

**Regarding Northern Beaches B-Line parking at Mona Vale and Transport for NSW (TfNSW) Proposal to Demolish 3 Community Buildings including the Guide Hall, Scout Hall and Tennis Club for extra commuter parking.**

Dear Mr. Stokes,

As you would know as you have attended and been Guest Speaker at a number of Mona Vale Girl Guides AGM's over the years my family has been involved with the Girl Guides for over 20 years with our 3 daughters all being long time members, I was on the support committee for a number of years and our daughter [REDACTED] is currently a Mona Vale Guide Leader. I am very concerned regarding the proposed demolition of the 3 community buildings, especially the Guides Hall and very concerned at your lack of interest in my request for a meeting with you to discuss these concerns. On 3 June 2016 I attended your office and asked Jill to please organise a meeting with you at the earliest possible opportunity. I followed up on this request with Jill on 7 June 16 and was told that your Parliamentary Secretary currently was organising your schedule and I would have an answer by Friday 10 June. Still no reply on 14 June I again attended your office and spoke with Andrew to once again follow up on this request, and still no reply. I ask that you take this matter seriously as it is now 17 days later and I still have not been given a meeting date. I consider this an unacceptable response from your office.

**Meeting In October 2015**

A concept plan released in September 2015 by TfNSW was to demolish the 4 tennis courts in Kitchener Park for an at grade 150 vehicle car park for BRT as it was known then now called B-Line commuter parking. A group of concerned Mona Vale residents organised a meeting with Megan Bridge Acting Principal Manager, Community Engagement Customer Services Transport for NSW and Rod Smerdon Senior Project Manager at Transport for NSW 22<sup>nd</sup> October 2015. Rob Stoke's office was extended an invitation and Andrew Johnston from your office did attend. We all met at Mona Vale Main bus stop bottom of Waratah Street, then walked to Mona Vale Rd, back to Beeby Park, then around the Scout and Guide Halls, we pointed out the 4 tennis courts that were to be demolished and then went further into Kitchener Park to the Sports Hall and back, then headed off towards Darley Street Bus Depot, but heavy rain cut us short. Our group had strong objection to the proposal to demolish the tennis courts and that was made very clear. Well, now TfNSW has now come back with the plan of saving the tennis courts but now wants to demolish everything else around them. This is a worse outcome and not what the underlying intent of the meeting 22<sup>nd</sup> October 2015 was to be and not what was agreed to at that meeting. It is an absurd argument that we are now hearing from TfNSW saying " *We listened and have saved the Tennis Courts and have also listened that the Guides and Scouts wanted to stay within Kitchener Park*". Had demolition of the 3 community buildings been raised at that time by TfNSW it would also have been vehemently objected to.

**Community Concerns Are Growing**

There is growing concern in the community regarding TfNSW proposal to demolish 3 community buildings, The Guide and Scout Halls and the Tennis Club to provide only 75 additional car spaces for commuter parking as part of B-Line. The original TfNSW proposal of demolishing the Tennis Courts and constructing 150 commuter car spaces to replace them was fought by the community and won with the retention of the tennis courts. However the comeback now of whilst preserving the tennis courts and to demolish everything around them is another poor outcome by TfNSW who have not considered adequately the alternatives put to them that exist to provide extra commuter car parking. Demolishing 3 community buildings especially the Guides and Scout halls that have over 60 years history and "Character" and "Soul" both inside and out and replacing them with a sterile 2 storey building with no character, soul or history and smaller accommodation is not the answer.

## **The Tennis Club**

The Tennis club should be concerned by the proposal. Elderly tennis players may not like the outcome with clambering up stairs to the second storey of the new building to the clubhouse, when currently the clubhouse is at ground level right in front of the courts. All connectivity and interaction between the clubhouse and the courts will be lost. Going to the Club house for a drink, book a court, go to the toilet, speak with the Manager all of which now is easy and the gathering of tennis players at or in the clubhouse won't happen as it will be up in the air on the second storey. It won't work and will be a negative result and one could reasonably expect this will affect patronage.

## **B-Line is Now Not Stopping at Mona Vale**

The TfNSW proposal to extend Beeby Reserve car park was initiated when the B-Line bus service was to terminate at Mona Vale. The Manly Daily 4 June 2016 has the new Northern Beaches Council Administrator Dick Persson quoted as saying the B-Line bus service can and must be extended to Newport which has a large and under-utilised car park and terminating the B-Line at Mona Vale is a lost opportunity. The Newport Beach car park has 300 spaces, which at best only 50 are currently, used each weekday. Extending the B-Line to Newport will instantly provide an extra 250 commuter car spaces that are there now ready to be used. This is over 3 times what TfNSW is to add to Mona Vale so there is no need for TfNSW to keep pushing ahead with this ill - fated idea for the destruction of more Crown Land and 3 community buildings at Mona Vale for so little gain of only an additional 75 commuter spaces, not even a Bendy Bus that has 114 passengers. The Northern Beaches Council Minutes from the meeting 2 June 2016 show "Resolved" *"That a meeting be arranged as a matter of priority between the Administrator and the NSW Minister for Transport to advocate that the NSW Government extends the B-Line to Newport"*. This now takes an enormous amount of pressure off Mona Vale to provide parking for the B-Line bus service.

## **Other Opportunities in Mona Vale**

### **Option 1 - Kitchener Park**

It must be noted Kitchener Park already has most spaces used for Commuter Parking and TfNSW is not acknowledging this in documents. They are only focusing attention on the proposal for Beeby Park. Clause 2.5.1 of the Kitchener Park Masterplan states Kitchener Park currently contains approximately 160 parking bays and the Pittwater Council adopted Masterplan proposal increases parking from 160 bays to 300 bays, including the new parking area in Beeby Reserve off Golf Avenue. This new parking area in Beeby Reserve now built has 75 spaces.

This means that 140 extra parking spaces were to be provided in Kitchener Park and subtracting the 75 now built (Beeby Park is Part of Kitchener Park) means there is already provision for another 65 car spaces to be built in Kitchener Park with a 1 minute walk to the Bus Stop so there is no need to construct any more in Beeby Park, corner of Golf Ave and Barrenjoey Road. The demolition of 3 community halls and reconstruction is not necessary and all the cost involved in this for what is an extra 10 car spaces on top of the 65 that can and should be provided now in Kitchener Park is not worth it. Photo included in following pages.

### **Option 2 – Extend Existing Car Park South**

This is a far better option than demolishing and reconstructing 3 community buildings; it is a better outcome and only a fraction of the cost of TfNSW current proposal. It will provide 90 extra car spaces, which are 15 more than the TfNSW current proposal. It will not interfere with the Golf Course operation at all and only takes a small portion of the 100 or so acres they have. This option will have no adverse visual impact when viewed from Barrenjoey Road of additional car spaces being provided. This is the obvious, fairest and best solution. Included in diagrams in the following pages.

### Option 3 - Golf Avenue

There is also opportunity along Golf Avenue with tidying up of the existing right angle spaces currently on a dirt surface with bitumen and line marking. This will provide 90 car spaces along Golf Ave. Then by using a small portion of the 100 acres the Golf Course has another 3 rows of 90 spaces giving an additional 270 can be achieved. This is a total of  $90 + 270 = 360$ . The rear 270 spaces could be access controlled using the Opal card. Ingress and egress would be from 2 locations, Beeby Park at the west and at the east widening of the existing driveway to the Golf Course car park. The furthest space would be an easy 4 minute level walk to the bus stop. Included in diagrams in the following pages.

Options 2 and 3 are considered practical and it is not right that the Golf Course escapes having some role to play in this plan to provide extra commuter parking when the Guides, Scouts and Tennis Club are being forced to give up so much of what they currently have, and indeed have lost already with loss of play and outdoor activity area when Pittwater Council destroyed Beeby Park with the current 75 car spaces.

### Option 4 - Bungan Lane Car Park

One floor, probably the top floor of the new Bungan Lane car park, which is only 2 minutes walk from Mona Vale Main bus stops, should be allocated for Commuter parking. This will provide 60 extra car spaces for park and ride. This together with the bringing forward the construction of the 65 car spaces in Kitchener Park from the Masterplan will result in an additional 125 commuter car spaces. This will cost only a fraction of the current works proposed by TfNSW. Access to the roof parking could be controlled by swiping the Opal Card as is proposed for other B-Line car parks. Photo included in following pages. Alternatively another floor could be added to the car park for commuter parking.

### Option 5 – Village Park

Excavate down 2 levels under Village Park Mona Vale, and then reinstate the green open space park back on top as it is now. Access into and out of the car park would be via a tunnel built under Park Street linking it to the car park under Pittwater Place. All cars would then exit as they do now to Darley Street. Each level would be approximately 9000 sqm. Two levels are 18,000 sqm and would allow parking for approximately 650 vehicles.

### Option 6 – Mona Vale Bus Depot

This option was previously raised with TfNSW when the B-Line service was to terminate at Mona Vale. Build a concrete slab roof over the existing bus depot and this would provide approximately 1000 commuter car spaces. The B-Line bus serve would start and finish at the depot, made perfect sense. The rationale of this option is not as great now that the B-Line will go to Newport.

### Letter to The Editor – Manly Daily 11 June 2016

MONA Vale bus depot is the obvious place for a B-Line interchange, not a public park. A transport hub at the depot including a car park and/or smaller buses feeding in from further out is the way to go. But of course there will be no meaningful community consultation on this. The decision has already been made by the State Government to benefit the private operators of the B-Line. Welcome to the future folks and welcome to the mega-council.

## Option 7 – Feeder Buses Into Mona Vale

Another option is to run frequent feeder buses into Mona Vale from Church Point and Bayview. This would also serve the offshore community of Scotland Island. The new car park approved to be built at Church Point would serve to provide parking for on shore commuters. Scotland Island residents would get off the ferry at Church point and commuters would catch the public bus into Mona Vale to connect with the B-Line Bus Service, negating the need to drive their vehicles into Mona Vale.

- **There is no need to demolished 3 community buildings to extend Beeby Reserve for only 75 extra car spaces. Other opportunities do exist.**

### **Girl Guides are Trust Managers of Crown Reserve R87586**

The Scouts at Mona Vale have a Crown Land Special Lease 73605 with the Department of Lands whereas the Girl Guides Association of NSW are Trust Managers of Crown Reserve R87586. With this Guides have total care control and management of the hall, and for the land 3 metres out at both sides, at the rear and 6.5 metres at the front of the hall to the street boundary.

The Scouts, Guides and Tennis Club are being coerced and forced out of their buildings under considerable pressure by TfNSW to make way for an extra 75 spaces of commuter parking. The Guides are being forced to give up the Trust Management they have held for over 60 years. No doubt if the new buildings are built Council and TfNSW will want to have occupation of the new buildings as a lease or rent arrangement. This is far worse than what the Guides have now with the Trust Management, as the Guides are not governed by any terms of a lease and Council or TfNSW cannot set any terms.

It should also be noted The Pittwater Mayor at the time Councillor David James wanted the Guides to hand over their books for an audit on the renting out of the hall to various groups as he considered at least 10% of the total income the Guides get from renting out of the hall should go to Pittwater Council. Fortunately as the Guides were Trust Managers of the hall and surrounding land the Guides refused to hand anything over and told Mayor James and Pittwater Council to back off as they had no influence or right in trying to take money from the Guides in this manner.

However with the Management Trust about to be dissolved Girl Guides will no longer be Trust Managers. A future lease or rent arrangement will put the Guides in a far worse position where the terms of their lease or rent will be for a set period, which may see the Guides kicked out after the lease expires, they may also have to hand the books over to Council to audit and may have to give a percentage of income from renting the hall out.

TfNSW will purchase the land required for the works from the Crown. However ownership may well transfer to Council at any time in the future. In either case TfNSW or Council may wish to have the halls rented out to other community groups as hall space in Pittwater is scarce and whilst the Guides and Scouts may object to this they may not have the final say. Guides and Scouts may not even hold a dedicated lease for the halls, which may simply be rented out to them and other various groups. Guides and Scouts may not get access to the halls when they need them the way they do now.

If this happens Scouts and particularly the Guides may not have a rental income from the halls as they will have no control over them, this will mean the only income they can achieve would be through fund raising. There may also be a whole host of other terms in the lease or non lease that the Guides have never been subject to in the past as they were Trust Managers.

The Guides could refuse to give up / dissolve the Trust, as they would have the power to do this.

The Guides could also insist to once again be Trust Managers of their interests of the new hall so that they can't be bullied around by the new Council or TfNSW under lease or rent terms, but it is difficult to see how this would be accomplished. Council could increase the lease or rent fee every year to well over and above what Guides or Scouts can afford, which up until now they have not had to deal with.

- The Guides need to consider very carefully giving up what they currently have.

### **A Concerned Mona Vale Resident Has Written the Following**

On the matter of the Mona Vale Scout Hall and Guide Hall. I fear that again nobody is really considering local interests. I was a boy scout at Bayview in the 1960s and I know what Scouts need. It is not a room in a two storey building. The same for Guides. The proposal will be a building controlled by Council and not a full time hall for both, I fear. As with other halls in Pittwater fees are charged and in some cases those fees are not affordable for small community group users.

My daughter spent 12 years as a member of the Northern Beaches Dance Academy, which has long term tenure of the Guide Hall. If Council took the Guide Hall over it would change fees that are likely to make the Northern Beaches Dance Academy an unviable proposition. There are no cheaper halls in the Pittwater area. In any case the growth in new dance school in the past 5 or so years has also meant that space for them basically not viable or beyond the affordability of smallest business dance school and sporting or exercise ventures.

Again the Northern Beaches Council Administrator will be advised by a General Manager and staff who do not really have a local feel like I and other local residents do. I fear that the Scout and Guide groups are likely to be bluffed into an arrangement, which will not be in their best interests in the long run. As evidence I put to you that the hard work to Save Lots 2 and 3 on Pittwater Road is not over as The General Manager is one along with some now former Pittwater Councillors and staff still want it sold for a quick profit. Once sold it will be lost forever.

Likewise, once this Scout and Guide Halls are knocked down and moved into a two storey building that will be the end for them. Also consider what Scouts and Guides do. They run around in the fresh air. They do activities on the grass outside the hall. When the new structure is put up they will have a second floor on top, tennis court directly behind and a car park on the other side which will eventually become a multi-storey facility.

### **Green Outdoor Activity Space Lost**

Another concern is the amount of green space play area that has been already lost with the construction of the current car park in Beeby Reserve. Prior to the destruction of the Crown Reserve by Pittwater Council and construction of the current car park in 2013 Mona Vale Girl Guides previously stated they regularly used Beeby Park as part of ongoing outdoor activities which included but not limited to: -

- o Egg Hunts
- o Around the World
- o Tip
- o Red Light Green Light
- o Spy
- o Chasing Games
- o Wide Games
- o Capture the Flag
- o Scavenge Hunts
- o Bull Rush
- o Erecting 4 person tents
- o Hide and Seek
- o Queen of the Hill

The Scouts and Guides are outdoor activity based organisations who rely on adequate open space areas close to their halls to carry out these outdoor activities on a regular basis. The change of Land use of Beeby Reserve to a 75 vehicle car park removed the opportunity for the Scout and Guide organisations to continue these outdoor activities in the Reserve.

The new plans for the extension of this car park will see basically all green space lost around the halls as well. Any small grass space provided may have to be booked on a first in first served basis between the Scouts and Guides, but ultimately the unfortunate end result will be staying in the halls for all activities, no venturing outside as there will be no outside.

The front of the Guide hall instead of having a 6.5 metre setback area of grass and open area to the street will have the verandah shown on the concept plan literally on the edge of the car parking, no separation what so ever. The western side will be hard to the tennis courts and the eastern side bound by the extended car park.

The new buildings will literally be shoe horned into a small area basically the size of 1 tennis court following construction of the new car park. The loss of grass and the enclosing of the halls by car parks on the Northern and Eastern sides, the tennis courts on the western and the Golf Course boundary hard to the rear of the new building leaves little or no room for the Scouts and Guides to carry out any outdoor activities.

If a second storey or more is put on top of the 150 space car park there will also be the loss of sunlight in the colder months.

### **Scouts Concerns**

Scouts also have concerns where they have written: - There are currently 54 "four hour" car spaces available to shoppers, tennis, guides, scouts, dancers, football, cricket etc. With the proposed configuration there will be 15 spots so it will be an utter bun fight. Currently the 54 spots are well used during the day and especially in the afternoon when 20 dancers, 15 tennis players, 25 scouts and 15 guides come and go into the halls every 30-45 minutes from 3pm to 8pm. (6-7 days a week)

With this many movements of children and adults parking for 150 cars is a recipe for an accident every hour of the day.

There are currently 36 "all day" parking spots and 54 four hour spots. Total 90. Of these 90 you (TfNSW) want to convert them to 65 (plus new ones) "all day" and 15 to four hour and run double decker buses every 10-15 minutes. So the additional all day parking spaces will be full from the passengers on just one bus and the cost to put in the parking, move halls etc would be over \$3 million dollars.

Basically the bus stop and parking need to be moved, not the other way around.

Within the Crown land surrounding us are the following clubs

Golf Club	342,000 square metres
Kitchener Park	35,200
Bowling Club	12,000
Tennis club	2,700
Guides	750
Scouts	750

From these figures there are many other options to get appropriate parking.

To walk from the Kitchener Park football clubhouse to the current bus stop takes 60 seconds so Kitchener park parking is more appropriate.

## Size of The Buildings

The size of the current and future halls is also very interesting.

### At Present

The size of the Guide Hall at present is approximately 12.8m x 20.1m = 258 sqm.

The size of the Scout Hall at present is approximately 14.1m x 20m = 282 sqm.

The size of the Tennis Club at present is approximately 12.4m x 17.7m = 219 sqm.

### Proposed

Using the scale shown on the concept plan that formed part of the Heads of Agreement the new 3 buildings will have floor area as follows: -

The size of the Guide Hall will be approximately 12m x 14m = 168 sqm. (90 sqm less than current)

The size of the Scout Hall will be approximately 12.5m x 17m = 212 sqm. (70 sqm less than current)

The size of the Tennis Club will be approximately 12m x 12m = 144 sqm. (75 sqm less than current)

The current total Floor Area of the 3 buildings is 759 sqm

The new total Floor Area of the 3 buildings will be 524 sqm.

Shortfall in new floor area is 235 sqm.

## Height of Floor of New Buildings

The tennis court car park where the new buildings are propped to be built is in a very low lying area of Mona Vale. With Pittwater Council recently releasing an updated policy on flooding in Mona Vale and what properties are affected. What has not yet been considered is what the height of the ground floor of any new buildings will be near the tennis courts. The latest policy review even has Mona Vale Public School and the entire properties west at least to the round about intersection with Waratah and Vesper Street included in the flood zone. According to Google Earth the intersection is 29 metres higher than the tennis court car park. It is therefore concluded that the floor height of any new building will not be what is there at present and maybe 2 or more metres higher than the current tennis car park area.

## Design and Construction

A concern is how cheap a design and construction material will TfNSW go for. Currently the Scout Hall and Guide Hall are full masonry construction for both inside and outside walls. Other Guide halls in the area are also the same. TfNSW may want to get out of this as cheaply as possible with a timber box design with single timber stud walls for both exterior and interior. The ceiling of the Scout and Guide Halls will be the timber floor of the Tennis Club on the second storey resulting in excessive noise intrusion into the halls from tennis club activity's from the second storey above. The advantage of full masonry construction is sound insulation, warmth in winter and cool in summer, timber with gyprock walls will end up being damaged easily and scrape marks and holes everywhere requiring expensive ongoing repair bills. However even with a concrete floor separating the ground and first floor it is surprising how much noise intrusion still occurs. There is no such impact with the current layout of each facility being a separate single storey building. TfNSW has not yet presented anything.

## **Loss of Parking**

On page 15 of this submission it shows the TfNSW proposal will result in the current 56 four parking spots surrounding the Scout and Guide Halls and the Tennis Club will be reduced to only 15 time restricted spots. All of the 15 spots are right angle parking in one line. These are likely to be used by shoppers leaving no parking around the rebuilt Scouts, Guides and Tennis facilities. The current car park between the Guides and Tennis courts has 18 x 4 hour spaces and Beeby Park on the eastern side of the Scout Hall has 38 x 4 hour spaces, which serve the halls very well. To reduce this number from 56 to 15 spaces is absurd.

## **No Pedestrian Walkways**

The TfNSW concept plan has not provided any pedestrian walkways throughout the new parking areas and to access the 3 community facilities. This is considered extremely dangerous for the community user groups of all three facilities of Scouts, Guides and Tennis.

## **Car Parks on Both Sides**

There is currently some negative propaganda being spread around that the present situation of the Scouts and Guides Halls is not ideal as they have car parks on both sides. The car park on the eastern side in Beeby Reserve was built against community wishes by Pittwater Council in 2013 when it destroyed the Park, which was used for play and outdoor activities.

This car park currently does function to serve the Scout Hall very well by providing easy access to their hall, roller shutter and storeroom. It also serves well for a drop off and pick up area of children at the hall with the entry to the hall only 3 metres from the vehicle stopping area. The parking area on the western side between the Guide Hall to the Tennis Courts can only provide parking for 18 cars. It does however serve the Tennis Courts and Guides Hall very well. In all 3 situations of the Guides, Scouts and Tennis the parking areas are currently ideal for dropping off and picking up of children the same way in respect to a 2 minute "Drop, Kiss and Go Zone" at any local school. No such provision is allowed for anywhere in the TfNSW proposal. This is an extremely poor outcome.

The argument that the halls should be demolished as they have a car park either side has no merit and is a desperate grab by the Government to spread their propaganda and suit their agenda of seeing the halls demolished. It is noted with the TfNSW proposal the situation of the car park on the eastern side of the Scout Hall is in fact worse than what it is now with an extra 75 vehicles proposed to park there, total will be 150 cars.

The front of the Guide Hall currently has no vehicular Traffic or parking to it. The TfNSW proposal will see 15 car spaces added to this frontage. On the western side the new building will be bound hard to the Tennis Courts.

The new Halls therefore will be "Boxed In" far worse than they are now and more cars parked adjacent to the buildings than at present. The TfNSW proposal will also result in two way traffic going past in front of the Guide Hall with the link road to be built linking the new car park in Beeby Reserve to Kitchener Park.

The new outcome will be far worse than the argument by the Government that the situation at present is not good as there are car parks either side of the halls, which as detailed earlier actually function very well to serve the halls and tennis courts.

## **On Site Meeting 14 June 2015**

A closed stakeholder meeting (no public allowed) was organised by TfNSW with the Scouts, Guides and Tennis club. TfNSW must investigate other options for commuter parking in Mona Vale and leave the 3 community buildings as they are now. Following the meeting Scouts have written to TfNSW with the following email: -



Neil,

*Thanks for the meeting today and all the points that were raised. I hope we can resolve them to everyone's satisfaction.*

*Pages 14 & 15 from the 16 page report (already sent) are attached in a single pdf*

*These are the options we discussed & would all like, especially the Golf ave option.*

*I went for a walk up Golf ave to the Golf Club and back on the inside. There is a fence and the tree line is right up against the fence.*

*Minimal trees would need to be removed but new ones can be replanted. I know it would take a great effort to get it off the Club but why should we have to suffer because other solutions are not taken into account. The carrot of new halls for the guides and scouts is just not in our interest.*

*In the meantime we will be making contact wherever & with whoever we can to retain the halls where they are.*

Note: Pages referred to above as 14 & 15 have now become 20 & 21 of the 24 page report. It is clear the Scouts are against this proposal and will fight to save their hall. The Guides are also not happy.

The Tennis Club is not happy with the proposal that will see the clubhouse on the second storey of the proposed building losing all connectivity with the 4 tennis courts.

### **Lost Ownership and Asset of the Halls**

There is some misunderstanding in the general community that Pittwater Council owns the 2 halls.

This could not be further from the truth. The Scouts at Mona Vale have a Crown Land Special Lease 73605 with the Department of Lands whereas the Girl Guides Association of NSW are Trust Managers of Crown Reserve R87586. The actual buildings are owned by the Scouts and Guides.

Somewhere around 1969 the Guides Hall burnt down and Monica Perry who was a Guide Leader for a long time raised funds to have it rebuilt.

The Scouts own their Hall and it is insured as an asset for \$600,000.

Given the ownership of the Halls do belong to the Guides and Scouts respectively this leads to another concern.

The TfNSW proposal is to demolish the halls and provide new smaller ones with the tennis club on top.

Scouts and Guides will have to give up this current ownership and the new halls will then be owned by TfNSW not Guides and Scouts. It is also likely that the new halls would then transfer at some time in the future to be owned and operated by the Northern Beaches Council.

Apart from the Guides and Scouts losing revenue from renting out the halls, not being able to come and go as they please with use of the halls as they do now, probably not having the same if any amount of storage for their equipment that they have now and having no control who Council will eventually rent them out to a far more concerning issue is they will not own them as they do now.

This means Guides and Scouts will be giving up a huge asset, the new halls won't belong to them and they will have no control over them.

## **No Modelling Done**

\$633 million is being invested over the next five years to connect the new Northern Beaches Hospital to the community and to start delivery of bus rapid transit. This will be supported by traffic and road improvements, commuter car parks, modern bus stops and more frequent public transport services. This investment will establish a modern transport system for the Northern Beaches.

Modelling is a term used for producing three-dimensional models to simulate a process, concept, or the operation of a system, commonly with the aid of a computer.

Those familiar with the upgrade of Mona Vale Road would have seen the modelling that was done with a 3 dimensional video model produced that ran for a few minutes. It was similar to what a bird would see as it flew above and went for the whole length of the road upgrade.

A GIPA (previously known as Freedom of Information) application was lodged with TfNSW for access to the "Modelling" which it was thought must have been done for this very expensive project.

The response from TfNSW was there was none, no modeling has been done.

## **Conclusion**

I attended the B Line Community Information Session in the Sports Centre in Kitchener Park Tuesday evening 31 May 2016 and I simply don't know why the Government is bothering to do all of this with the extravagant cost of demolishing the 3 community buildings, building new ones and for a return of only 75 car spaces, not even a Bendy Bus that holds 114 passengers, it makes no sense.

There is growing opposition to the TfNSW proposal to bulldoze the 3 community buildings and remove now even more green space play areas for the Guides and Scouts.

It may not be the best option for the Scouts to give up their lease arrangement with the Crown and especially the Guides to sign way the Reserve Trust R87586 that they currently have.

Community spirit is the fight to retain the status quo is just beginning as it is considered the best outcome for the community groups to retain their current buildings with other alternatives for commuter parking are clearly available, especially now that the B-Line Bus Service is not terminating at Mona Vale and is going to Newport where 250 of the 300 available car spaces in the beach car park are ready to go now with no cost to TfNSW.

This will take the pressure off Mona Vale to supply any more commuter parking.

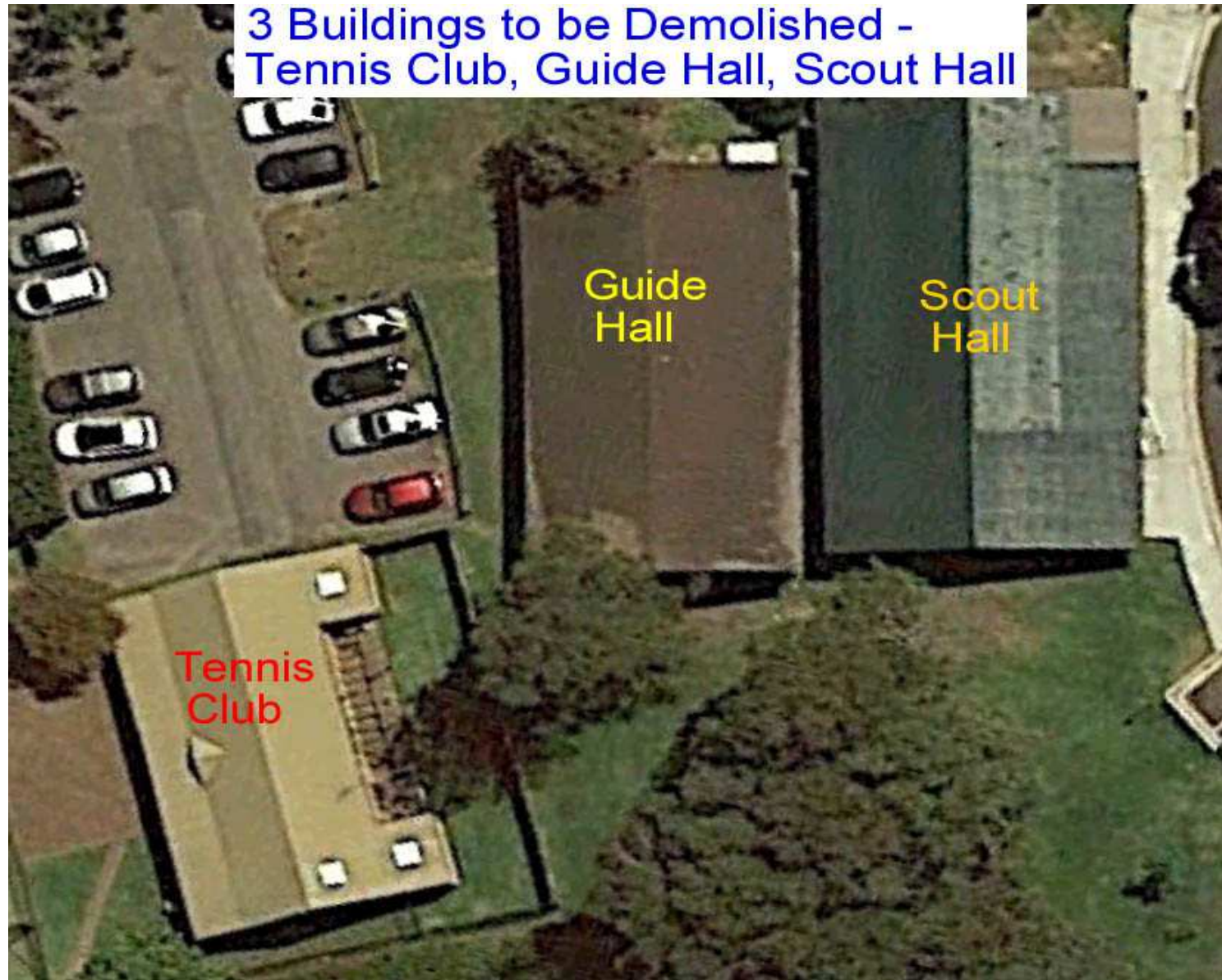
TfNSW is coercing the Scouts, Guides and Tennis Club into giving up the buildings they now own and have control over with no assurances being given other than verbal of what will happen in the future. No draft agreements have been presented to the organisations, no architectural plans draft or otherwise of floor layouts and building design. This together with no Modelling of the B'Line project is a real concern as it is all just pie in the sky stuff that TfNSW are attempting to put out there to the public.

See the next 14 pages for sketches showing overlays of the proposed works and other options for extra commuter parking.

Thankyou



Three Community Buildings that will be demolished as part of Transport for NSW providing an extra 75 Commuter Car Spaces – Not even a Bendy Bus that holds 114 passengers. Not cost effective, waste of Taxpayers money and poor return for proposed works.





MONA VALE GIRL GUIDES BUILDING – 60 YEARS HISTORY, CHARACTER AND SOUL





# MONA VALE SCOUTS BUILDING – 60 YEARS HISTORY, CHARACTER AND SOUL





MONA VALE SCOUTS BUILDING – Side View





# NBBRT- Commuter Car Parks- Mona Vale



Target 150 commuter spaces  
+ Short Term parking

**Total provided 165 car parks,**

150 Commuter car spaces  
15 Time restricted spaces

**= Scout and Guide Halls at Ground level**

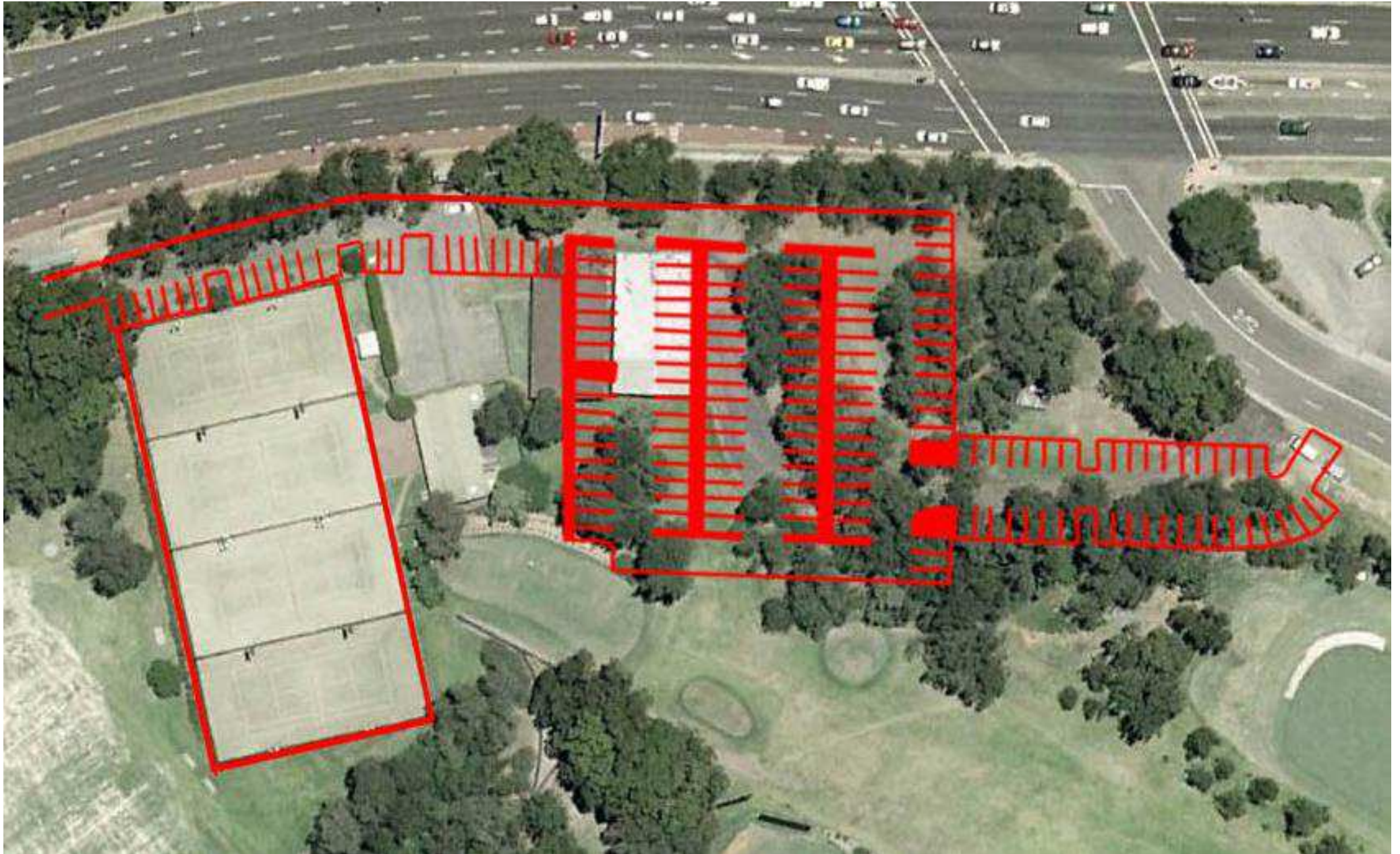
**= Tennis Club at Upper Level**

## Kitchener Park- Proposed Scout & Guide Hall and Tennis Club Relocation- 2 Storey

Configuration of the Guide, Scouts and Tennis Club to be further explored



**Current B-Line Design Overlay of 2013 Image Prior to Pittwater Council Building 75 Car spaces.  
Shows the Amount of Beeby Park Crown Reserve Land That will Now Be Lost in Total.**





**Current B-Line Design Overlay of 2016 Image Shows Further Amount of Beeby Park Crown Reserve Land that will Now Be Lost. The new area for 3 community buildings is shoehorned into an area basically only the size of a single “Tennis Court”.**





## Northern Beaches Council Approved Design Results in Lost Floor Area of: -

- Guide Hall current size is 258 sqm – Proposed size 168 sqm - New design will loose 90 sqm floor area
- Scout Hall current size is 282 sqm – Proposed size 212 sqm - New design will loose 70 sqm floor area
- Tennis Club House current size 219 sqm – Proposed size 144 sqm - New design will loose 75 sqm floor area
- The Blue Outline is the current size of the Guide Hall and Green the Scout Hall – Proposed Buildings Much Smaller



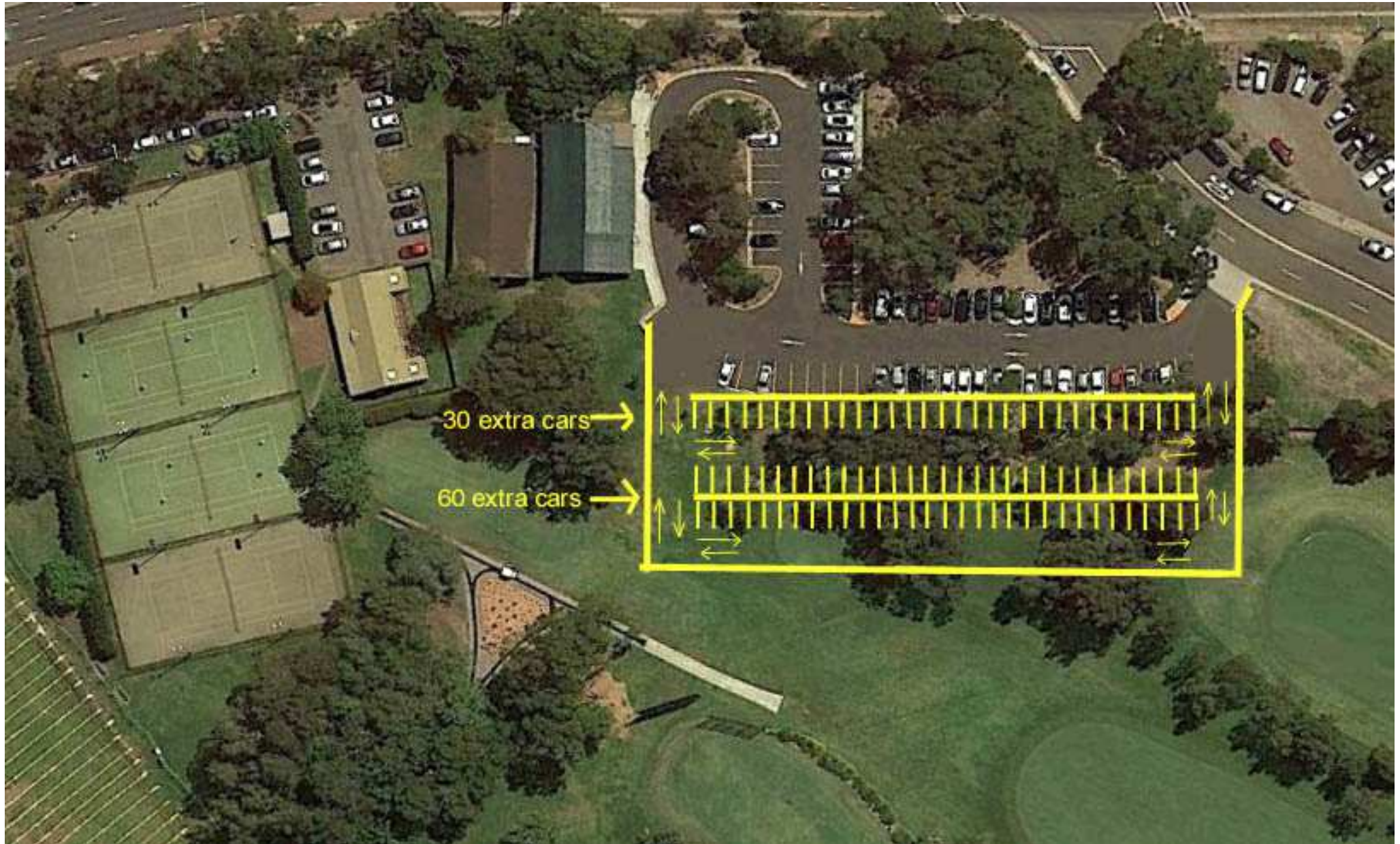


**Option 1** - Kitchener Park Mona Vale – Most of the 160 car spaces are used now for Commuter Parking. KP Plan of Management proposed an additional 65 spaces be built in this car park. This has not been referred to in TfNSW in their figures, they are only proposing 75 extra corner of Golf Ave. Abandon the huge cost of demolishing and rebuilding 3 community buildings for what is only 10 extra car spaces when Kitchener Park can now provide 65 in the Plan of Management. It is a 1 minute walk from these proposed 65 car spaces to the bus stop, so no need to demolish 3 community buildings to provide only 10 more spaces.





Option 2 – Leave 3 Community Buildings as they are, Girl Guide, Scout and Tennis Club and construct 90 extra spaces using a very small area of the Golf Course. This is 15 more than the 75 currently proposed. This will also result in less visual impact of additional parking when viewed from Barrenjoey Rd.  
NO IMPACT on the Golf Course operations as shown in the sketch





**Option 3 – Leave 3 Community Buildings as they are, Girl Guide, Scout and Tennis Club and construct at least 290 extra spaces using a very small area of the Golf Course along Golf Ave. Formalise the existing right angle parking with bitumen and line marking to provide 90 spaces and a further 270 spaces as shown totalling provision for 360 spaces. This is 215 more than the 75 extra currently proposed. The furthest space would be an easy 4 minute walk to the bus stop.**





**Option 4 – Leave 3 Community Buildings as they are, Girl Guide, Scout and Tennis Club and utilise one floor, probably the top floor of the new Bungan Lane car park, which is only 2 minutes walk from Mona Vale Main bus stops, This will provide 60 extra car spaces for park and ride. Access to the roof parking could be controlled by swiping the Opal Card as proposed for other B-Line car parks. Alternately put another floor on top could also be the answer.**





Option 5 - Village Park  
650 + Car Spaces  
can be provided

Darley Street Entry Exit to Pittwater  
Place Car Park + B-Line Car Park

Underground Vehicle + Pedestrian  
link to Pittwater Place Car Park

Underground Pedestrian  
Tunnel to B-Line Bus  
Stop - City Bound

Outline Village Park - 2 levels underground - at least 650 car spaces



Option 6 - Concrete slab over bus depot, commuter parking on top - 1,000 car spaces

