Toys at the information session on 29 March 2016. No geotechnical or water balance study has been undertaken. An acid sulfate soil risk assessment and management plan should be carried out and consider risk to building foundations and groundwater quality.	A geotechnical and soil contamination investigation was undertaken in April 2016 at the site of the Proposed Activity. The analysis has indicated that: • no contaminants of concern were recorded. There were no readings in excess of the human health or ecological assessment criteria in soil samples obtained from the site. • groundwater was encountered at a depth of six metres • acid sulfate soils are unlikely to be present. A water balance study will be undertaken as outlined in response 4.37.

No.	Submission no.	Issue/s raised	TfNSW response
		Hydrology and water quality	
4.34	MV1, MV30, MV53, MV55, MV57	The basement car park at 41 Roseberry Street / 76 Kenneth Road has two pumps installed to manage rising groundwater and storm water during rain events. Casey's Toys car park has experienced flooding during heavy rain. The roads flood during heavy rain. The creation of additional basement car parks will • alter the groundwater level and flows • create a risk of undermining building foundations of adjacent apartments • require additional volumes of storm water to be pumped into the local stormwater system. Flooding issues do not appear to have been addressed in the REF. The Kenneth Road apartments had to make preparations when that site was built so why doesn't this development have to?	The spilt-level car park design follows the landform and minimises the below ground structure and minimises interaction with groundwater. The design will include stormwater management measures. As identified in Section 6.9.2 of the REF finished levels within the site (and any entries to basement areas) would be elevated at least 200 millimetres above the top of kerb level along the adjacent roadways to ensure any stormwater within the kerb and gutter system is prevented from entering the site. Flooding issues are addressed in Section 6.9 of the REF and further in response 4.35.

No.	Submission no.	Issue/s raised	TfNSW response
4.35	MV53	The REF says the site is on the fringe of the probable maximum flood extent. Surely it is or it isn't? How can it say that flooding can occur on sections of Kenneth Road and Condamine Street but not be expected at the site itself? The development should incorporate the appropriate Council-recommended flood prevention measures.	As stated in the REF, the former Warringah Council identified that the site is on the fringe of the probable maximum flood extent. Flooding can occur along sections of Condamine Street and Kenneth Road, and therefore potentially within the Proposed Activity area for road works. Overland flow is affected by drainage systems, site levels and so on therefore the on-road flooding does not necessarily impact surrounding lots. In November 2015, the Council Floodplain Management Officer confirmed that the car park site itself is not classified as a flood control lot and is not subject to flood development controls. Finished levels within the site (and any entries to basement areas) would be elevated at least 200 millimetres above the top of kerb level along the adjacent roadways to ensure any stormwater within the kerb and gutter system is prevented from entering the site. On-site Stormwater Detention (OSD) and water quality treatment will be incorporated into the design.

No.	Submission no.	Issue/s raised	TfNSW response
4.36	MV1, MV27, MV57	The car park will greatly increase impermeable surfaces, which will direct large amounts of rainwater into the stormwater system. The design does not incorporate any detention or filtration systems to slow rainwater. Stormwater must be slowed and filtered before entering the system. The design does not even reach best practice of Ecologically Sustainable Design (ESD) or comply with the TfNSW Environment and Sustainability Framework. Stormwater volumes/runoff will increase due to impermeable surfaces. Water velocity during rain events will increase (adding to climate change impacts) and impact catchment health, erosion and biodiversity.	It is noted that the car park will increase the impermeable surfaces of the site. A water balance study will be completed to determine and mitigate stormwater impacts (refer to response 4.37). During detailed design options to reuse runoff water on site such as a greenwall with irrigation, landscaping with irrigation / water sensitive urban design (WSUD) and stormwater detention will be considered. Section 6.9.2 of the REF identifies that the development site will incorporate a stormwater management system, and outlines its proposed components. The specific design of the on-site detention system will be determined during detailed design. Ecologically sustainable development principles are considered throughout the development of transport projects. The detailed design of the Proposed Activity would also be designed in accordance with the NSW Sustainable Design Guidelines – Version 3.0 (TfNSW, 2013) taking into account the principles of ecologically sustainable development (ESD).
4.37	MV1, MV57	In accordance with the NSW Sustainable Design Guidelines – Version 3.0 (TfNSW, 2013) the following should be undertaken for the car park: • a water balance study • water sensitive urban design initiatives in design.	A water balance study guideline will be completed during detailed design as a compulsory measure in the Sustainable Design Guidelines. The study requires designers calculate how much the Proposed Activity would increase water take (e.g. catchment area), how much water can be reused on site (during construction and operation), and identify additional onsite uses to minimise stormwater system input. WSUD will be integrated into the Proposed Activity. TfNSW is aware of the local issues with stormwater infrastructure on the Northern Beaches, and is working on minimising additional stormwater in the local systems where possible. TfNSW has recently developed a comprehensive WSUD guideline. This guideline will be applied during the detailed design to get better WSUD outcomes.

No.	Submission no.	Issue/s raised	TfNSW response
		Noise impact	
4.38	MV1, MV3, MV10, MV13, MV22, MV26, MV27, MV33, MV36, MV43, MV48, MV54, MV57	Car park operation will adversely impact the surrounding residents including health and sleep disturbance impacts. Noise sources will include cars entering, exiting, accelerating up ramps, braking, wheel screech sounds, car alarms. Ventilation systems will also cause noise. The REF has failed to adequately address noise impacts in Section 6.3.3.	Section 6.3.3 of the REF provides detail of the operational noise and vibration impact assessment undertaken for the Proposed Activity in accordance with relevant guidelines and policies. The predicted noise levels at the nearest residential receivers comply with the operational noise criteria at all times. In addition, a sleep disturbance assessment was undertaken. The assessment was based on worst case scenario of patron use in a car park (including doors closing, engine starting and accelerating). Some exceedances of the screening criteria with exceedances of up to 15dBA are anticipated at adjacent residential receivers. The assessment concluded that external levels up to 68dBA, as is predicted for the car park, although unlikely to affect health and wellbeing, could potentially cause sleep disturbance, depending on how often they occur. The detailed design and construction methodology for the car park will consider operational noise criteria and aim to minimise any impacts (refer Condition 35). To avoid tyre squeal concrete treatment using wet hessian and a broom finish during concrete curing is proposed (refer Condition 36). No ventilation systems are proposed, as the concept design has sufficient natural ventilation. This would be reviewed as design develops.

No.	Submission no.	Issue/s raised	TfNSW response
4.39	MV1, MV57	Noise produced will be “offensive noise” under the PoEO Act and will adversely affect liveability, sleep patterns and amenities for nearby residents. Noise monitors must be installed to identify breaches of the PoEO Act, report these to the NSW EPA, and have quarterly public reporting of the data. Monitors should be audited and inspected to ensure compliance.	The construction and operation of the car park has been assessed in accordance with the Interim Construction Noise Guideline, Industrial Noise Policy, Road Noise Policy. These policies and guidelines have been developed by the EPA to provide a framework and process for the regulation of noise under the PoEO Act. Refer to Section 6.3 of the REF. The Proposed Activity is not classified as a scheduled activity under the PoEO Act and therefore the requirement to monitor noise pollution and report quarterly is not applicable. However, the conditions of approval outlined in Appendix B of this Determination Report require that construction noise and vibration management measures are adopted, including an Out Of Hours Work Protocol (OOHWP) to manage impacts on sensitive receivers and a plan for monitoring construction noise. Condition 35 requires potential operational noise impacts to be considered and minimised during detailed design, including the following potential measures: • façade treatments • acoustic absorption • shielding treatments • treatments at residential properties. To avoid tyre squeal concrete treatment using wet hessian and a broom finish during concrete curing is proposed (refer Condition 36).

No.	Submission no.	Issue/s raised	TfNSW response
4.40	MV1, MV57	The noise from the car park will exceed sleep disturbance criteria during mornings 5-9am, and evenings 6pm onwards. This should take into consideration various jobs and hours (full-time, part-time, shift workers).	As identified in the REF, noise monitoring at the site indicates that background noise levels change through the day, with the daytime being the loudest and night being the quietest. Construction noise management levels and operational noise goals are set relative to these background noise levels. The Noise and Vibration Impact Assessment of the Proposed Activity has been undertaken in accordance with all relevant EPA policies and guidelines (refer to 4.39 and Section 6.3.2 of the REF). The sleep disturbance criteria apply from 10pm to 7am as per EPA recommendations. Mitigation measures which address potential sleep disturbance events for the most sensitive hours of 10pm to 7pm will apply on a 24/7 basis to minimise noise impacts at other times also.
4.41	MV1, MV57	The car park should be closed every day from 8.30pm-7.30am with no exceptions.	The commuter car park is proposed to be open 24 hours a day, in order to cater for B-Line services, which will run from 5.30am until 12.30am daily.
4.42	MV16	How can the cumulative impact of increased traffic, including more regular buses, be compliant with the road noise policy criteria?	Bus operations are not assessed as part of the Proposed Activity and were excluded from consideration in the REF. The potential traffic impact of the proposed B-Line service is being considered as part of the development of the bus servicing plan. The procurement of the new bus fleet for the B-Line service includes a requirement for the new buses to meet a specific noise level, which would ensure that noise impacts arising from the new bus service would be minimised.

No.	Submission no.	Issue/s raised	TfNSW response
		Air quality impact	
4.43	MV1, MV3, MV11, MV13, MV26, MV27, MV33, MV36, MV41, MV44, MV57	The car park would increase car exhaust pollution. The car park will concentrate car exhaust from a significant number of cars (minimum 150 per day). Additional exhaust and higher pollutants are emitted when cars start up. Car exhaust will enter the adjacent apartments and negatively impact air quality and the health of residents. The REF has failed to adequately consider air quality impacts in Section 6.10.2. The REF does not sufficiently address human health impacts of air quality, especially PM10 and PM2.5, from increased traffic due to the car park or cumulative impact of other developments.	Air quality in the vicinity of the Proposal is representative of an urban area which is mainly dominated by heavy vehicle usage (cars, buses and trucks) along Condamine Street, which has a two-way average daily volume of 43,500 cars. As identified in the REF, traffic modelling suggests that the car park may increase traffic by around 2.6 per cent in the AM peak and weekends, and by 0.9 per cent in the PM peak, during certain peak hours. As the car park is a commuter facility, most users are anticipated to stay through the day, rather than coming and going regularly. A negligible impact to air quality is expected from the operation of the car park.
4.44	MV1, MV16, MV41, MV57	The REF does not take into consideration the current air quality impacts from Belaroma Coffee roasters, which emits large amounts of coffee roasting exhaust and coats balconies of nearby apartments. Existing traffic and delivery trucks cause black grime on balconies.	The REF identified heavy vehicle usage (cars, buses and trucks) as the dominant determinant of air quality in the area. However it noted the presence of light industrial development, such as Belaroma Coffee. The minimal increase in traffic movements resulting from the car park is anticipated to have a negligible impact on air quality.
4.45	MV1, MV57	Cars exiting and entering the car park will slow down traffic and increase congestion, which will further lower air quality and impact resident health.	Traffic modelling suggests that congestion at the Kenneth Road / Condamine Street intersection will be reduced somewhat due to the roadworks component of the Proposed Activity. The Traffic Impact Assessment identified that there is sufficient queueing space within the proposed car park entry. The assessment did not anticipate queueing at the entrance.

No.	Submission no.	Issue/s raised	TfNSW response
4.46	MV1, MV57	The car park should not increase the maximum ambient concentrations of pollutants listed under the National Environment Protection Council's air quality standards (Air NEPM) within the living spaces of nearby apartments and in surrounding local areas.	The NEPM identifies maximum concentration goals for pollutants and particulate matter. As outlined in the REF, based on minor increase in traffic volumes of up to 2.6 per cent during car park peak hours, no additional impacts to air quality are expected.
4.47	MV1, MV41, MV57	The REF does not detail how air quality would be managed during construction or operation of the car park. Prior to approval the following should be required: • detailed air quality mitigation measures • a monitoring system to be installed through the car park to identify exceedances in air quality and reporting to the EPA Will air quality be monitored in an ongoing manner?	Mitigation measures for the management of air quality are outlined in Section 6.10.3 of the REF. These relate to management of air quality during construction. As outlined in the responses above, the operation of the car park would result in a very small increase in traffic, which is not expected to have additional impacts on air quality. Air quality monitoring is not necessary and is not proposed.
		Heat island	
4.48	MV1, MV28, MV57	The REF does not take into consideration heat island effect and climate change risks to the site and surrounding properties. The structure will restrict airflow and will absorb and radiate heat, increasing the local air temperature. The REF provides no information on how the design and operation will mitigate this. There has been no airflow impact assessment within the REF to ensure the position of the car park does not stop or minimise air flow between buildings. There should be a minimum 8 metre gap between the car park and surrounding property lines to allow for air flow and reduce radiant heat impacts. A vertical garden or trees to the full height of the structure would create a "green barrier" and would reduce heat absorption and radiation. This would also reduce visual	The REF references the Sustainable Design Guidelines[2] which are being applied throughout the design, construction and operation of the Proposed Activity. The guidelines include the following measures in relation to heat islanding and wind: • "vertical and/or rooftop gardens" initiative 4.8 asks designers to consider the inclusion of green space on our assets. • "light coloured finishes" initiative 1.15 requires consideration of light coloured roofs and walls that reduce heat absorption. • "heat islands" initiative 7.52 asks designers to consider reducing the heat islanding impacts of our projects. These measures will be considered through design

[2] http://www.transport.nsw.gov.au/sites/default/files/b2b/projects/NSW_Sustainable_Design_Guidelines_V3_JAN14.pdf

No.	Submission no.	Issue/s raised	TfNSW response
		impact from the car park structure. Including plantings could provide a good cooling effect in summer.	development. Landscape treatments would be detailed in the Public Domain Plan which would be prepared during detailed design (refer to response 4.51 and Condition 33). The REF included a climate change impact assessment. As part of the next phase climate change risks will be looked at in more detail. Heat islanding effects in the context of long term climate change will be considered by this assessment and risks raised will be managed as is reasonable and feasible. There will be a minimum of 4 metres between the car park and the boundary to the east within which landscaping is proposed. No restriction of air flow is anticipated.
4.49	MV1, MV57	The assessment is not in line with *NSW Sustainable Design Guidelines – Version 3.0* as it does not consider climate change. A climate change impact assessment should be undertaken, and measures implemented. This does not comply with best practice Ecologically Sustainable Design principles. Without adopting design changes to address heat island effect and local climate impacts the car park will not comply with ESD principles as required by Clause 7(4) of the *Environmental Planning and Assessment Regulation,* especially "intergenerational equity". Climate resilience in design is required under the Commonwealth Department of Environment's National Strategy for Ecologically Sustainable Development guiding principles which require "decision making processes should effectively integrate both long and short-term, environmental, social and equity considerations."	The Sustainable Design Guidelines are being applied throughout the design, construction and operation of the Proposed Activity. Further consideration of climate change risks will be completed early during detailed design, by the contractor and reviewed by TfNSW. Recommendations from this report will be incorporated into the final design. Whole of life costing is being undertaken for the B-Line Program. This ensures that decisions take into account short, and long term costs and benefits. The principles of ecologically sustainable development (ESD) have been adopted by TfNSW throughout the development and assessment of the Proposed Activity. Within the REF Section 3.1.4 summarises how ESD would be incorporated in the design development of the Proposal; Section 6.12 includes an assessment of the Proposal on climate change and sustainability; and Section 7.2 lists mitigation measures to ensure ESD principles are incorporated during the construction phase of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
		Property impact	
4.50	MV1, MV9, MV11, MV22, MV26, MV33, MV36, MV55, MV57	This will decrease property value. I have spoken to real estate professionals in the area and they have stated the car park would have a negative impact on property values at the adjacent apartments, based on the increase in traffic, noise and visual impacts. How will the owners be compensated for loss in asset value? Traffic jams in the area are decreasing my property value.	The Proposed Activity is consistent with the land use zoning and multi-deck car parking is already present in the locality. No residential property acquisition is required for the Proposed Activity, and as such no compensation is proposed. Impacts on surrounding properties (i.e. noise, amenity, privacy etc.) will be minimised through the implementation of mitigation measures. Traffic, visual and noise impacts are addressed in Sections 6.1, 6.2 and 6.3 of the REF respectively and further considered in this Determination Report.
		Biodiversity impact	
4.51	MV28	It is a shame to lose the beautiful eucalyptus tree. There are no trees that I can see in the proposal. Can there be planting in the area labelled “construction compound” once that is finished? It would be wonderful to have local native tall trees and bushes to provide shade and habitat for birds and lizards. Please avoid token landscaping or cocos palms.	As per Section 6.7.3 of the REF, to mitigate the loss of one tree a minimum of four trees should be planted to meet offset requirements. The TfNSW *Vegetation Offset Guide* (2013) states that replanting should occur on or near the impacted site, or, where this is not practicable, alternative locations should be identified and agreed with Council. New plantings and landscape treatments would be further detailed in the Public Domain Plan to be prepared during detailed design. Native local species would be selected in consultation with Council. Cocos palms are not native to Australia and therefore would not be selected.
4.52	MV16	I would support the relocation of grey headed flying foxes from Burnt Bridge Creek colony, but do not see how this is considered in the REF. An EPBC Act referral would be required.	The scope of the Proposed Activity does not impact the bushland at Burnt Bridge Creek. There is no anticipated impact on the flying fox colony as a result of the Manly Vale B-Line car park or bus stops. Therefore no assessment or referral is required.

No.	Submission no.	Issue/s raised	TfNSW response
5.	**B-Line Program**		
		Program and road corridor	
5.1	MV6	Money should be spent on better public transport, better buses, better service as opposed to a car park halfway between Palm Beach and the city.	The Proposed Activity is part of a program of transport improvements for the Northern Beaches. The B-Line Program will provide more frequent and reliable services between Mona Vale and the Sydney CBD and includes: • a new B-Line double decker bus fleet with improved on-board capacity and comfort • six new commuter car parks, providing around 900 spaces • on-road infrastructure improvements and new modern B-Line bus stops.
5.2	MV1, MV10, MV27, MV57	The proposed B-Line program is not an efficient, sustainable long-term transport solution for the future. This is an old and outdated management approach to increase public transport use. The Northern Beaches does not need the B-Line Program, rather an underground metro system that connects to bus and ferry. This would address current and future demands and resolve the traffic issues which impact road transport to and from the city. This is short-sighted, especially when other areas of Sydney are getting major projects like light rail and WestConnex. A tunnel from Manly Vale that feeds onto Warringah Freeway near Neutral Bay for public transport and taxis only should be seriously considered. An independent review of the B-Line proposal and transport options to improve connectivity to the city, reduce car use and increase public transport use should be undertaken. Current B-Line proposal should be withdrawn and revised with an expanded commitment to funding. This should only proceed as the first step in a comprehensive long-term plan.	The B-Line is part of an integrated program of bus service and infrastructure improvements to provide a more frequent and reliable bus service between the Northern Beaches and Sydney CBD. By improving bus services the Program aims to increase public transport use. The new B-Line service is expected to be operational in late 2017. An underground metro system is beyond the scope of the B-Line Program.

No.	Submission no.	Issue/s raised	TfNSW response
5.3	MV6, MV14	Bus transit will just shift traffic and problems to another area. Providing car parking will entice residents from the northern reaches of the Northern Beaches to drive to Manly Vale and switch to a bus. There is an existing problem with commuters driving from Pittwater to Manly Vale to catch a bus, and leaving their cars parked in suburban streets. As Manly Vale is the last stop before the city, having a car park there will encourage more people from the Northern Beaches to drive to the car park and increase traffic congestion.	A commuter car parking study for the B-Line corridor identified demand for the Manly Vale Commuter Car Park, as well as Mona Vale, Warriewood, Narrabeen, Dee Why, and Brookvale. As additional commuter car parking is to be provided at each of the above locations, it is not anticipated that Manly Vale would be an attractive parking location from commuters from the northern sections of the Northern Beaches. However, the commuter car park will be available on a first-in, first served basis. By providing additional free, untimed off-street parking convenient to the bus stop the Proposed Activity is anticipated to reduce on-street commuter parking.
5.4	MV11, MV21	You'd like to remove all parking in front of small businesses in Manly Vale. This doesn't support small businesses. 24 hour bus lanes will be introduced which aren't needed.	There is no proposal to create 24 hour bus lanes in front of businesses located on Condamine Street, Manly Vale as part of the B-Line Program. The Proposed Activity does not change parking on Condamine Street, however should parking adjustments be proposed consultation and assessment will be undertaken as part of the B-Line Program.
5.5	MV24, MV27	Create a bus only lane – not allowing bicycles and not a transit lane. If cars can do the trip faster, people won't change to public transport. Currently cars use the left hand lane. If it were a bus only lane it could be policed with cameras as is Broadway. 24 hour clearways should be installed along Pittwater Road and Military Road – people can park in side streets for businesses.	Priority movements and changes to traffic conditions are being investigated to improve bus journeys and reduce delays along the B-Line route. 24 hour clearways along the route are not considered suitable. A corridor wide parking strategy is being developed to optimise traffic flow and access to town centres.

No.	Submission no.	Issue/s raised	TfNSW response
5.6	MV10	Action to improve public transport between the CBD and Northern Beaches is long overdue, and the B-Line may offer some improvements. However there are limitations with the preferred option including: • no commitment to integrated land-use and transport planning for northern Sydney. Decentralise jobs from the CBD • no long-term plan for further public transport improvements on the Northern Beaches, e.g. B-Line or light rail and Dee-Why to Chatswood / Manly Wharf to Chatswood corridors • low expectation for modal shift (1%) won't cause a meaningful reduction in congestion. What about congestion taxes? • B-Line buses have to queue behind other buses before picking up. There are insufficient laybacks through the entire Spit Road and Military Road corridor to allow passing • buses generally are not given priority at traffic lights • keeping T3 traffic lanes instead of bus lanes • no public transport feeder services to support the B-Line, including interchanges between local buses and B-Line.	The B-Line Program will provide a more frequent and reliable bus service for customers travelling between the Northern Beaches and the Sydney CBD, with services planned to run every five minutes during morning and afternoon peak periods. This will encourage public transport use. A bus service plan is currently being developed for the Northern Beaches region, which aims to ensure the regional network operates effectively for customers. This will include connections between local and B-Line bus services. Road treatment measures being investigated to improve bus journeys and reduce delays along the B-Line route including: • bus priority measures • changes to traffic light phasing and traffic conditions • bus lanes and/or T3 lanes • indented bus stops • localised tidal flow schemes to provide overtaking lanes. As designs develop, assessment and consultation will be undertaken. Decentralisation of jobs and congestion taxes are beyond the scope of the B-Line Program.
5.7	MV10	How can B-Line deliver a more frequent and reliable service when B-Line buses have to queue behind other buses before they can pick up? No layback or passing lane is proposed at the Kenneth Road stop.	Modelling has indicated a good level of service along Condamine Street in this location. As bus-on-bus delays were not identified as an issue at this location a bus indent would provide limited benefit. The adjacent car lane is also operating at a good level of service.
5.8	MV33, MV55	The bus lane is too narrow, especially on Military Road. If there is a truck in the middle lane a bus cannot get past. If this were widened it would speed up the trip.	Any new bus lanes along the B-Line corridor will be designed to the appropriate specifications. On road improvements, other than the road works identified in the REF, will be subject to separate assessment.

No.	Submission no.	Issue/s raised	TfNSW response
5.9	MV27, MV46, MV55	Military Road and Spit Bridge must be fixed. The roads struggle to handle the amount of buses now. Adding additional buses will increase congestion. Currently express bus services get stuck behind all stops bus services, and pushbike riders slow buses down. It is not clear how the B-Line proposal will improve commuter time reliability. Congestion on Military Road and the Harbour Bridge affects services. How is this being addressed?	As part of the B-Line Program, road treatments such as minor lane widening, traffic light phasing, tidal flows, and priority movements are being investigated to determine a scope of works to improve bus journeys and reduce delays at congestion points. Route planning indicates that improved AM peak period bus travel times to the city will result from proposed road improvements along the B-Line route. Critical areas, including Seaforth and Spit Junction to Neutral Bay, were identified as key areas of delay. Measures including intersection upgrades, indented bus stops and improved passing opportunities are proposed. These proposed works will be subject to separate assessment and approval.
5.10	MV34	The car park only allows for 150 spaces. This would have a minimal reduction in the pressure on Condamine Street / Military Road. You could make the car park much bigger for the investment, but only if a major change is made to traffic management in the area. The car park and first three buses will be full by 6.30am. Those who don't find a park may just drive to the city. The car park is too small to take advantage of the improved bus service.	The B-Line Program will provide a number of access options to connect commuters with B-Line services including local bus services, improved pedestrian and cycle networks and commuter car parking. A commuter car parking study for the B-Line corridor assessed potential commuter demand at 154 spaces in 2021 and 158 spaces in 2031. By providing 150 parking spaces convenient to the bus stop, the Proposed Activity is anticipated to largely meet demand. Improvements to local traffic are planned as part of the program of works at outlined at response 4.8.

No.	Submission no.	Issue/s raised	TfNSW response
		Bus services	
5.11	MV1, MV4, MV57	Bus routes need to be expanded and more services provided to avoid people driving to different areas to catch a bus. The community want more buses, extended services not just during peak, and new routes not car parks. A new bus stop should be included in the B-Line at the Sydney Road/Manly Road/Burnt Bridge Creek Deviation intersection, as there is a large residential catchment. Perhaps the M30 which starts in Spit Junction could be extended to Seaforth.	B-Line will provide more regular services throughout the day at least every 10 minutes from 5.30am to 11pm, and every 15 minutes from 11pm to 12.30pm. A bus service plan is currently being developed for the Northern Beaches region, which aims to ensure the regional network operates effectively for customers. This will include local bus services which connect to B-Line services. The B-Line has been designed as a limited stops service and an additional stop at Balgowlah is not proposed. Existing bus stops on Sydney Road near Burnt Bridge Creek Deviation provide services to Sydney CBD, Chatswood and St Leonards.
5.12	MV25, MV27, MV52	Constructing car parks to deliver commuters to the B-Line stops is the least desirable feeder option. Instead TfNSW and Councils should consider the potential for small feeder bus routes similar to Manly Council “hop, skip, jump” bus service. Introduce more bus routes that pick people up away from Pittwater Road – the E65 is a good example but it is usually full by the time it gets to Manly Vale. This will reduce the number of people driving. A shuttle bus should run to encourage people to leave their cars at home, reduce future demand for additional spaces and provide a more equitable transport solution. Who has responsibility for initiating a shuttle bus service for residents? Will pick up and drop off areas for cars and a shuttle bus be provided near the bus stop?	A bus service plan is currently being developed for the Northern Beaches region, which aims to ensure the regional network operates effectively for customers. This will include local bus services which connect to B-Line services. Outside of the bus network, other shuttle services can be provided by Council or third parties (e.g. point to point transport) if considered beneficial by those parties. Park and ride facilities will be provided at six of the nine B-Line stops for those commuters who need to drive to public transport for a variety of reasons (mobility, childcare, etc).
5.13	MV27	There should be buses heading to Manly ferry, not just along Pittwater Road.	Other services will be addressed in the bus service plan currently being developed for the Northern Beaches region.

No.	Submission no.	Issue/s raised	TfNSW response
5.14	MV35	Could you please confirm that services such as 66, 77, 78, and 79 will continue to exist and will stop at the corner of Gordon Street / Condamine Street?	The specifics of particular stops are beyond the scope of the Proposed Activity. However this will be addressed as part of the wider bus service plan for the Northern Beaches which will be made publicly available for comment in late 2016.
5.15	MV24, MV27	Currently the buses are overcrowded, meaning some of them do not stop. It is not possible to predict how long the trip will take. Some buses should start at Manly Vale to allow people to get a seat.	Improvements to bus capacity and frequency, with B-Line services every five minutes during peak periods, are likely to improve any current overcrowding. Starting services partway along the corridor to address crowding is being considered as part of the bus service plan.
5.16	MV46	Manly Vale currently has frequent city bus services from three different stops. There is no information on how services at other stops will be affected. I am concerned this will affect my daily commute. The B-Line stop is further away so time saved on the bus may be lost in additional walking.	A bus service plan is currently being developed for the Northern Beaches region, which aims to ensure the regional network operates effectively for customers. This will include local bus services which connect to B-Line services. The bus service plan will be made publicly available for comment in late 2016.
5.17	MV1, MV27	Why would anyone want to pay $9 per day to commute to work via public transport? Return bus is $9 and return bus / ferry is $18.56. Give Opal card holders peak and off-peak prices like the trains as an incentive to travel out of peak.	The pricing of public transport is beyond the scope of the B-Line Program. The Independent Pricing and Regulatory Tribunal (IPART) is the regulator of transport prices in NSW.

No.	Submission no.	Issue/s raised	TfNSW response
		Miscellaneous	
5.18	MV16	There should be a noise study conducted including a receptor representing residents of Burnt Bridge Creek Deviation considering the increase of traffic including buses, cars to the car park and cars to other developments such as the pool upgrade.	The Condamine Street corridor has around 43,500 daily vehicle movements in this area. The Proposed Activity is anticipated to cause a negligible increase in vehicle movements on the corridor. The Noise and Vibration Assessment identified that the increase in traffic volume of less than 5 percent would lead to an increase in noise of less than 0.2dBA. The Road Noise Policy states that an increase of up to 2dBA represents a minor impact that is considered barely perceptible to the average person, therefore the noise impact is considered to be negligible. The procurement of the new bus fleet for the B-Line service includes a requirement for the new buses to meet a specific noise level, which would ensure that noise impacts arising from the new bus service would be minimised.
5.19	MV28	The local area could be softened by planting local native trees and shrubs in the bare medians in Condamine Street between Koorala and King Street and at the intersection of Condamine Street and Burnt Bridge Creek Deviation.	This area is beyond the scope area of the Proposed Activity. As part of the B-Line Program appropriate landscaping works will be considered in consultation with Council.
5.20	MV52	When do we get to comment on the multi-storey car park at Warringah Mall?	The Environmental Impact Statement on the Brookvale community health centre, which incorporates commuter car parking and the southbound B-Line bus stop, was on public display from Thursday 5 November until Friday 4 December 2015. That project was approved by the Department of Planning and Environment in April 2016. Further information is available online at http://www.majorprojects.planning.nsw.gov.au/ .

Table 2: Community comments on petition received

Issue raised	Number of times raised	TfNSW response
Traffic: existing problems, other surrounding developments, the potential for the Proposal to add to existing issues.	88	Refer to Section 6.1 of the REF and responses 3.12 to 3.15 and 4.8 to 4.25 in this Determination Report.
Safety: existing problems, lack of pedestrian crossing at Kenneth Road/Roseberry Street intersection, potential for the Proposal to have a negative safety impact, this area has many families and young children	19	Refer to responses 3.13, 4.2, 4.9 and 4.11.
Program: the Proposal/Program will not fix transport issues on the Northern Beaches, will encourage people driving to car parks, a tunnelled train is required, the existing bus route is congested	16	Refer to responses 5.1 to 5.10.
Pollution: the Proposal will have a negative air quality or pollution impact	10	Refer to Section 6.10 of the REF and responses 4.43 to 4.47 in this Determination Report.
Visual: the Proposal will have a negative visual impact or impact on views	10	Refer to Section 6.2 of the REF and responses 4.26 to 4.28 in this Determination Report.
Opposition: generic statement “I agree” with the petition / I am opposed to the car park	9	Noted.
Options: prefer an alternative site for the car park such as Brookvale, industrial area, Gilmore Shoes	7	Refer to Section 2.2 of the REF and responses 2.1 to 2.17 in this Determination Report.
Noise: concern regarding noise impact of the Proposal	6	Refer to Section 6.3 of the REF and responses 4.38 to 4.42 in this Determination Report.
Bus services: recommend increasing feeder bus services	4	Refer to response 5.12.
Documentation: where are the studies conducted?, insufficient information on need and environmental issues	3	Refer to Chapter 6 of the REF and response 2.19 for detail of the environmental impact assessment and other studies undertaken.

Issue raised	Number of times raised	TfNSW response
Consultation: this has been done without community consultation	2	Refer to Chapter 5 of the REF and responses 1.4 and 1.5 in this Determination Report.
Paid parking: paid parking will make drivers look in side streets, cause changes to side street parking, paid parking puts revenue before the community	2	Refer to responses 3.8 and 4.17.
Planning: increased green space is needed and Manly Vale needs better planning to create a Town Centre	2	Land zoning and planning in the area is a Council responsibility. Refer to response 4.51 regarding landscaping.
Active transport: encourage people to cycle or walk to the bus stop instead	1	Refer to response 5.10.
Cost: what is the cost of construction and land purchase	1	Refer to response 2.25.
Socio-economic impacts: the toy store is more important that the car park	1	Refer to response 2.19 regarding the need for a commuter car park in this location.
Road design: the width of the bus lane is insufficient for buses to pass a truck	1	Refer to response 5.8.

Other stakeholder submissions

Table 3 outlines issues raised by (the former) Warringah Council in their submission, along with TfNSW's response. No submission was received from (the former) Manly Council.

Table 3: Response to other stakeholder submissions received

Issue no.	Issue/s raised	TfNSW response
1	**General**	
1.1	Council is aware that the community has raised some concerns regarding the proposal. These matters should be considered and any potential changes discussed with Council. Council would like to better understand the community concerns and how they are to be addressed.	Noted. TfNSW will continue to work with the Northern Beaches Council through detailed design.
2	**Operational impacts**	
2.1	In relation to traffic flow in Kenneth Road, Council supports the improvements at the intersection of Kenneth Road and Condamine street.	Noted. Traffic modelling undertaken suggests there will be an improvement in the operation of the intersection once the intersection improvements and car park are operational.
2.2	The urban design and architectural design is important to Council. The structure should be aesthetically pleasing and surrounded with quality landscaping that softens the impact of the proposal on its surroundings.	During detailed design the structure will be further refined to minimise the visual impact on the area while meeting design standards and efficient operation. Conditions of Approval 32 and 33 in Appendix B include the preparation of: • an Urban Design Plan which considers the proposed design with respect to the surrounding landscape and built form • a Public Domain Plan which identifies landscape treatments and street tree planting to integrate with surrounding streetscape. TfNSW will consult with Council in relation to these plans.

2.4 Future consultation

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

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

The TfNSW email address[3] 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[4] would also include updates on the progress of construction.

[3] projects@transport.nsw.gov.au
[4] http://b-line.transport.nsw.gov.au

3 Design changes and further assessment since public display

3.1 Summary of design changes

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

- provision of pedestrian islands on all four sides of the Kenneth / Roseberry roundabout.

3.2 Assessment of design changes

Pedestrian islands

As a result of the submissions received during the public display, four pedestrian islands will be provided, one on each side of the Kenneth / Roseberry roundabout.

The following temporary impacts are anticipated during construction:

- traffic impacts including temporary road closures requiring redirection of traffic
- noise impacts to surrounding receivers.

The following impacts are anticipated during operation:

- improved accessibility, and pedestrian and cyclist safety. The pedestrian islands will provide an option for staged crossing of Kenneth Road and Roseberry Street.

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

3.3 Further assessment since public display

Following the public display of the REF, a geotechnical and soil contamination investigation has been undertaken. The investigation was carried out in April 2016 at the site of the Proposed Activity and involved the drilling of three boreholes and the taking of soil samples. The analysis has indicated that:

- no contaminants of concern were recorded on the site of the Proposed Activity. There were no readings in excess of the human health or ecological assessment criteria in soil samples obtained from the site
- the indicative waste classification is general solid waste. Soil sampling would be undertaken prior construction to confirm the waste classification in accordance with the NSW EPA Waste Classification Guidelines
- groundwater was encountered at a depth of 6 metres in one of the boreholes. The other boreholes were drilled to 7.3 and 8 metres and did not encounter groundwater. Superficial groundwater may exist at the site as a fractured rock aquifer, with groundwater expected to flow on the basis of local and regional topography towards the Pacific Ocean to the east
- acid sulfate soils are unlikely to be present. Acid sulfate soil indicators were not observed in any borehole.

The investigation has satisfied the requirements for a Detailed Site Investigation which was identified as mitigation measure number 56 in Section 7 of the REF. The results of the investigation indicate that a Contamination Management Plan would not be necessary, as no contamination is likely to be present, and therefore mitigation measure 57 and 59 would not apply to the Proposed Activity. Standard requirements to manage any previously unidentified contamination would apply to the Proposed Activity (refer to Condition 15 and 16).

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*[5] 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.

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

5 Conditions of Approval

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

6 Conclusion

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

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

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

References

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

Appendix A Review of Environmental Factors

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

http://yoursay.b-line.transport.nsw.gov.au/manly-vale

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Manly Vale Commuter Car Park and B-Line Stops

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

Schedule of acronyms and definitions used:

Acronym	Definition
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the *Protection of the Environment Operations Act 1997*.
ICNG	*Interim Construction Noise Guidelines* (Department of Environment and Climate Change, 2009)
INP	*NSW Industrial Noise Policy* (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	*NSW Road Noise Policy* (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 Manly Vale Commuter Car Park and B-Line Stops as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
	General
1	**Terms of Approval** The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents: a) *Manly Vale Commuter Car Park and B-Line Stops – Review of Environmental Factors*, (TfNSW, March 2016) b) *Manly Vale Commuter Car Park and B-Line Stops – Determination Report*, (TfNSW, June 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.

CoA number	Type
5	**Community Notification and Liaison** The local community shall be advised of any activities related to the Project with the potential to impact upon them. Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number. Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).
6	**Website** The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including: a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.
7	**Complaints Management** The Proponent shall set up a 24 hour construction response line number. Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints. Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

CoA number	Type
	Environmental Management
8	**Construction Environmental Management Plan** A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum: a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) indigenous and non-indigenous heritage management f) flora and fauna management g) storage and use of hazardous materials h) contaminated land management (including acid sulphate soils) i) weed management j) waste management k) sustainability l) environmental incident reporting and management procedures m) non-compliance and corrective/preventative action procedures. The CEMP shall: i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy. The Proponent shall: 1. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM) 2. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits 3. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval. The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.

CoA number	Type
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).

CoA number	Type
	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
	Contamination and Hazardous Materials
15	**Unidentified Contamination (other than asbestos)** If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011). A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days .The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area. ***Note:*** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*
16	**Asbestos Management** If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology. ***Note:*** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*

CoA number	Type
17	**Storage and Use of Hazardous Materials** Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include: a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
	Erosion and Sediment Control
18	**Erosion and Sediment Control** Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with *Managing Urban Stormwater: Soils and Construction - Volume 1,* 4th Edition (Landcom, 2004).
	Heritage Management
19	**Indigenous and Non-Indigenous Heritage** If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.
	General
20	**Pre-construction environmental compliance matrix** A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project. A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

CoA number	Type
21	**Pre-operation compliance report** A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project. A copy of the POCR shall be submitted to the PMEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the PMEM).
	Environmental management
22	**Environmental controls map** An environmental controls map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP. A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM). The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information. Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.
	Flora and fauna
23	**Removal of trees or vegetation** Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.
24	**Replanting program** All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

CoA number	Type
	Lighting
25	**Lighting scheme** All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant: (a) consideration of lighting demands of different areas (b) strategic placement of lighting fixtures to maximise ground coverage (c) use of LED lighting (d) minimising light spill by directing lighting into the car park (e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (f) motion sensors to control low traffic areas (g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (h) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted prior to the first design submission (System Definition Review) and accepted by TfNSW's Precincts and Urban Design team.
	Property
26	**Property condition surveys** Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures: (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works (b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works. Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage. A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained. Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

CoA number	Type
	Sustainability
27	**Sustainability officer** The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project. Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment, consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the Principal Manager Sustainability (PMS) prior to preparation of the pre-construction sustainability report (PCSR).
28	**Pre-construction sustainability report** Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components: (a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 3.0* (7TP-ST-114) (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc (c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified. The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).

CoA number	Type
	Traffic and access
29	**Traffic management plan** A construction traffic management plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following: (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised (b) maximising safety and accessibility for pedestrians and cyclists (c) ensuring adequate sight lines to allow for safe entry and exit from the site (d) ensuring access to bus stops, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) (e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement parking (f) parking locations for construction workers away from bus stops, commuter parking and busy residential areas, and details of how this will be monitored for compliance (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses (h) details for relocating kiss and ride, taxi ranks, bus stops, including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. Particular provisions should also be considered for the accessibility impaired (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the construction TMP. The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.
30	**Road condition reports** Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.
31	**Road safety audit** A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit would include specific assessment of: (a) sight distances for vehicles exiting or entering the car park and mitigation measures proposed (b) the Kenneth Road / car park entry and exit intersection and mitigation measures proposed (c) the Condamine Street / Kenneth Road intersection and mitigation measures proposed. The Road Safety Audit is to be submitted to and accepted by TfNSW.

CoA number	Type
	Urban design and landscaping
32	**Urban design plan** An urban design plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters: (a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to: i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site (c) total water management principles to be integrated into the design where considered appropriate (d) any other matters which the conditions require the UDP to address. The UDP shall be: 1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review) and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by TfNSW's Precincts and Urban Design team.

CoA number	Type
33	**Public domain plan** A public domain plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters: (a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences (b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment (c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following: i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes) ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation (d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project (e) total water management principles to be integrated into the design where considered appropriate (f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* (7TP-ST-114) (g) identification of design and landscaping aspects that will be open for stakeholder input, as required (h) any other matters which the conditions require the PDP to address. The PDP shall be: 1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review) and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered landscape architect 4. endorsed by TfNSW's Precincts and Urban Design team.
	Additional conditions
34	**Graffiti and advertising** Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes: (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month any unauthorised advertising material will be removed or concealed within 24 hours.

CoA number	Type
	Site Specific Conditions
35	**Operational noise** The minimisation of operational noise impacts on sensitive receivers must be considered during detailed design with the objective of meeting the Industrial Noise Policy (INP) and sleep disturbance criteria identified in the REF. Potential measures to be considered include: (a) façade treatments (b) acoustic absorption (c) shielding treatments (d) treatments at residential properties. Monitoring of operational noise shall be undertaken within three months of commencement of operation. The noise monitoring shall be undertaken with reference to the INP criteria and the sleep disturbance screening criteria. Should the results of monitoring identify exceedances of the sleep disturbance screening criteria, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners to the satisfaction of the Principal Manager Environmental Impact Assessment.
36	**Visual privacy** The minimisation of visual privacy impacts on adjacent residential apartments must be considered during detailed design, with particular attention to the eastern façade of the car park which faces residences.
37	**Tyre squeal** 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.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Manly Vale Commuter Car Park and B-Line Stops

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Manly Vale Commuter Car Park and B-Line Stops Review of Environmental Factors (March, 2016) and the Manly Vale 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 Manly Vale 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: 24 June 2016