

# McCarrs Creek Road realignment & new car park project



November 2015



# Project overview

- Construction of:
  - A new piered seawall with suspended timber pedestrian boardwalk
  - Realignment of McCarrs Creek Road between the Commuter Wharf and Rosstrevor Reserve
  - A new 120 space car park, landscaping and façade, providing 60 spaces for general access via pay and display and 60 premium (guaranteed) spaces
- New parking arrangements to balance the parking needs of local & off-shore residents and visitors
- Total project cost \$ \$9.755 million, funded through LIRS grant, council funds, and tickets
- Planned to proceed to tender December 2015, with construction to start June 2016



*Concept drawing of car park façade*

# Project background

- In 2009 Pittwater Council adopted a comprehensive Plan of Management and associated Masterplan for Church Point.
- The main concern identified is the lack of car parking at Church Point. A number of options have been considered and there has been extensive community consultation.
- At the Council meeting on 16 December 2013 Council resolved that Option 2 - a single deck car park with 120 spaces - be adopted as the car park design for Precinct 1 at Church Point.
- Council also resolved:
  - That Council applies to the State Government for LIRS funding for this project.
  - That a further report be presented on transport options, resident parking scheme, availability of parking stickers and other mechanisms to reduce parking demand at Church Point for consideration by Council.
  - That a detailed REF and Part V Assessment be undertaken for Option 2 and reported to Council prior to physical commencement of the project

# Current situation

## **Completed:**

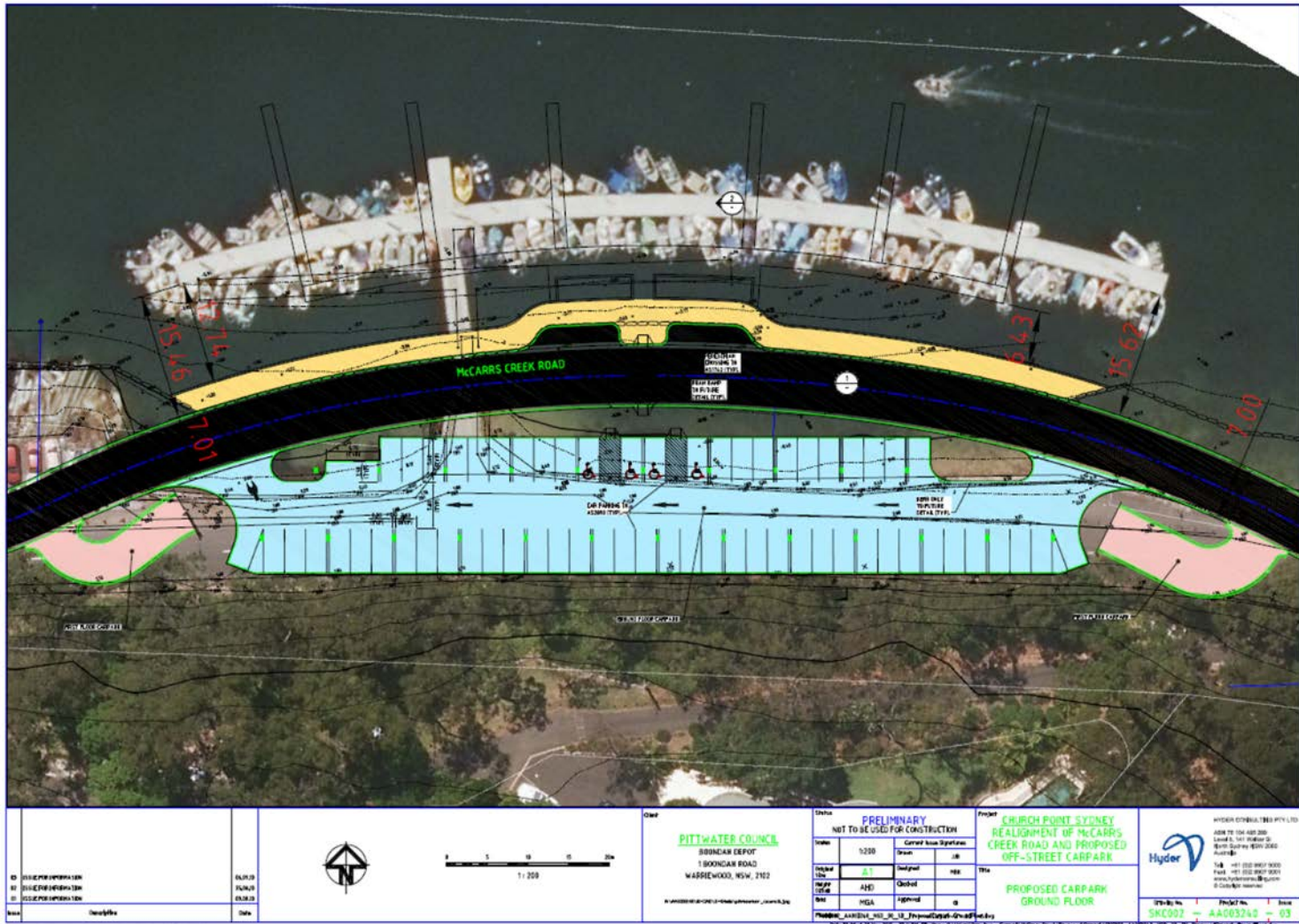
- ✓ Local Infrastructure Renewal Scheme (LIRS) funding approved, providing interest subsidy of over \$1 million and requiring:
  - Construction commence by June 2016
  - Loan finalisation by December 2025
- ✓ Further design and analysis undertaken, including updating estuarine planning levels, geotechnical analysis and planning for land reclamation
- ✓ Native Title claim review
- ✓ Demand Management Strategy development
- ✓ Environmental Impact Assessment undertaken by Council under Part 5 of the EP&A Act

## **Next steps planned:**

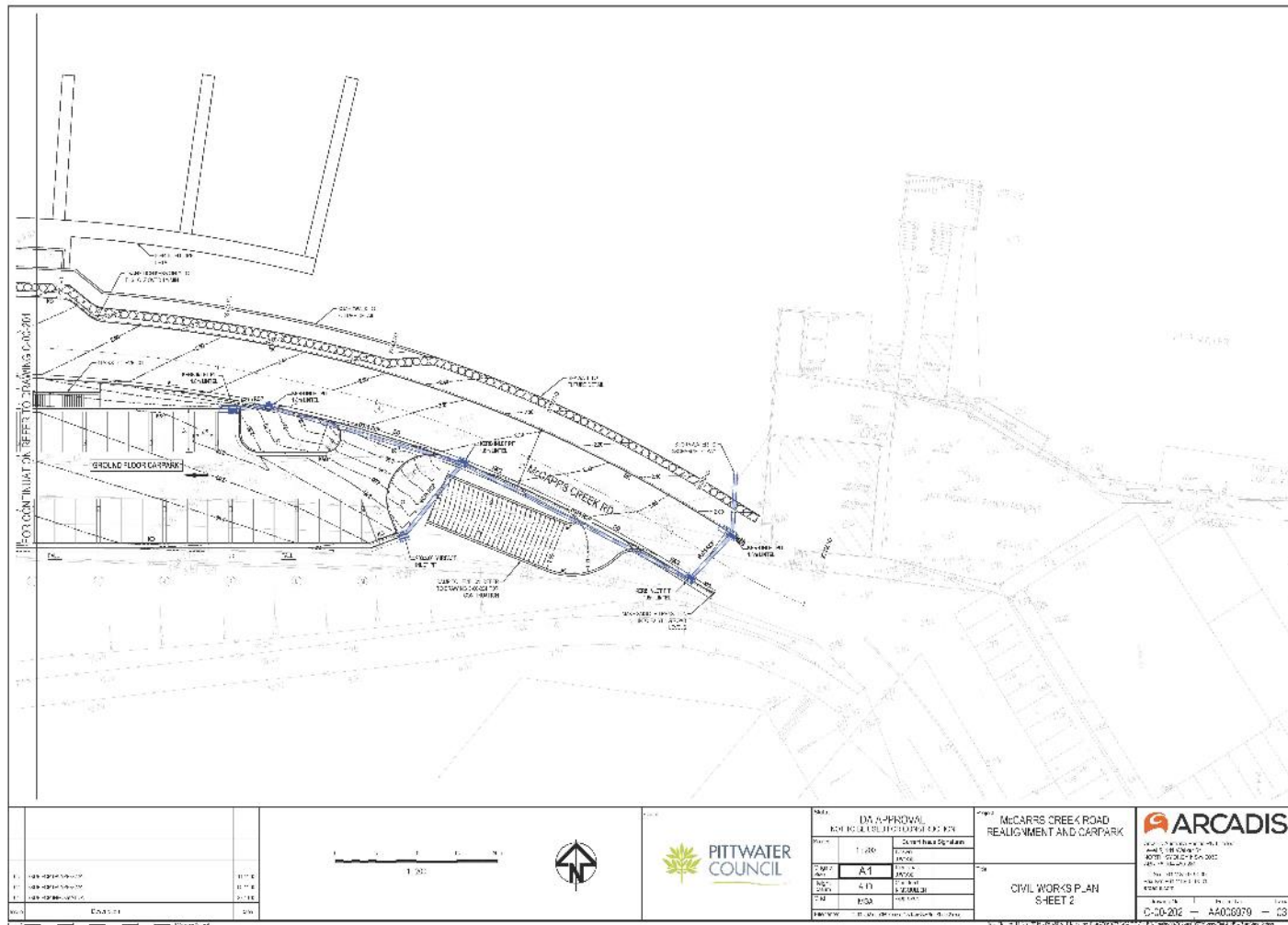
- ✓ Report to be considered by Council 7 December 2015 recommending:
  - Design and construct tenders for the project are invited and reported to council
  - EOIs be invited for lease of up to 60 individual 'premium' spaces.
  - Demand management measures be referred to the Traffic Committee
  - Proposed parking tickets and parking permit fees be incorporated into Schedule of Fees and Charges in the draft Delivery Program and Budget 2016/17.



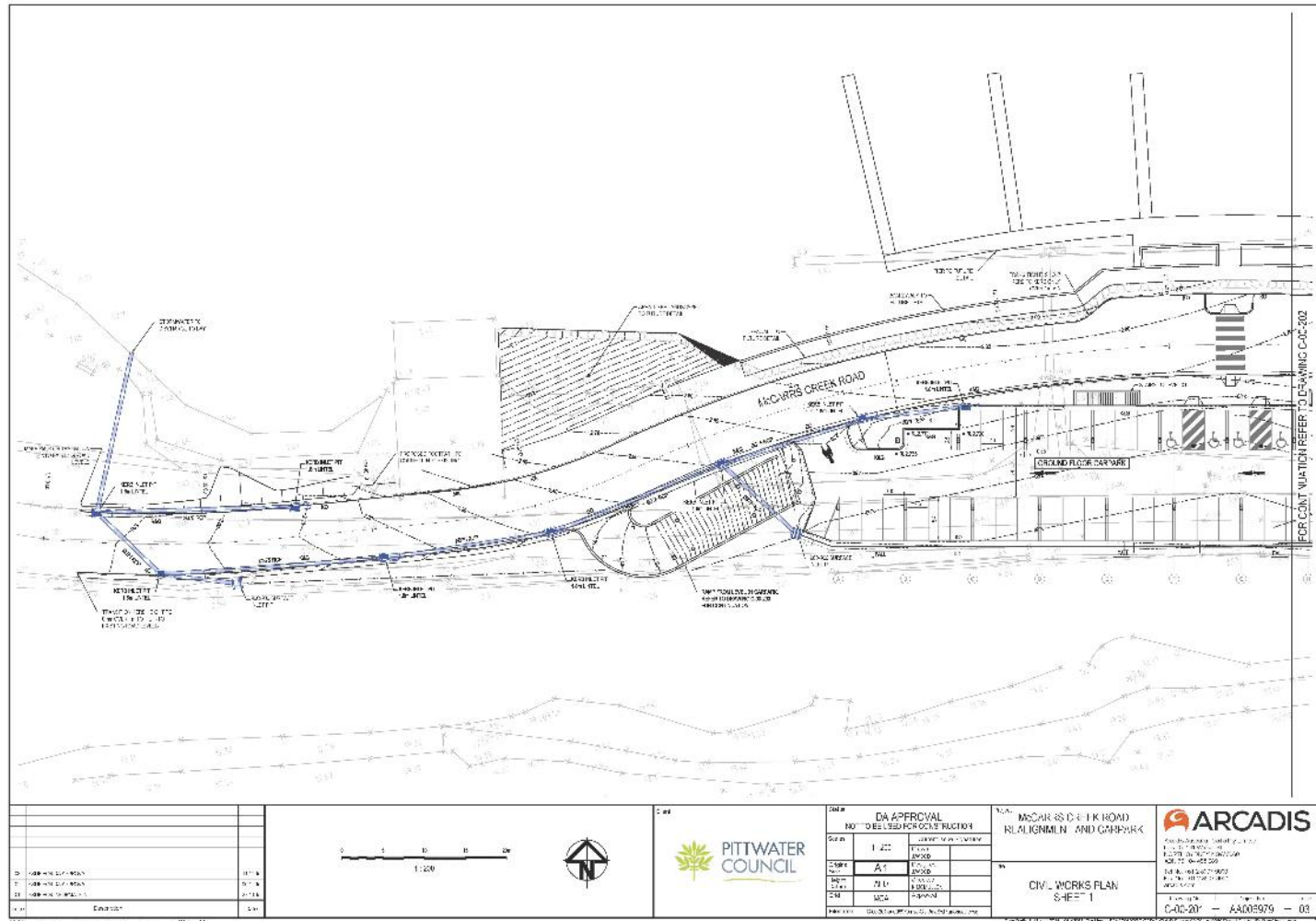
## The project - Aerial view showing commuter wharf and proposed carpark



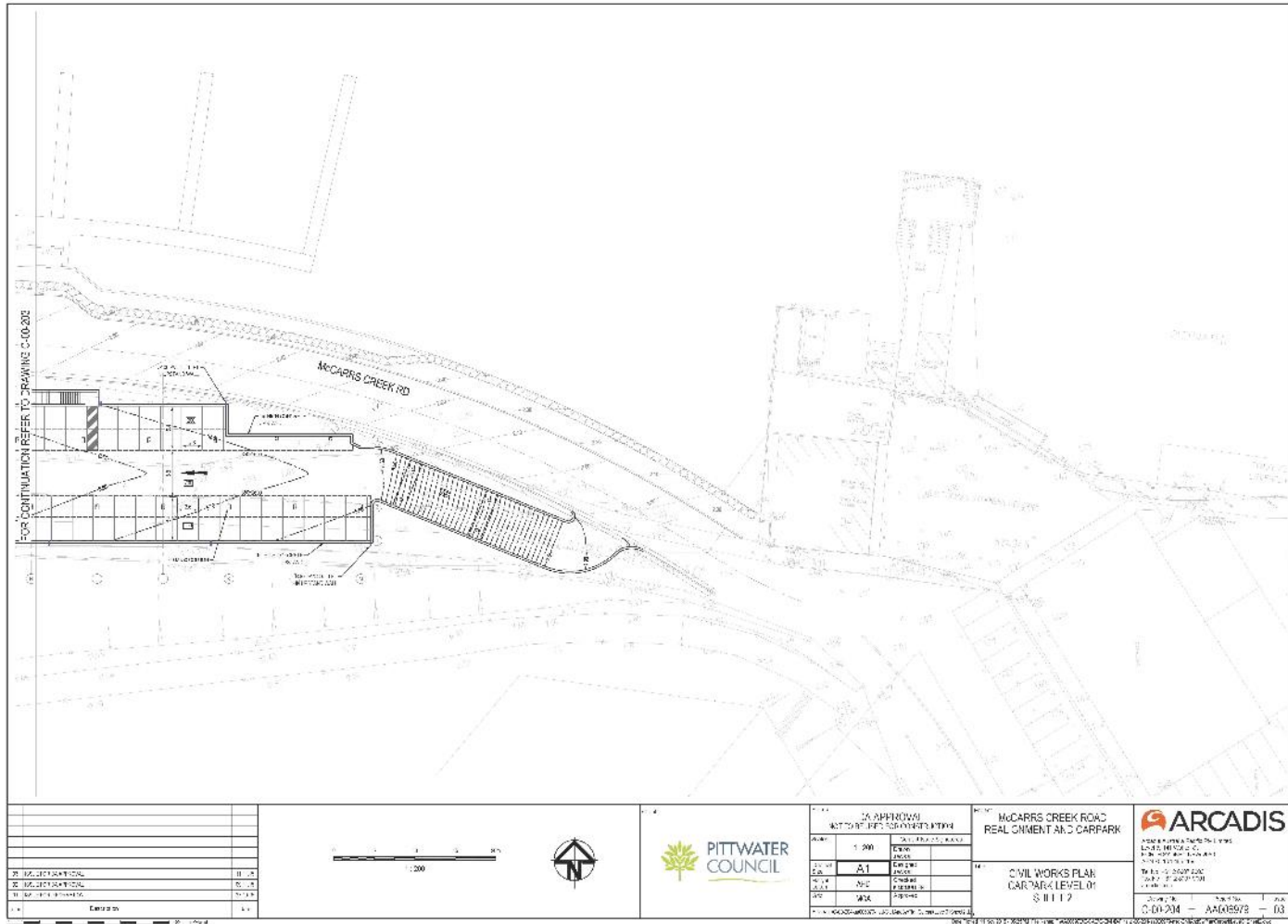
# Eastern end – ground level entry



# Western end – ground level exit

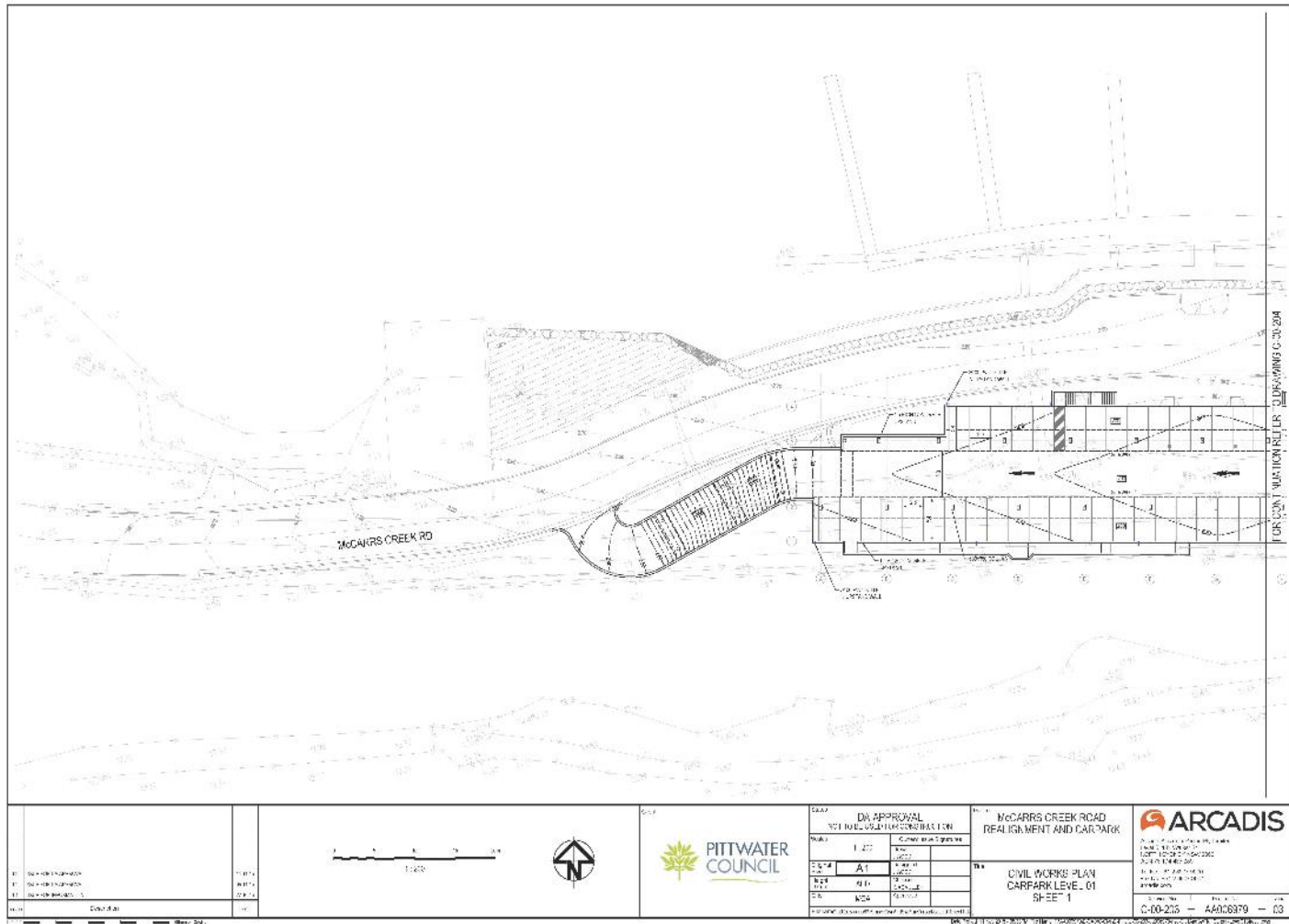


## Eastern end – top level ramp entry

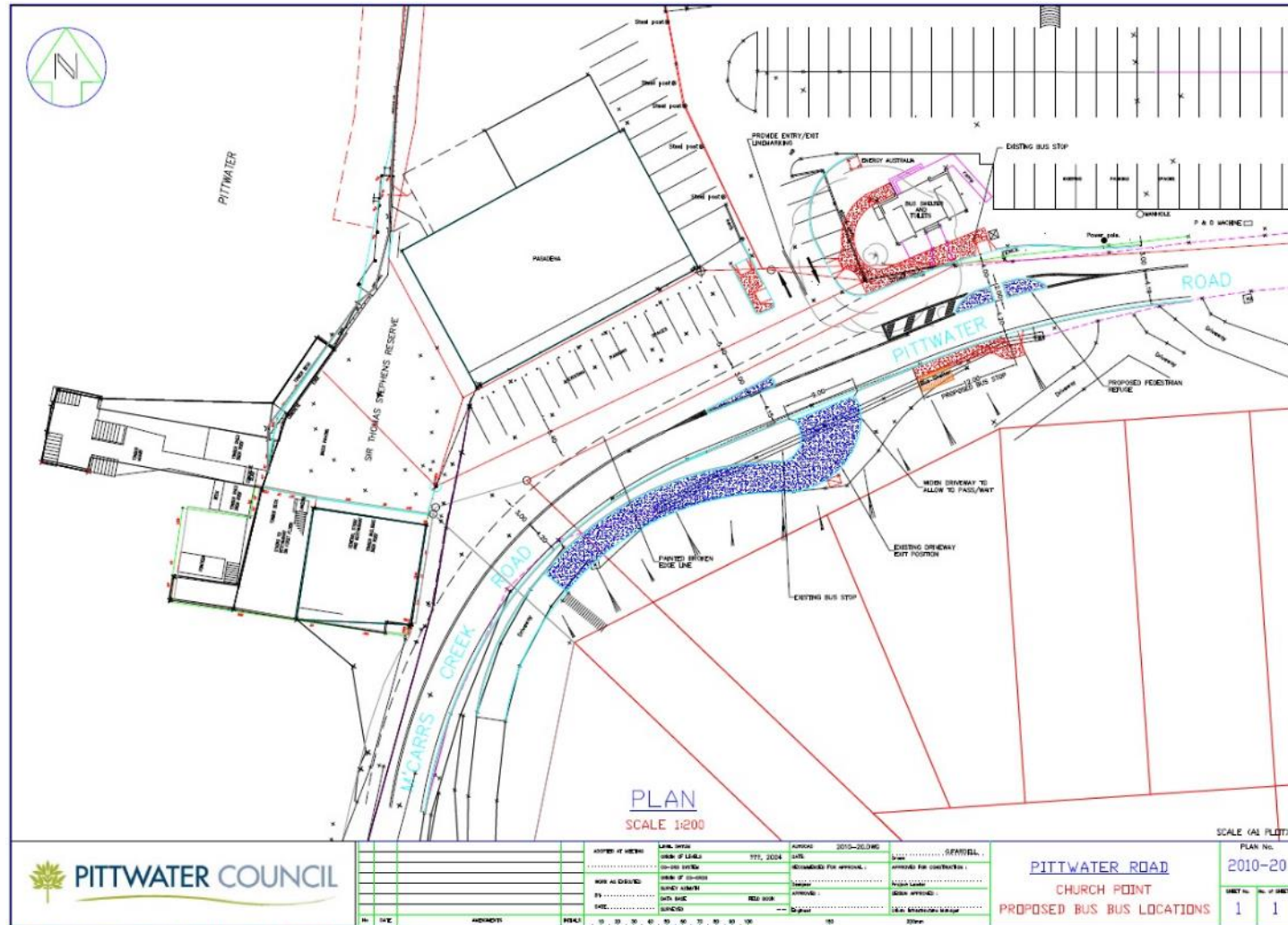




## Western end – top level ramp exit



# Proposal for corner and bus stop treatment



# Balancing parking needs of local and off-shore residents as well as visitors

## **Demand Management Principles and Objectives**

- Balance needs of all user groups including residents (on-shore and off-shore), businesses and visitors
- Identify existing parking system which includes formal and informal and patterns of utilisation
- Confirm existing parking system at capacity
- Develop strategy to achieve the better utilisation of existing car parking spaces between competing user groups
- Identify measures to reduce parking demand
- Distribute equitable demand measures to assist all user groups in some way
- Explore Resident Parking Scheme
- Identify demand generators including Pasadena



# Measures to manage parking demand in Church Point

\* To be read in conjunction with Council report & proposed demand management measures

## Possible Future Parking Arrangements

### NEW CAR PARK (122 spaces)

- 5 min
- Disabled
- 4P Pay & Display
- P – portion spaces Church Point permit only 6pm to 6am
- Licensed

### CHURCH POINT RESERVE (303+ spaces)

- 4P Pay & Display (20 spaces)
- Disabled
- P – portion spaces Church Point permit only 6pm to 6am
- Motor Cycle

### SURROUNDING STREETS

(Total number of spaces unknown until formalised by Traffic Committee – approx 154)

- 12P
- 4P (6am to 6pm) CP Permit Exempt
- 4P (6am to 6pm)
- 4P (8am to 10pm)
- Loading zone (8am to 6pm)
- 30 min (7am to 8pm)
- 1P (8.30am to 7pm)
- 1P (9am to 5pm) CP Permit exempt
- 1P
- Motor Cycle
- 5 min



# Financing the new car park

In summary, it is estimated that the Church Point Carpark and Precinct 1 Improvement Project will cost approximately \$9.755 million based on current estimates

In terms of funding, the breakup is as follows:

Loan Borrowings (paid off by tickets & licences)	\$6,205,000 (\$6.1m subject to LIRS Subsidy)
Church Point Carpark Reserves	\$1,550,000 (Estimated balance as at 30/6/2016)
CIP - General Allocation for 2016/17	\$ 650,000
CIP - Rolling Loan Program	\$ 500,000
CIP - Environment Infrastructure Reserve	\$ 326,000
CIP - RMS Funding (held in reserve)	\$ 300,000
CIP - SRV Reserve	<u>\$ 224,000</u>
Total Funding	\$9,755,000 (Subject to final tendered price)

# Why has the project estimate increased?

The project was estimated in April 2013 at approximately \$7.4 million, based on 2010 design

The current Cost Estimate Report estimates the project at \$9.755 million based on up to date design and costs. The additional scope and works determined to be necessary by design or for current compliance and not included in previous estimates, include:

- Additional 200m<sup>2</sup> of road re-alignment near General Store required
- Architectural screening of front facade
- Increase in contingency from 10% to 20% due to current requirement for a Design and Construct Tender
- Increase of carpark deck upstand from 1.0m to 1.2m for current design compliance
- DDA (Disability Discrimination Act) compliant accessibility ramp from carpark deck level to ground level
- Leased car spaces (54) lock mechanisms
- Retaining walls and surface treatment to Cargo Wharf
- Carpark fire safety sprinkler system
- Stormwater oil filter/gross pollutant trap
- Dinghy Pontoon modifications to meet road levels post construction
- Dangerous and unstable tree removal pre construction and regeneration post construction



# Ticket Pricing

- The proposed ticketing structure includes:
  - Residential tickets, accessing both reserve and newly constructed carpark
  - Non-residential tickets
  - Premium car park ticket (guaranteed space in new carpark)
- Pricing for years 1-10 will reflect prices needed to fund the loan repayments
- From year 11 prices will be adjusted as the loan will be repaid

Ticket type	Years 1-10 2017-2027	2027 onwards
Residential ticket (1st ticket)	\$500 per year + 2.9% CPI	\$333 per year + 2.9 CPI
Residential ticket (2nd ticket)	\$750 per year + 2.9% CPI	\$499 per year + 2.9% CPI
Non-residential ticket	\$1,000 per year + 2.9% CPI	No change to pricing structure post 2027
Premium ticket (guaranteed space)	\$4939 per year + 2.9% CPI	\$6388 per year + 2.9% CPI

# Environmental Impact Assessment

- Under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) public authorities are required to conduct an environmental assessment of all potential impacts associated with this project prior to works commencing.
- This Review of Environmental Factors (REF) considered issues including Ecology, Noise, Visual amenity, Social environment, Traffic and transport, Hydrology and water quality, Geology and soils, Non-Indigenous heritage, Indigenous heritage, Air quality, Waste management and minimisation, and Climate change.
- Based on the REF the internal Part 5 Assessment Panel determined that subject to conditions, the project is unlikely to result in any significant environmental impact.
- The additional conditions that are required to be adhered to as part of the development will be incorporated into the tender documentation, detail design and construction methodologies for this project.

# Specialist project managers for the project

## **To ensure efficient and effective project management:**

- A Specialist Project Manager will be engaged to oversee the project and associated contract.
- The Project Manager will report to a new Manager, Urban Infrastructure with significant experience in engineering, car park construction, and working in waterways and other significant environments



# Timeframes for next steps

The first step is the consideration by Council on 7 December 2015

## **On the basis project progresses:**

- Appoint a specialist Project Manager to oversee the project and associated contract.
- Call tenders for the design and construction of the project. Following tender submissions a report will be brought back to Council in early 2016 outlining the recommended contractor.
- Call for Expressions of Interest for the leasing of up to 60 individual car spaces in the new car park facility at an annual rate of \$4,939 per space (2016/17 dollars), including a reserve list if interest exceeds supply.
- Refer proposed demand management measures to the Traffic Committee for consideration
- Further explore and promote public transport, active and alternative transport measures in conjunction with the local Resident Associations, businesses, NSW Government and other stakeholders.
- Commence construction June 2016

# For more information

- Visit [www.Pittwater.nsw.gov.au](http://www.Pittwater.nsw.gov.au) to read:
  - The 7 December 2015 Council report
  - Demand Management Report
  - Review of Environmental Factors
- Visit Council's Customer Services offices in Mona Vale or Avalon
- Call Council on 9970 1111



PITTWATER  
COUNCIL

THANK YOU

[www.pittwater.nsw.gov.au](http://www.pittwater.nsw.gov.au)