

## **SUBJECT: Update on Church Point Precinct 1: McCarrs Creek Road Realignment and New Car Park**

**Meeting:** Council

**Date:** 7 December 2015

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### **COMMUNITY STRATEGIC PLAN STRATEGY:**

- Traffic & Transport
- Town & Village
- **COMMUNITY STRATEGIC PLAN OBJECTIVE:**
- To reduce the use of and reliance on private motor vehicles
- To improve road and footpath safety to encourage use by community
- To provide suitable parking arrangements for business, community and commuter transport including park and ride facilities
- To provide adequate parking to meet the needs of businesses and customers
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### **DELIVERY PROGRAM ACTION:**

- Provide planning, design, investigation and management of traffic and transport infrastructure
- Provide works for a range of active transport infrastructure including footpaths, shared paths, line marking, pedestrian refuges, bus stop upgrades and other works directly associated with pedestrian, bicycle and other non-car transport modes on roads
- Undertake upgrades such as reconstruction and resurfacing to strengthen road pavements combined with road edge support and drainage improvements
- Ongoing enforcement program to achieve effective utilisation of car parking spaces

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## **1.0 EXECUTIVE SUMMARY**

### **1.1 BACKGROUND**

- 1.1.1 Church Point is a local and regional transport node and tourist destination. The area functions as a water based and vehicular transport interchange for approximately 560 households that reside off-shore, as well as for on-shore residents and visitors. Management issues at Church Point are deeply entrenched within the divergent interests of the on-shore and off-shore communities.
- 1.1.2 It has been recognised that the demand for parking is currently at a level which exceeds the available parking supply, particularly on weekends and peak summer and holiday periods. In addition to parking issues, concern in relation to the safety of McCarrs Creek Road at Church Point has been raised by the community regularly over the years.
- 1.1.3 In 2005 in response to the conflicting uses and divergent interests of stakeholders in the area, Council, at the direction of the then Minister for Lands, resolved to prepare a Plan of Management for Church Point (PoM).
- 1.1.4 The PoM identifies a range of outcomes and management arrangements for Church Point. In recognition of both safety issues and the shortage of parking in the area, the PoM proposes the realignment of McCarrs Creek Road to reduce curvature and generally improved sight lines and the constructed of a new car park on the southern side of the re-aligned road.
- 1.1.5 On 16 December 2013, Council endorsed a single deck car park providing a total of 120 car parking spaces over two levels, involving reclamation, seawall construction and the realignment of McCarrs Creek Road. This report specifically addresses the matters identified in Council's resolution of 16 December 2013.

## 1.2 PROPOSED DEVELOPMENT

1.2.1 The works to be undertaken as part of the McCarrs Creek Road realignment and new car park project comprise the following:

- A new pierced seawall on a new alignment with suspended timber pedestrian boardwalk along its outer edge. The realignment will require reclamation of land in part.
- Relocation of a section of McCarrs Creek Road between the Commuter Wharf and Rosstrevor Reserve on a curved alignment, incorporating a short-stay vehicle set down area along the outer edge of the road, adjacent to the Commuter Wharf.
- A new 120 space car park on the inner footprint between the base of cliff and relocated road, incorporating an access ramp, landscaping between the road and the car park and façade treatment along the northern elevation.
- Associated utility adjustments.

1.2.2 *Throughout this report the project is referred to as the 'McCarrs Creek Road realignment and new car park project' and includes all the works outlined above.*

## 1.3 ENVIRONMENTAL IMPACT ASSESSMENT

1.3.1 An Environmental Impact Assessment (EIA) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) has been undertaken to assess the potential impacts associated with the proposal and the necessary mitigation measures. In order to inform the EIA and determine the likely environmental impacts of a proposal, a Review of Environmental Factors (REF) has been undertaken for this project.

1.3.2 Under the *Fisheries Management Act 1994*, consultation with the Department of Primary Industries (DPI) in relation to the proposed dredging and reclamation works is required. Initial consultation occurred several years ago and on 11 September 2015 a permit was issued to harm the area of seagrass which will be impacted by the realignment of McCarrs Creek Road. In order to off-set the loss of seagrass habitat, a monetary contribution will be made to the Fish Conservation Trust Fund for the delivery of site-based offsets elsewhere in NSW.

1.3.3 Based on the REF, the EIA has determined that subject to conditions the project is unlikely to result in any significant environmental impact. The recommended mitigation measures will be incorporated into the tender documentation, detailed design and construction methodologies for the project

## 1.4 PARKING DEMAND MANAGEMENT

1.4.1 Council has undertaken a review of the current parking arrangements and potential management options to reduce parking demand at Church Point. To inform the review, Council engaged GTA Consultants (GTA) to undertake a review of current parking demand and to develop a range of options to potentially address identified parking issues. GTA's report is attached to this report (refer to **Attachment 5**).

1.4.2 GTA have approached the parking demand management review primarily from a car parking demand perspective, as such these measures need to be balanced to take into consideration of environmental, social impacts and economic impacts. Taking into consideration GTA's recommendations and the community's input, Council staff have recommended a number of short term and longer term measures that can be implemented to better manage parking demand in Church Point.

1.4.3 Analysis of the proposed options and the recommended measures are outlined in **Attachment 6**.

## 1.5 NATIVE TITLE CLAIM

- 1.5.1 In 2013 a claim under the *Native Title Act 1993* was made by the Awabakal and Guringai People. The claim, in part, covers the area subject to this project.
- 1.5.2 Legal advice has been obtained in regard to Council's obligations under the *Native Title Act 1993* in relation to this project (refer to attachment in Confidential Section of this meeting). In order to comply with the Act, Council will adhere to certain procedural requirements set out under the Act. A copy of the Confidential Report on the Church Point Precinct 1: McCarrs Creek Road realignment and new car park is provided in the Confidential Section of the Agenda at **Appendix 1**.

## 1.6 LAND OWNERSHIP ARRANGEMENTS

- 1.6.1 The realigned section of McCarrs Creek Road and the new car park will straddle the existing McCarrs Creek road reserve and the Church Point Foreshore Reserve. As such, the existing land ownership will need to be examined to determine the most practical titling arrangements in the future.
- 1.6.2 Council will shortly commence discussions with Crown Lands in relation to the future land ownership arrangements in order for these issues to be resolved by the time construction is complete.

## 1.7 FINANCING STRATEGY

- 1.7.1 It is estimated that the McCarrs Creek Road realignment and new car park project will cost approximately \$9.755 million based on current estimates (November 2015).
- 1.7.2 In order for Council to facilitate such a project a funding package has been formulated comprising of a mix of loan funding, user pays historical reserves, ongoing user pays car parking income, RMS capital contributions, Environmental Infrastructure reserves, Special Rate Variation reserves and NSW State Government Local Infrastructure Renewal Scheme (LIRS) interest rate subsidy.

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## 2.0 RECOMMENDATION

### 1. *That Council note:*

- a) The success of Council's Local Infrastructure Renewal Scheme funding application for the project, in particular the specific requirements for commencement and completion dates;*
- b) The findings and recommendations of the Church Point Parking Demand Management Review prepared by GTA Consultants;*
- c) The legal advice in relation to the current Native Title Claim;*
- d) The Environmental Impact Assessment undertaken by Pittwater Council under Part 5 of the EP&A Act based on the Review of Environmental Factors (REF) prepared by Arcadis;*
- e) The conditions identified in the Environmental Impact Assessment that are to be incorporated into the tender documentation for the project;*
- f) The revised cost estimate and the funding model proposed to finance the McCarrs Creek Road realignment, seawall and new car park project.*

### 2. *That Council support the commencement of the McCarrs Creek Road realignment and new car park project based on the proposed financing model recommended in this report.*

### 3. *That design and construct tenders be invited for the McCarrs Creek Road realignment, seawall and new car park project.*

4. *That prior to completion of the project, Council call for Expressions of Interest for the annual of up to 60 individual spaces within the new car park based on the annual fees outlined in Section 4.6.3 of this report.*
  5. *That recommendation 1, 3, 4, 7, 12, 14 and 15 outlined in Attachment 6 in relation to parking configuration, restrictions and signage be supported in principle and referred to the Traffic Committee for review.*
  6. *That recommendations 9 and 23 as outlined in Attachment 6 in relation to parking tickets and parking permit fees be incorporated into Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020.*
  7. *That Council progress discussions with the Crown in relation to the land ownership arrangements related to the future realigned of McCarrs Creek Road and new car park.*
  8. *That Council commence the formal road opening/closure processes under Roads Act 1993 related to the future realigned McCarrs Creek Road and new car park.*
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### **3.0 BACKGROUND**

#### **3.1 PURPOSE**

In accordance with Council's resolution of 16 December 2013, the purpose of this report is to:

- Inform Council of the success of the funding application made under the Local Infrastructure Renewal Scheme (LIRS) for the Church point project.
- Inform the Council of the recommendations of the Church Point Parking Demand Management Review prepared by GTA Consultants.
- Inform Council of the outcomes of the Review of Environmental Factors by Hyder Consulting and Part 5 Environmental Impact Assessment by Pittwater Council.
- Seek Council's endorsement to call for tenders for the McCarrs Creek Road realignment and new car park.
- Advise Council of the funding model proposed to finance the McCarrs Creek Road realignment, seawall and new car park and project.

#### **3.2 BACKGROUND**

3.2.1 Church Point is a local and regional transport node and tourist destination. The area functions as a water based and vehicular transport interchange for approximately 560 households that reside off-shore, as well as for on-shore residents and visitors. It provides community access for Pittwater and the Ku-ring-gai Chase National Park and also supports local businesses and the off-shore and on-shore communities by providing a place to meet and gather.

3.2.2 Management issues at Church Point are deeply entrenched within the divergent interests of the on-shore and off-shore communities. For many decades the area has facilitated a range of conflicting uses in an adhoc manner.

3.2.3 For both the on-shore and off-shore communities in Church Point the lack of available car parking is a contentious issue. The off-shore residents do not have an opportunity to park their vehicles at their homes and as such residents park their vehicles on-shore and access their residences by boat. The on-shore community also rely on publicly accessible parking to service the demands of residents and their visitors, patrons to commercial businesses and tourists and other visitors who come to the Church Point to recreate on or around Pittwater.



- 3.2.4 Over the years it has been recognised that the demand for parking is currently at a level which exceeds the available parking supply, particularly on weekends and peak summer and holiday periods. Despite the parking issue at Church Point having been raised and discussed in a robust manner for several decades, until recently there has not been a clear or tangible solution to address this issue.
- 3.2.5 In addition to parking issues, concern in relation to the safety of McCarrs Creek Road at Church Point has been raised by the community regularly over the years. The existing curvature of McCarrs Creek Road and proximity to the existing walkway is a significant issue for road users, pedestrians and cyclists requiring major civil works to resolve.
- 3.2.6 In 2005 in response to the conflicting uses and divergent interests of stakeholders in the area, Council, at the direction of the then Minister for Lands, resolved to prepare a Plan of Management for Church Point through funding by Crown Lands. In November 2009 the Church Point Plan of Management (PoM) was adopted by Council and the State Government. The PoM identifies three separate precincts within Church Point; Precinct 1 – McCarrs Creek Road (area between Holme Port Marina car park and the General Store), Precinct 2 – Village Square (area between the General Store and the ‘Pasadena’ restaurant), and Precinct 3 – Church Point Reserve (area between the ‘Pasadena’ restaurant and Bennett’s Beach).
- 3.2.7 The PoM identifies a range of outcomes and management arrangements for Church Point. In recognition of both safety issues and the shortage of parking in the area, the PoM proposes the realignment of McCarrs Creek Road to reduce curvature and generally improved sight lines and the constructed of a new car park on the southern side of the re-aligned road.
- 3.2.8 In relation to the car park options for Precinct 1, a report was presented to Council on 2 December 2013 outlining three possible options. On 16 December 2013, Council endorsed Option 2, being a single deck car park providing a total of 120 car parking spaces, involving reclamation, seawall construction and the realignment of McCarrs Creek Road. Council resolved as follows:
- “1. That based on the comparison and evaluation of carpark options including Triple Bottom Line Assessment as detailed in this report along with the analysis of the submissions received and the intent of the adopted Plan of Management, that Option 2 – the single deck carpark that provides scope for 120 car spaces - be adopted as the carpark layout to take forward for Precinct 1 at Church Point.*
  - 2. That Council applies to the State Government for LIRS funding for this project. Should the LIRS funding be unsuccessful then a further report be provided to Council on the funding and user pays implications.*
  - 3. 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.*
  - 4. That the Design Group be thanked for its assistance in this process.*
  - 5. That a detailed Review of Environmental Factors (REF) and Part V Assessment be undertaken for Option 2 and reported to Council prior to physical commencement of the project.*
  - 6. That Council give consideration to calling the walkway the “Ian Souter Walkway.”*
- 3.2.9 This report specifically addresses items 2, 3 and 5 of Council’s resolution.
- 3.2.10 The Precinct 1 area is identified in Attachment 1.

### 3.3 POLICY IMPLICATIONS

Church Point Plan of Management (PoM) was adopted by both Council and the State Government in 2009. The McCarrs Creek Road realignment and new car park are consistent with the PoM and Council's resolution of 16 December 2013.

### 3.4 RELATED LEGISLATION

*Environmental Planning and Assessment Act 1979*

*Environmental Planning and Assessment Regulation 2000*

*Crown Lands Act 1989*

*Local Government Act 1993*

*Roads Act 1993*

*Fisheries Management Act 1994*

*Native Title Act (Commonwealth) 1993*

*Native Title (New South Wales) Act 1994*

*State Environmental Planning Policy (Infrastructure) 2007*

### 3.5 FINANCIAL ISSUES

#### 3.5.1 Budget

It is estimated that the McCarrs Creek Road realignment and new car park project will cost approximately \$9.755 million dollars based on current estimates (November 2015).

In order for Council to facilitate such a project a funding package has been formulated comprising of a mix of loan funding, user pays historical reserves, ongoing user pays car parking income, RMS capital contributions, Environmental Infrastructure reserves, Special Rate Variation reserves and NSW State Government Local Infrastructure Renewal Scheme (LIRS) interest rate subsidy.

The financing strategy for the project is discussed in detail below at section 4.6.

#### 3.5.2 Resources Implications

The new and upgraded infrastructure delivered by the project will be added to Council's infrastructure assets and hence be subject to ongoing maintenance and servicing cost/budget provisions. As discussed above however, the financing model developed will mean that the project, both its construction and ongoing maintenance, is predominately self-funded requiring only moderate subsidisation by Council.

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## 4.0 KEY ISSUES

### 4.1 Proposed Development

The works proposed to be undertaken as part of the project are:

- A new seawall on a new curved alignment with sandstone boulder habitat placed along its base. The seawall incorporates a 2.5 metre wide suspended timber pedestrian boardwalk along its outer edge. The new suspended timber boardwalk replaces the existing narrow/eroded walkway and will eventually link with a foreshore promenade around the perimeter of the General Store, removing the need for pedestrians to use the road shoulder.

- Relocation of a section of McCarrs Creek Road between the Commuter Wharf and Rosstrevor Reserve on a curved alignment to improve road and pedestrian safety, amenity and asset condition. The reconstructed road will also incorporate a short-stay vehicle set down area. The realigned road will require reclamation of land in part. The reclamation will use clean fill, including recycled materials where suitable.
- A new 120 space car park on the inner footprint between the base of the cliff and relocated road. This car park has a one way aisle with a 90 degree configuration with 60 spaces at road level and 60 spaces on the upper deck. The car park also incorporates an access ramp, landscaping between the road and the car park and façade treatment along the northern elevation using recycled timber and other materials where possible.
- Associated utility adjustments.

Photomontages of the proposed project from the waterway are attached to this report (refer to **Attachment 2 & 3**).

*Throughout this report the project is referred to as the 'McCarrs Creek Road realignment and new car park project' and includes all the works outlined above.*

## 4.2 **Assessment of proposal under Part 5 of the EP&A Act**

Under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) public authorities are generally permitted to carry out a range of activities without the need for development consent under Part 4 of the Act. Despite the activity not requiring development consent, Part 5 requires that an environmental assessment of all potential impacts associated with the proposal is required to be undertaken prior to works commencing. This assessment is referred to as an Environmental Impact Assessment (EIA). In addition, there may also be statutory consultation requirements that need to be complied with depending on the form of development proposed.

In order to inform the EIA and determine the likely environmental impacts of a proposal, a Review of Environmental Factors (REF) has been undertaken for this project. An REF assists the determining authority in determining whether an activity is likely to have a significant effect on the environment or significantly affect threatened species, populations or ecological communities or their habitats. Where an activity is likely to have a significant impact, a further level of assessment is required to be undertaken in form of an environmental impact statement (EIS) and/or species impact statement (SIS). An REF also assists in identifying and detailing measures to mitigate any adverse environmental impacts.

The EIA under Part 5 of the EP&A Act undertaken by Council is attached to this report (refer to **Attachment 4**). Due to their volume, the supporting documents that form the appendices to the EIA are available for viewing at Council's Customer Service Centres and electronically on Council's website.

### 4.2.1 *Statutory Consultation*

Under the *Fisheries Management Act 1994*, consultation with the Department of Primary Industries (DPI) in relation to the proposed dredging and reclamation works is required.

Consultation with DPI was initiated in early 2009 during the preparation of the draft Church Point Plan of Management. In response to concerns raised in relation to the impact of the proposal on seagrass population, the draft concept masterplan was amended. Later in 2009, the DPI confirmed that they had no objections to the amended concept masterplan.

In June 2014 further consultation with DPI was undertaken specifically in relation to the McCarrs Creek Road realignment and new car park (the subject of this Environmental Impact Assessment). On 11 September 2015, Fisheries NSW, an agency of the DPI, issued a permit for dredging and reclamation and to harm 70 square metres of seagrass associated with the realignment of McCarrs Creek Road.

Fisheries NSW has imposed a number of conditions as part of the permit which will be incorporated into the tender documentation, detailed design and construction methodologies for the project. A copy of the permit issued by Fisheries NSW is appended to the EIA (refer to Appendix H of EIA).

In order to off-set the loss of 70 square metres of seagrass within the vicinity of the proposal, the DPI require a monetary contribution to the value of \$3724 be made to the Fish Conservation Trust Fund for the delivery of site-based offsets elsewhere in NSW.

#### 4.2.2 Findings of the REF

For the purpose of an assessment under Part 5 of the EP&A Act, section 111 requires that the determining authority for the proposal examine and take into account to the fullest extent possible all matters which are likely to affect the environment.

Council engaged Arcadis (formerly Hyder Consulting) to prepare an REF for the project (refer to Appendix A to EIA). The table below provides a summary of the likely impacts identified and mitigation measures recommended in the REF.

**Table 1: Summary of likely impacts and proposed mitigation measures**

Consideration	Likely Impact	Mitigation Measures
<b>Ecology</b>	<ul style="list-style-type: none"> <li>Loss of 70 square metres of seagrass habitat through construction of seawall and reclamation</li> <li>Removal of two large trees and some smaller vegetation from road reserve and rock wall to accommodate small modification to road to improve safety and to maintain stability of rock wall</li> </ul>	<ul style="list-style-type: none"> <li>Monetary contribution to Fish Conservation Trust Fund, as per condition of Fisheries NSW permit</li> <li>Replacement tree planting in immediate vicinity</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>One residence and one commercial premises expected to be affected by construction noise</li> <li>Based on worst case scenario in peak periods, 4 residence may be impacted by noise from the car park once in operation</li> </ul>	<ul style="list-style-type: none"> <li>Number of measures recommended to minimise noise during construction</li> <li>Once car park is in operation, noise levels will be monitored and if necessary appropriate mitigation measures will be implemented to reduce noise impacts on affected homes</li> </ul>
<b>Visual amenity</b>	<ul style="list-style-type: none"> <li>Temporary impacts during construction</li> <li>Once complete, visual impacts considered to be negligible</li> </ul>	<ul style="list-style-type: none"> <li>Façade treatment of car park will be compatible with surrounding environment and will screen parked cars and parking structure</li> <li>Landscaping between car park and road will soften appearance of structure</li> </ul>
<b>Social environment</b>	<ul style="list-style-type: none"> <li>Car park will provide significant parking relief along McCarrs Creek Road and adjoining local streets</li> <li>McCarrs Creek Road realignment will significantly improve safety for road users</li> <li>Well-lit public space in the immediate vicinity of the Commuter Wharf will increase safety at night time</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

	<ul style="list-style-type: none"> <li>- The proposal would provide an integral facility to connect off-shore residents and visitors alike, providing an increased sense of community connectedness and integrity</li> </ul>	
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>- Short term congestion during construction, however this is only likely to be minor</li> <li>- Car park will provide significant parking relief along McCarrs Creek Road and adjoining local streets and assist in reducing number of vehicles driving on the road seeking an available car space</li> <li>- McCarrs Creek Road realignment and foreshore boardwalk will significantly improve safety for road users</li> </ul>	<ul style="list-style-type: none"> <li>- A detailed Construction Transport Management Plan be developed and implemented during construction</li> <li>- General signposting, warning signs and traffic control during construction</li> <li>- Temporary structures/walkways will be implemented during construction if necessary to maintain pedestrian access</li> </ul>
<b>Hydrology and water quality</b>	<ul style="list-style-type: none"> <li>- Potential inundation by coastal and estuarine processes</li> </ul>	<ul style="list-style-type: none"> <li>- Car park and road are to be designed to 2050 Estuarine Planning Level (which takes into consideration sea level rise)</li> <li>- Design to give consideration to 2100 Estuarine Planning Level (taking into consideration sea level rise) as a precautionary measure to allow for adaptation as required</li> <li>- Car park design to incorporate vehicle barriers</li> </ul>
<b>Geology and soils</b>	<ul style="list-style-type: none"> <li>- During construction erosion risk may be high during wet weather</li> <li>- During construction low probability of disturbance of acid sulfate soils</li> <li>- Once constructed, erosion risk expected to be minimal</li> </ul>	<ul style="list-style-type: none"> <li>- Construction Transport Management Plan to address erosion, sediment control and water quality</li> <li>- Rock wall stabilisation or treatment to be considered in the detail design of the project</li> </ul>
<b>Non-Indigenous heritage</b>	<ul style="list-style-type: none"> <li>- Unlikely that the proposal would result in impacts to any non-indigenous heritage items</li> </ul>	<ul style="list-style-type: none"> <li>- Should unexpected items be exposed, work will cease and Council and the NSW Office of Environment and Heritage will be notified</li> </ul>
<b>Indigenous heritage</b>	<ul style="list-style-type: none"> <li>- Unlikely that the proposal would impact on the existing indigenous heritage item in the vicinity of the site</li> </ul>	<ul style="list-style-type: none"> <li>- Should unexpected items be exposed, work will cease and Council, the NSW Office of Environment and Heritage and the Aboriginal Heritage Office will be notified</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>- Main impact will be dust during construction</li> <li>- Following completion of project, air quality is unlikely to be impacted due to reduction in the number of cars driving on the road seeking an available car space</li> </ul>	<ul style="list-style-type: none"> <li>- Measures will be implemented to reduce dust generated by the construction.</li> <li>- Work will cease during period of extreme wind or where significant dust emissions are observed</li> </ul>

<b>Waste management and minimisation</b>	<ul style="list-style-type: none"> <li>– General waste (putrescible and non- putrescible), liquid waste and excess spoil from earthworks are likely to be generated by the project during construction.</li> <li>– Only minor quantities of waste would be generated during operation.</li> </ul>	<ul style="list-style-type: none"> <li>– A detailed Construction Environmental Management Plan be developed and implemented during construction to appropriately manage, reuse and dispose of waste</li> <li>– Waste containers would be made available in the car park and along the foreshore boardwalk once project is complete</li> </ul>
<b>Climate change</b>	<ul style="list-style-type: none"> <li>– Storm surges could affect the project during and post construction</li> </ul>	<ul style="list-style-type: none"> <li>– Car park and road are to be designed to 2050 Estuarine Planning Level (which takes into consideration sea level rise)</li> <li>– Design to give consideration to 2100 Estuarine Planning Level (taking into consideration sea level rise) as a precautionary measure to allow for adaptation as required</li> </ul>

#### 4.2.3 Conclusions of the REF

The REF has considered the impacts and mitigation measures both during construction and in the long term. The REF has concluded that:

*“The proposed construction of a car park, land reclamation and sea wall construction and realignment of McCarrs Creek Road is subject to assessment under Part 5 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed activity.*

*The Proposal was found to have potential for short term and minor impacts to soil, water quality, flora and fauna, local air quality, noise emissions, visual amenity and utilities. However, impacts would be readily manageable through the application of mitigation measures summarised in this REF. The works were not found to result in any impacts to threatened species, populations or ecological communities listed on the NSW Threatened Species Conservation Act 1995 or the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.*

*The proposal would also have a range of benefits including improved road safety; additional provision for parking; and safer pedestrian facilities. On balance the proposal is considered justified. If no change is completed, the chronic lack of carparking will continue to cause adverse social impacts and tensions.*

*This Proposal has been assessed taking into account its biophysical, social and economic impact, the suitability of the site and whether or not the proposal is in the public interest. The proposal is also considered in the context of the objectives of the EP&A Act, including the principles of ecologically sustainable development as defined in Schedule 2 of the Environmental Planning and Assessment Regulation 2000.*

*The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an environmental impact statement to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5.1 of the EP&A Act. The proposal is unlikely to affect threatened species, populations or ecological communities or their habitats, within the meaning of the Threatened Species Conservation Act 1995 or Fisheries Management Act 1994 and therefore a Species Impact Statement is not required. The proposal is also unlikely to affect Commonwealth land or have an impact on any matters of national environmental significance.” (Refer to Appendix A to EIA, Section 10-11, pp. 96-97)*



#### **4.2.4 Conclusions of the EIA**

Based on the REF, the internal Part 5 Assessment Panel, made up of relevant Business Unit Managers and Directors, has determined that subject to conditions, the project is unlikely to result in any significant environmental impact. In addition to the conditions recommended in the REF and the conditions imposed by DPI, Section 7.0 of the EIA lists additional conditions that are required to be adhered to as part of the development. These conditions will be incorporated into the tender documentation, detail design and construction methodologies for this project.

The EIA is attached to this report (refer to **Attachment 4**). Due to their volume, the supporting documents that form the appendices to the EIA are available for viewing at Council's Customer Service Centres and electronically on Council's website.

### **4.3 Parking Demand Management Review**

Consistent with Council's resolution of 16 December 2013, Council has undertaken a review of the current parking arrangements and potential management options to reduce parking demand at Church Point.

To inform the parking demand management review, Council engaged GTA Consultants (GTA) to undertake a review of current parking demand and to develop a range of options to potentially address identified parking issues. GTA's report is attached to this report (refer to **Attachment 5**).

The area investigated by GTA extends from Holme Port Marina to Bennett's Beach, including the Church Point foreshore reserve, as well as Eastview Road, Quarter Sessions Road and Baroona Road.

GTA have considered the existing public transport services, demographic and journey to work data, existing parking capacity and parking demand. In undertaking their review, GTA also met and considered the comments and submissions received by:

- Bayview Church Point Resident Association,
- Scotland Island Resident Association,
- West Pittwater Resident Association, and
- Church Point Friends Group.

#### **4.3.1 Existing parking requirements and current capacity**

GTA's analysis identifies the need for 1,171 car spaces to accommodate demand from off-shore residents, holiday homes, commercial premises, marinas and private moorings in Church Point.

In terms of the existing parking supply, GTA estimate that there are approximately 435 parking spaces within the Church Point study, including informal spaces.

#### **4.3.2 Demographics and Journey to Work data**

Comparing 2011 ABS demographics and Journey to Work data for the Church Point on-shore community, off-shore community and Greater Sydney, GTA point out the following trends:

- The off-shore community have a lower rate of car ownership, both when compared to the on-shore community and the Greater Sydney average (35% less than on-shore community and 10% less than Greater Sydney).
- The on-shore community have a high rate of car ownership (39% greater than the Greater Sydney average).

- The off-shore community have a more complex transport modal split , involving car, public transport and 'Other' transport modes ('Other' assumed to be boat/ferry in this case).
- The off-shore community have a significantly higher usage of public transport (double the average for the on-shore community and 1.3 times greater than the Greater Sydney average).
- The on-shore community have a much higher car usage for commuting (27% greater than the off-shore community and 10% greater than the Greater Sydney average).
- The off-shore community have a much lower car usage for commuting (20% less than the average for the on-shore community and 15% less than the Greater Sydney average).

#### 4.3.3 Recommendations of GTA

Notwithstanding the proposed new car parking facility, GTA identify that the provision of 120 additional spaces is not expected to fully accommodate the current demand for parking at Church Point. To this end, GTA identify that a number of parking demand measures and additional parking spaces will be required to strike a balance between the demand for and provision of car parking. Broadly, the measures recommended by GTA aim to:

- Increase existing parking supply,
- Utilise existing supply more efficiently by encouraging greater turnover of spaces,
- Reduce parking demand through increased alternative options,
- Reduce parking demand by increasing the cost of parking permits and tickets.

GTA's recommendations are outlined in detail in **Attachment 5**.

#### 4.3.4 Recommendations by Council Staff

GTA have approached the parking demand management review primarily from a car parking demand perspective and, as indicated by GTA, these measures need to be balanced to take into consideration environmental, social and economic impacts. Taking into consideration GTA's recommendations and the community's input, a number of the suggested measures are supported in principle.

While some measures may be able to be implemented in the short term, other measures will require further investigation and analysis prior to being implemented. These measures can be further investigated while the road realignment and car park project is underway, with the intention of implementing the supported measures once construction is complete.

The further measures suggested by Council are in an effort to manage the most desirable and least desirable parking options for each user group and to balance the, at times, conflicting needs of user groups. The general principles supporting the new car park and the measures recommended in **Attachment 6** are intended to create a greater turnover in street parking and to increase the parking available to off-shore users while increasing shorter term parking for visitors to the Church Point area.

The key user groups identified are the off-shore residents, the on shore residents and visitors to the area, both long term and short term, motorcyclists and disabled permit holders.

A summary of the proposed parking arrangement that will be available to each user group is summarised below. The detailed analysis and recommendations are outlined in detail in **Attachment 6** and shown graphically in **Attachment 7**.

### ***Off Shore residents (Church Point Permit Holders)***

Under the new proposals the off-shore residents will have the following parking available to them in the Church point area:

- New car park – licensed spots through a license agreement with Council and exclusive rights to a portion of the car park between 6pm and 6am
- Church Point Reserve car park– non 4P parking on an unrestricted basis and exclusive rights to a portion of the car park between 6pm and 6am
- McCarrs Creek Road
- Residential streets – parking, including overnight parking, permitted outside 4P restriction times
- Westerly parking on Pittwater Road (opposite Reserve) – 1P
- Bothams Beach – 12P (no permit exemption)

### ***Visitors to area (non-permit holders)***

Visitors without a Church Point parking permit will have access to the following parking areas:

- New car park – 4P
- Church Point Reserve car park – 4P (nine existing 4P spaces, this is proposed to be increased 20). Remaining spaces are available on a 'Pay and Display' basis for up to 7 days
- Café and Passadena – 1P 8.30 to 7pm and 30 minutes 7am to 8pm
- Pittwater Road – both 1P and 4P parking
- McCarrs Creek Road – 4P
- Bothams Beach – 12P

### ***On Shore residents***

On shore residents without Church Point permits have the same access to parking as visitors to the area do and the same as off-shore residents if they do hold a Church point parking permit.

In order to create turnover in these residential streets and to ensure visitors to people residing in these streets have a access to street parking it is proposed to limit parking in residential streets in the Church point area (Baroona Street, Eastview Road and Quarter Sessions Road) to 4P 6 am to 10pm. Changes to these streets would also be made to ensure safe egress and ingress for vehicles.

### ***Motor Cyclists***

Current motorcycle parking arrangements would be maintained which are:

- McCarrs Creek Road
- Church Point Reserve car park – an increase to the number of motorcycle parking spots would be sought through the parking review.

### ***Disabled Permit Holders***

The current disabled parking arrangements would be maintained with 4 parking spaces in the new car park allocated for disabled permit holders.

#### 4.4 Native Title Claim and Implications for Project

In May 2013 the Awabakal and Guringai People filed an application in the Federal Court under the *Native Title Act 1993*. The claim covers areas of the Pittwater Local Government Area, as well as areas within the local government areas of Cessnock City Council, Gosford City Council, Hornsby Shire Council, Ku-ring-gai Council, Lake Macquarie City Council, Maitland City Council, Newcastle City Council, Warringah Council and Wyong Shire Council. The claim, in part, covers the area subject to this project.

Legal advice has been obtained in regard to Council's obligations under the *Native Title Act 1993* in relation to this project. In order to comply with the Act, Council will be required to adhere to certain procedural requirements set out under the Act.

#### 4.5 Land Ownership Arrangements

The existing road at Church Point is a Council owned road, with a significant road reserve adjacent and landward of the carriageway (road reserve lot identified as 1A McCarrs Creek Road, as shown in **Attachment 1**). The intention is to maintain 1A McCarrs Creek Road as road reserve as it currently provides access to approximately 10 properties that would otherwise be landlocked.

The area from the foreshore to just beyond the pontoon is Crown Land, for which Council is responsible for its care, control and management. This area is known as the Church Point Foreshore Reserve.

The realigned McCarrs Creek Road and the new car park will straddle the existing road reserve and the Foreshore Reserve. As such, the existing land ownership arrangement will need to be examined to determine the most practical titling arrangements. This will necessitate the formal road closure and road opening processes under the Roads Act 1993 in relation to the portion of the road that is proposed to be occupied by the car park and portion of the Foreshore Reserve that is proposed to be occupied by the realigned road.

In relation to the land ownership arrangements related to the carpark Council would formalise consent from the Crown to build a road and a portion of car park over the Church Point Foreshore Reserve. Following completion of the project, the land occupied by realigned portion of road and the land occupied by the car park is to be vested in Council. This would require an adjustment to the boundary of the existing Foreshore Reserve.

Under this arrangement, Council would have responsibility for road and car park. Council will seek agreement to this approach through a Memorandum of Understanding with the Crown.

#### 4.6 Project Cost and Financing Strategy

It is estimated that the McCarrs Creek Road realignment and new car park project will cost approximately \$9.755 million dollars based on current estimates (November 2015).

In terms of funding, the breakup is as follows:

Loan Borrowings	\$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>
<b>Total Funding</b>	<b>\$9,755,000 (Subject to final tendered price)</b>

#### 4.6.1 Project Estimate Cost - Increase in Cost Estimates

In 2013 the project was estimated at \$7.4 million based on the prevailing 2010 design and the cost estimates provided by Hyder Consulting. Since that point in time the project has been refined and cost estimates updated to present values and requirements. This process has seen the overall assessment of the project rise to an estimated \$9.755 million (subject to final tendered price) as provided by Council's cost estimating consultants. The main reasons for the rise in the cost estimates are as follows:

- 2013 (April) - Hyder Cost Estimate Report approximately \$7.4 million, based on 2010 design for road realignment, car park, seawall and boardwalk.
- 2015 (November) - WT Partnership Cost Estimate Report and other Council cost estimates approximately \$9.755 million based on 2015 design for road realignment, car park, seawall and boardwalk.
- Additional scope and works determined to be necessary by design or for current compliance and not included in previous estimates, including:
  - Additional 200m<sup>2</sup> of road re-alignment near General Store required for improved road design, including associated retaining walls to southern road side,
  - Architectural screening of front façade,
  - Increase in contingency from 10% to 20% due to current requirement for a Design and Construct Tender with reduced design and documentation due to time constraints associated with LIRS funding,
  - Increase of car park deck upstand from 1.0m to 1.2m for current design compliance,
  - *Disability Discrimination Act* compliant accessibility ramp from car park deck level to ground level
  - Licensed car spaces (up to 60) lock mechanisms,
  - Retaining walls and surface treatment to Cargo Wharf,
  - Car park 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.
- If the project costs are less than estimated, the price of the licences and permits will be reduced proportionally.

#### 4.6.2 Associated Funding

##### *Loan Borrowings*

It is estimated that a \$6.205 million dollar loan will be required to assist with the funding of the McCarrs Creek Road and new car park project. This loan will be borrowed commercially with a maximum term of 10 years in order for Council to satisfy the Local Infrastructure Renewal Scheme (LIRS) agreement.

This loan has now slightly increased from the original estimate of \$6.1 million due to the increase in estimated costs and final allocation of Council's reserve funds. However, the LIRS subsidy is only attributable to the original loan estimate of \$6.1 million and is therefore capped, as outlined below.

### *Local Infrastructure Renewal Scheme (LIRS)*

Consistent with Council's resolution of 16 December 2013, an application for a loan subsidy under the State Government's LIRS program was made. On 5 December 2014 Council accepted the LIRS agreement offered by the State Government. The scheme provides Council with a 3% subsidy on interest associated with loan borrowings taken out to fund the project. Based on the original loan estimate of \$6.1 dollars, the total subsidy would amount to approximately \$1.053 million.

The critical conditions relating to the LIRS agreement are:

- The subsidy is for a 3% rebate on Council's interest repayments,
- Council must incur the interest expense first and then the subsequent 3% subsidy is reimbursed to Council thereafter,
- The loan is for a maximum of 10 years,
- The loan must be repaid by no later than 30 June 2025,
- The project by be physically commenced no later than 12 months after the acceptance of the subsidy. An application for a 6 month extension has made to the State Government, pushing out the commencement date to no later than **5 June 2016**.
- As a result of the extension, the term of the loan would be compressed to 9 years and 6 months in order for Council to meet the requirement of the loan to be repaid no later than **30 June 2025**.

### *Church Point Carpark Reserves Utilisation*

To date, there is approximately \$1.35 million held in the Church Point Carpark Reserves with another \$200,000 forecast to be received by May/June 2016, approximately when construction starts. As indicated in the summary funding breakdown above the construction of the McCarrs Creek Road and new car park project will require the utilisation of \$1.55 million of funds held in this reserve.

Further to the initial requirement of \$1.55 million, in order for Council to service the \$6.205 million dollar loan taken out as a part of the funding package (after the LIRS subsidy) most of the ongoing income will need to be utilised. This requirement will continue for the next 10 years whilst the repayment of the loan is paid down.

### *Road and Maritime Service (RMS) Reserve*

In 2011, Council was handed back care control and management of a large section of McCarrs Creek Road. With the hand back, RMS gave Council a one off cash contribution of \$1.4 million dollars in order for the road and supporting sea wall to be upgraded. Of the \$1.4 million dollar contribution, an amount of \$300,000 was held in reserve to be utilised for the sea wall restoration within the Church Point Precinct. These funds will now be used to assist with the construction of the newly aligned seawall to be constructed as part of this project.

### *Council Improvement Programs (CIP)*

In addition to the above funding, it is anticipated that Council will allocate approximately \$1.7 million from reserves. At this amount Council is funding approximately 17% of the project with the balance funded from the RMS contribution (3%), Church Point Car Park Reserve (historical ticket sales) (16%) and the balance from Loan Borrowings (64%) of which repayments will be mostly funded by future tickets sales and leasing of spaces.



Given time past and the rise in the cost of the proposed works, the above funding mechanisms are considered reasonably consistent with the financing strategy in the PoM, including the main principal that *“The repayment of borrowings will be offset by an annual fee charge to users”*.

The allocation of Council funds will be as follows:

General CIP Allocation for 2016/17	\$ 650,000
Rolling Loan Program	\$ 500,000
Environment Infrastructure Reserve	\$ 326,000
SRV Reserve	<u>\$ 224,000</u>
<b>Total Council (CIP) Funds</b>	<b>\$1,700,000</b>

#### 4.6.3 Ticketing and Permits

For years 1 to 10 the proposed ticketing system will be offered in two categories.

1. First residential ticket purchase - general car park ticket (no guaranteed space) accessing both reserve and newly constructed car park - \$500 for year 1 (anticipated 2017/18) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter (subject to demand management restrictions).

Second residential ticket purchase - general car park ticket (no guaranteed space) accessing both reserve and newly constructed car park - \$750 in year 1 (anticipated 2017/18) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter. (Subject to demand management restrictions)

*Note: over the past 12 months discussions with the community has seen a ticket price of \$500 per annum indexed at 5% being put forward. The above rate of \$500 with a reduced indexation of 2.9% is now being put forward with a higher rate for second tickets and non-residents to assist with demand management.*

2. Non Residential general car park ticket (no guaranteed space) accessing both reserve and the newly constructed car park - \$1,000 in year 1 (anticipated 2017/18) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter. (Subject to demand management restrictions).
3. Premium car park ticket (guaranteed space) within the newly constructed car park - \$4,939 in year 1 (anticipated 2017/18) after construction indexed at a rate of 2.9% (reflecting CPI) per annum thereafter.
4. Temporary Short Term, Trade and Service and Business parking tickets will be considered and finalised during the 2016-2020 Delivery Program process. (These ticket sales do not impact the financing of this project in any significant manner).

The cost of tickets for year 1 to 10 has been priced based on:

- A take up rate of 450 (83%) general car parking tickets with first parking tickets estimated at 350 tickets sales and second and non-residential tickets sales estimated at 100 tickets. This sees an average ticket sale in year 1 of \$556. Note: Currents ticket sales are approximately 540 per annum however as ticket prices rise demand may fall therefore a rate of 450 tickets sales being modelled.
- A take up rate of 50 (83%) premium tickets.
- Premium tickets are set to reflect market rates for private parking within Pittwater.

- On an overall basis, all ticket prices have been priced to offset a significant amount of the borrowing repayments and costs as indicated in the 2009 Church Point Plan of Management.
- The Project on a net cashflow basis (over 10 years) including all income and expenditure associated with the construction and ongoing maintenance is predominately self-funding with only a moderate ongoing subsidisation being undertaken by Council in addition to its up-front capital injection. Income includes all estimated tickets sales, 'Pay and Display' income and LIRS rebates. Expenditure includes estimated loan principal and interest repayments, minor annual maintenance and outgoings and a larger refurbishment at year 10. Council's estimated subsidisation over the 10 year term is approximately \$926,000 with the majority of the subsidisation, some \$500,000 occurring in year 10 if the estimated major maintenance is required.

For years 11 onwards (subject to Council consideration in year 11 due to the time elapsed) the proposed ticketing system may be considered based on the following two categories.

1. First residential ticket purchase - general car park ticket (no guaranteed space) accessing both reserve and newly constructed car park - \$333 in year 11 (anticipated 2027/28) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter (subject to demand management restrictions). *This figure is based on a 50% reduction of the Year 1 ticket price indexed at 2.9% per annum to a Year 11 price.*

Second residential ticket purchase - general car park ticket (no guaranteed space) accessing both reserve and newly constructed car park - \$499 in year 11 (anticipated 2027/28) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter. (Subject to demand management restrictions) *This figure is based on a 50% reduction on the Year 1 ticket price indexed at 2.9% per annum to a Year 11 price.*

*Note: the reduction of 50% at Year 11 has been established to recognise that the loan has been fully repaid and that the asset now represents a community/commercial facility that is income generating and requires long term maintenance and outgoings. After Year 11, the general carpark ticket will offset the ongoing maintenance, outgoings and depreciation, while premium tickets and pay and display income will represent an ongoing commercial return to be utilised within the precinct and greater LGA.*

2. Non-residential ticket purchase – general car park ticket (non guaranteed space) accessing both reserve and newly constructed car park - \$665 in year 11 (anticipated 2027/28) after construction indexed at an estimated rate of 2.9% (reflecting CPI) per annum thereafter.
3. Premium car park ticket (guaranteed space) within the constructed car park - \$6,574 in year 11 (anticipated 2027/28) indexed at a rate of 2.9% (reflecting CPI) per annum thereafter. *No reduction in Year 11 due to it being commercial space.*

#### **4.6.4 Financial Impact on Council's Overall Financial Position**

The impact of the project on Council's overall financial position based on Council's Long Term Financial Plan (LTFP) and associated modelling has been taken into account and is outlined as follows:

- Minor improvement to Council's operating position due to all income flowing through the Income Statement but only operational expenditure (maintenance, depreciation etc. excluding the repayment of loan principal) flowing through the

Income Statement creating a positive effect on Council's operating position and operating ratio.

- A moderate reduction in Council's cashflow on an annual project basis for the first 10 years due to some Council subsidisation then an injection of funds thereafter which will assist with the ongoing maintenance and outgoings of the asset.
- Council's debt service ratio remains within the Council policy of 5.5% based on long term financial modelling. In addition most of the borrowings have been allocated in Council's current Delivery Program.
- Council's unrestricted current ratio remains above the industry benchmark of 1.5 times based on long term financial modelling.
- Council's Building Infrastructure Renewal Ratio (greater than 100%) and Asset Maintenance Ratio (less than 2%) will remain on target so long as there is a continued targeted approach to asset renewal and backlog minimisation.

#### **4.6.5 Funding remaining Church Point Precinct Works**

It is noted that the PoM includes a number of other proposed outcomes for other areas in Church Point. In relation to the funding these works the funding sources envisaged at this stage are as follows

##### ***Precinct One***

Grant funding assistance has been announced by the NSW Government to provide additional dinghy berthing space. This grant funding is envisaged to be utilised to fund Stage 2 of the Commuter Wharf upgrade.

##### ***Precinct Two***

This area includes Thomas Stevens Reserve and the curtilage around the Mini Mart and Pasadena. In relation to the planned foreshore boardwalk, Council has requested additional grant funding for assistance on this project. If this requested grant funding is not successful this will need to be deferred pending an alternative funding source.

##### ***Precinct Three***

This area is predominantly the Church Point Reserve. The PoM identified the following improvements:

- Realignment and reconstruction of the current foreshore seawall. This will provide a wider foreshore linear park to also provide a foreshore connection for the highly popular scenic walkway.
- Small children's playground at the eastern end of reserve.
- Road traffic calming for the precinct including crossing opportunity at the bus stops.
- Car park, bus shelter and amenities upgrades.
- Stormwater drainage and path upgrades within the unmade section of Quarter Sessions Road.
- Assistance with the upgrade of the Uniting Church's Historic Cemetery site.

The proposed funding for Precinct Three outcomes, and to some extent Precinct Two, is identified in the PoM and primarily involves the sale of public land at 2199 Pittwater Road – located immediately opposite the Pasadena. This is on the basis of an asset for asset conversion to fund a much higher net community benefit need and outcome at Church Point Reserve that the current community and future generations can benefit from now. In the absence of this proposed funding, the proposed upgrades will need to be deferred pending an alternative funding source.

#### 4.7 Forward Path

Based on the information and analysis contained within this report, the following principal actions are required:

1. Council, in commencing the project, adhere to the procedural requirements set out in the *Native Title Act 1993*.
2. Call tenders for the design and construction of the project. Following tender submissions a report will be brought back to Council for acceptance of a tender to undertake the project.
3. The parking demand measures recommended in this report (refer to **Attachment 6**) are to be considered at the Traffic Committee and reported back to Council for endorsement. Where necessary, liaison with relevant stakeholders is to take place.
4. Council's Fees & Charges in relation to 'Pay and Display' tickets and Church Point Parking Permits are updated, as recommended in this report in conjunction with Council's draft Delivery Program and Budget 2016-2020 (refer to **Attachment 6**).
5. 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 (est. 2017/18 dollars), including a reserve list if interest exceeds supply.
6. Council further explore and promote public transport, active and alternative transport measures in conjunction with the local Resident Associations, businesses, NSW Government and other stakeholders.
7. Council finalise the land ownership arrangements in relation to the project with Crown Lands.

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#### 5.0 ATTACHMENTS

- Aerial map of Precinct 1 (**Attachment 1**)
- Photomontage of proposed development (**Attachment 2 & 3**)
- Environmental Impact Assessment (Appendices to EIA available at Council's Customer Service Centres and online) (**Attachment 4**)
- Church Point Parking Demand Management Review by GTA (**Attachment 5**)
- Recommended Parking Demand Management Measures (**Attachment 6**)
- Diagram of recommended Parking Arrangements (**Attachment 7**)

*Due to their volume, the following supporting documents that form appendices to the EIA are available for viewing at Council's Customer Service Centres and electronically on Council's website.*

- *Review of Environmental Factors (REF) by Arcadis (Appendix A)*
- *Church Point Plan of Management (Appendix B)*
- *Civil Drawings (Appendix C)*
- *Photomontage (Appendix D1 and D2)*
- *Landscape Plan (Appendix D3)*
- *Seawall Design Options Evaluation Report (Appendix E)*
- *Geotechnical Assessment Report (Appendix F)*
- *Access Report (Appendix G)*
- *NSW Fisheries Permit and Gazettal Notice of Church Point Foreshore Reserve (Appendix H1 and H2)*

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#### 6.0 SUSTAINABILITY ASSESSMENT

The following provides an overarching sustainability summary of the project and should be read in conjunction with the EIA and REF.

## 6.1 GOVERNANCE & RISK

### 6.1.1 Community Engagement

The consultation process at Church Point has been active for nearly two decades. In 2001 the 'Church Point Design Group' was established, an evolution from the Church Point Off-shore Liaison Committee with representatives of the communities who hold a stake in the area. This included the involvement of representatives of the communities that hold a stake in the study area, including:

- Council,
- Department of Lands,
- Bayview – Church Point Residents Association Incorporated,
- The Church Point Reserve Association (CPRA),
- Scotland Island Residents Association (SIRA), and
- West Pittwater Community Association (WPCA).

Due to the high level of interest by the community in the study area, the preparation of the PoM involved extensive consultation to gain an understanding of the local and broader community needs.

In 2006, two community forums were held which provided the community an opportunity to voice their opinions, concerns or interest in matters affecting the Church Point area. The information gained from the forums together with other consultation activities was used to prepare an 'Issues and Options Paper' which was publicly exhibited in late 2006.

Following the review of the feedback received on the Issues and Options Paper, conceptual plans were developed to investigate land reclamation and car parking provision along McCarrs Creek Road. The conceptual plans and car parking options were presented at community forums held in 2007.

From the conceptual plans, a preferred option was developed and presented to the community during a further community forum in late 2007. The preferred option was generally accepted by attendees as the 'way forward' and supported by Council and Department of Lands.

The draft PoM was placed on public exhibition and a number of submissions were received and considered. In addition, the document was independently peer reviewed. The PoM was adopted by Pittwater Council in November 2009 and subsequently endorsed by the State Government.

Following the adoption of the PoM, a Church Point Working Party was convened to consider two options for the road realignment and car park. The Working Party consisted of two representatives from each Association mentioned above along with two representatives from the Friends of Church Point Group. A community forum was held in late 2013 where the options under consideration were presented. In addition to the specific submissions from the Design Group and the resident associations & the Church Point Friends Group who were involved in the process, Council received 135 separate public submissions. An outcome of the exhibition process was the development of a third option for the road realignment and car park.

Having considered the issues raised by the community, on 16 December 2013 Council endorsed Option 2, being a single deck car park providing a total of 120 car parking spaces, involving reclamation, seawall construction and the realignment of McCarrs Creek Road.

Following Council's resolution, a number of submissions have been received in relation to parking demand management at Church Point. As part of GTA's review of parking demand management options, they met with representatives from the key resident associations and interest groups in Church Point in relation to parking management. Comments received from these groups were considered by GTA in the finalisation of their report. These comments were also considered by Council in formulating the parking demand measures recommended in this report.

In relation to parking demand measures, while some measures may be able to be implemented in the short term, other measures will require further investigation and analysis prior to being implemented. It is envisaged that further community consultation will occur prior in relation to the measures subject to further consideration.

Ongoing communication with affected stakeholders and the broader community will be important during the process of finalising demand management strategies, construction and implementation of parking permits and d spaces.

Regular updates will be provided at key stages of project implementation which will be achieved through the Major Projects page on the website, e-newsletter, project documents and existing communication channels such as community group networks and the Pittwater Offshore Newsletter.

There will be further consultation mechanisms that will be triggered when formal decisions need to be made about issues such as traffic and parking as well as the parking ticket system.

#### **6.1.2 Risk Management**

##### *Strategic Risk*

- This project is identified in the PoM and there is a current Council resolution to progress the project and as such there is a community expectation that this project will be delivered.

##### *Financial Risk*

- A detailed concept cost estimate, incorporating contingency sums, has been undertaken for the project.
- There remains the potential for project variations for a project of this scale – this will be tightly managed.

##### *Operational Risk*

- Project Management - the project will be procured and project managed under Council's refined Management Systems. A specialist external contracted Project Manager will be engaged to supervise this project.
- Work, Health & Safety will be managed in accordance with legislative requirements and Council's guidelines.

##### *Management of Risks*

- The project has already had a high level of technical and public scrutiny.
- The project will be constructed in accordance with the requirements of the EIA, REF, SEPP Infrastructure, relevant specifications, approvals and licences.



## 6.2 ENVIRONMENT

### 6.2.1 Environmental Impact

The environmental Impact Assessment under part 5 of the NSW Environmental Planning Assessment Act 1979 for McCarrs Creek Road Realignment and New Car Park has determined that there is unlikely to be any significant environmental impact.

The assessment panel determined that the proposal must meet the additional requirements and standard conditions. The reason for the imposition of the additional requirements and standard conditions is to ensure that the development is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act 1979 (as amended), pursuant to section 5(a) of the Act, having regard to the relevant matters for consideration contained in Clause 228 of the *Environmental and Planning & Assessment Regulation 2000* and the relevant Environmental Planning Instruments applying to the land.

The Review of Environmental Factors (REF) for this project provided by Hyder Consulting has examined in detail the environmental impacts both during construction and longer term and how these can be accommodated and ameliorated.

- The REF has concluded that an EIS is not necessary and a Species Impact Statement is not required. Council concurs with this assessment and its findings.
- The Recommendation contained within the REF will be incorporated into the project outcomes and form part of the specific requirements
- As identified in previous report(s) to Council, the provision of additional car parking at Church Point reduces the need to do the 'Church Point Drive around' trying to find a car space which in turn reduces fuel usage/emissions, improves local amenity and safety.

### 6.2.2 Mitigation Measures

The EIA and REF have identified an extensive list of mitigation measures. These measures will be incorporated into the tender documentation, detailed design and construction methodologies for the project.

## 6.3 SOCIAL

### 6.3.1 Address Community Need & Aspirations

In recognition of the conflicting uses and divergent interests of stakeholders in Church Point, the McCarrs Creek Road realignment and new car park provide a number of significant social benefits, in particular improved safety, amenity and additional parking supply. These social benefits are achieved through the provision of the following infrastructure:

- New seawall on a new alignment that facilitates a safer road alignment as well as reducing foreshore erosion/sedimentation,
- The foreshore pedestrian route to replace the current narrow and eroding path will significantly improve access and amenity,
- Additional car parking in a convenient location to help ameliorate the chronic shortage of car parking, recognising the unique situation of Pittwater's off-shore communities needing to access their homes where there is no direct car access.

### 6.3.2 Strengthening local community

The proposal will add to the community's feeling of connectedness by:

- Further reinforcing the important community hub at Church Point,
- Recognising the bona fide needs of the off-shore communities to have access to a reasonable quantum of car parking noting the unique set of circumstances
- Provides a sustainable outcome for all stakeholders with a focus on reasonable user pays outcomes,
- Through appropriate parking demand management measures, the project will promote the reduced car reliance, and improved public transport and active travel initiatives,
- Significantly add to the safety and amenity of the precinct.

## 6.4 ECONOMIC

### 6.4.1 Economic Development

- The lack of car parking at Church Point not only affects the on-shore and off-shore communities but also affects businesses and visitors/tourists and hence the local economy. This does not abrogate the need for local businesses to provide the required quantum of car parking as part of their development proposals.
- The proposed new car park when built will provide additional car park numbers to the overall precinct and as such should in turn provide a positive economic outcome.
- A viable local outlet for convenience items is also important to reduce the need for more distant trips and supports local tourism

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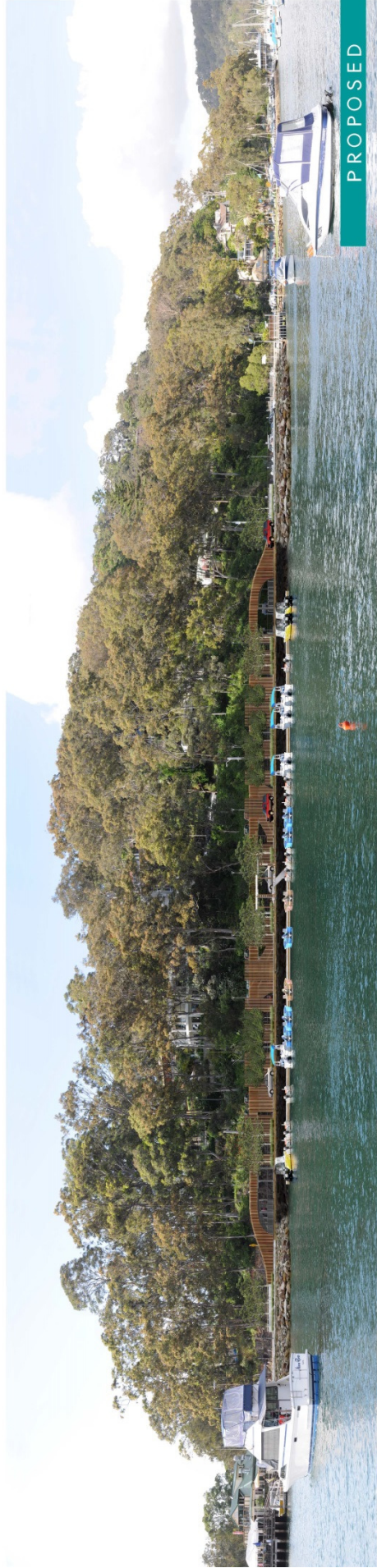
Andrew Pigott  
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ATTACHMENT 2



Church Point - New Car Park - photomontage from waterway

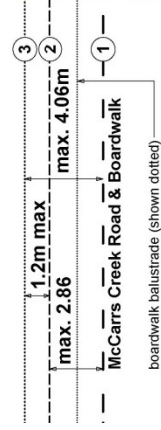
 PITTWATER COUNCIL

November 2015





- ③ new car park BALUSTRADE levels  
ranges from RL 6.74 to RL 6.926
- ② new car park FIRST FLOOR levels  
ranges from RL 5.54 to RL 5.906
- ① new car park GROUND FLOOR levels  
ranges from RL 2.68 to RL 3.09



## Church Point - New Car Park - Detail Elevation

PITTWATER COUNCIL

November 2015



# **ENVIRONMENTAL IMPACT ASSESSMENT**

Under

## **PART 5 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979**

For

## **MCCARRS CREEK ROAD REALIGNMENT AND NEW CAR PARK**

**November 2015**





## **PART 1 PROPOSAL**

### **1.1 TITLE**

PROPOSAL TITLE: McCarrs Creek Road Realignment and New Car Park

PROJECT MANAGER: Les Munn – Manager Urban Infrastructure

PROPONENT PROPOSING ACTIVITY: Pittwater Council

### **1.2 DESCRIPTION OF ACTIVITY:**

Pittwater Council (Council) proposes to undertake works at McCarrs Creek Road, Church Point as identified in the adopted Church Point Plan of Management (2009) which is provided as Appendix B. The Plan of Management includes a series of Precinct Master Plans that visually portray the proposed outcomes for the Church Point area.

The works proposed in this assessment are identified within the Master Plan for 'Precinct One' of the Church Point Plan of Management (2009). The attached McCarrs Creek Rd Realignment and New Car Park Review of Environmental Factors (REF), provided as Appendix A, undertakes the environmental impact assessment as required under part 5 of the *Environmental planning and Assessment Act 1979*. The REF considers the requirements of Section 111 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* to the fullest reasonable extent possible. The assessment is based on the factors that must be taken into account *via Clause 228* of the *EP&A Regulations 2000*. Included in this assessment are:

- Construction of new seawall and reclamation of land;
- Realignment of McCarrs Creek Road between the Church Point Ferry Wharf and Rostrevor Reserve;
- Provision of street level parking along with an additional structural level constructed over the top. This would provide a total of 120 additional car spaces established next to the base of cliff line, with entry and exit off McCarrs Creek Road; and
- Pedestrians catered for by a new boardwalk which would form part of road realignment.

The carpark component of the proposal will provide additional parking for the locality. Council has consulted relevant stakeholders and the community over many years in their consideration of options for the car park and identified a preferred option. A detailed concept design of the preferred car park option, along with the realignment of McCarrs Point Road and construction of a new sea wall, has been developed and is the subject of assessment in this report. The detailed concept design will be used to develop a design and construct tender package for the construction of the car park.

### **1.3 PROPOSED DESIGN**

The adopted Masterplan and the detail concept design (Civil Works Package) of the proposed works of the carpark seawall and road realignment are shown in Appendix C.

The retention of visual amenity has been assessed within the REF in Section 7.3 with a detailed Visual Assessment Report provided as Appendix I in the REF. Architectural concepts including photomontage, detailed elevations and the landscape masterplan for the road realignment and carpark are provided as Appendix D.

#### **1.4. REASON FOR ACTIVITY:**

A detailed analysis of the need for the proposal is discussed in Section 5 of the Plan of Management and summarised in Section 2.2 of the REF. Church Point is a local and regional transport node and tourist destination. The area functions as an interchange for boats and vehicles for the approximately 560 households that reside offshore as well as local residents and visitors. Church Point provides community access to Pittwater and the Ku-ring-gai Chase National Park and supports a number of local businesses.

For many decades, issues at Church Point, in particular car parking pressures and lack of recreational space had continually been raised by the community but with no successful outcomes. The need for a masterplan was established and created *via* a Plan of Management to provide a consolidated approach for the management of issues across the whole of Church Point.

Pittwater Council prepared the Church Point Plan of Management 2009 (Plan of Management) to 'ensure that Church Point retains its environmental, recreational, scenic, cultural and social values, while key issues relating to the management of the study areas are addressed'. The Plan of Management was adopted by Council under the Local Government Act and by the State Government Minister under the Crown Lands Act. The REF in Section 4 details the alternatives that have been considered, whilst Section 6 provides details of the consultation involved in developing and adopting the current proposal.

#### **1.5 LOCATION:**

The Proposal encompasses an area within Precinct One under the Council's Church Point Plan of Management (2009) (refer to Figure 1 and Figure 2 from Plan of Management (see Appendix B). The parcels of land are detailed in the Plan of Management on page 5.

#### **1.6 LAND OWNER:**

The site has a mix of land tenure these include:

- the Foreshore Reserve which includes the seawall location is a Reserve Trust (R1012331) in the control and care of Pittwater Council as per the gazettal in Appendix H;
- Pittwater Council is the land owner of lot 7055 Dp 93800 Rostrevor Reserve and 1A McCarrs Creek Road refer to the page 20 Church point Plan of Management, provided as Appendix A;
- The NSW Roads and Maritime Services (formerly Roads and Traffic Authority) formerly handed over ownership of the McCarrs Creek Road Reservation to Pittwater Council in 2012.

#### **1.7 LAND ZONE:** There is a mix of zonings across the site , these zonings include:

- Foreshore Reserve W1 – Natural Waterway;
- Rostrevor Reserve RE1 – Public Recreation;
- McCarrs Creek Road Reserve RE1 – Public Recreation.

#### **1.8 APPROXIMATE COST:** Cost estimates have been developed by Hyder Consulting with the proposal costed at \$9.6 Million as of November 2015



## Part 2 – LEVEL OF ASSESSMENT

- 2.1 Determine if the activity is Exempt Development. If the activity is Exempt Development the no further assessment is required.

Assessment	Description and References	Yes	No
Is the proposal Exempt Development	Is the activity listed as <b>Exempt Development</b> ? If YES provide details below of the relevant section from the exempt clauses <i>Refer to SEPP Infrastructure for list of exempt development</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 2.2 Determine if the activity is Permissible Without Consent. If the activity is Permissible Without Consent then no Development Application is required

Assessment	Description and References	Yes	No
Permitted Without Consent	The Activity is Permitted without Consent Assessment via Part 5 of the EP&A Act 1979 and an REF prepared. List below the relevant Clause from SEPP Infrastructure or the LEP that determined this outcome below:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Why is Activity Permitted Without Consent?</b></p> <p><b>Within State Environmental Planning Policy (infrastructure) 2007, the proposed works are permitted without consent under Part 3 division 13 Port, wharf or boating facilities clause 68(4), (4a) and (5).</b></p> <p><b>68 Development permitted without consent</b>            Clause 68(4) permits development for the purpose of wharf or boating facilities to be carried out by or on behalf of a public authority without consent on any land.            Clause 68(4A) permits development for the purposes of associated public transport facilities for a public ferry wharf to be carried out by or on behalf of a public authority without consent on any land.            Clause 68(5) permits development for the purposes of construction works (including land reclamation) if the development is in connection the facilities outlined above.            The sea wall, associated land reclamation and car park fall are ancillary to the commuter wharf and public ferry wharf and therefore the works satisfy the definition of facilities.</p> <p><b>Where Part 3 Division 13 Clause 67 Definitions In this Division: facilities includes:</b>            Clause 67 (e) sea walls or training walls, and            Clause 67 (f) administration buildings, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks.</p>			

## PART 3 – APPROVALS FROM OTHER AGENCIES

### 3.1 APPROVALS FROM OTHER AGENCIES

Table 3. Identify what approvals, licenses and permits from other Agencies are required to undertake the proposed works. These approvals, permits and license MUST be obtained prior to the commencement of works. In some instances the agencies may request an Environmental and/or Species Impact Statement prior to granting approval.

Table 3	Triggers Include	Approval required		If Yes
		YES	NO	
	Working within or impacting on Threatened Species Populations and/or Ecological Communities and any possible damage to those threatened species or communities, Review of Environmental Factors is required.	✓	<input type="checkbox"/>	An REF has been undertaken to determine the significance of the environmental impact, it is provided as the McCarrs Creek Road Realignment and New car park – Review of Environmental Factors in Appendix A. This forms the basis of the Part 5 environmental impact assessment. The assessment indicates that there is no significant impact on Threatened Species Populations and/or Ecological Communities and minimal damage to those threatened species or communities.
	Working near Aquatic Reserves, Aquatic Habitat or damaging any marine vegetation such as sea grass, mangroves, etc.	✓	<input type="checkbox"/>	Council has obtained a permit for reclamation (see Appendix H) under part 7 of the Fisheries Management Act is required. This has conditions that are included in Section 7 Additional Requirements and Standard Conditions and will be incorporated in the final detailed design and work method statements.
	Dredging of water or banks of creeks	✓	<input type="checkbox"/>	Council has obtained a permit for reclamation (see Appendix H) under part 7 of the Fisheries Management Act is required. This has conditions that are included in Section 7 Additional Requirements and Standard Conditions and will be incorporated in the final detailed design and work method statements.
	Working within the 'place' of a Heritage Item identified under the NSW Heritage Act	<input type="checkbox"/>	✓	There are no heritage items on the site as described in the REF see Appendix A pages 70-71.
	Working near known Aboriginal relics, places, or potential Aboriginal relics or places – Check with the Aboriginal Heritage Office	<input type="checkbox"/>	✓	The Aboriginal Heritage Office (AHO) has undertaken an assessment of the site on Council's behalf and has found there to be no indigenous heritage.
	Working on vacant Crown Lands not under Council Control and/or Council not Trustee -check with the property office	✓	<input type="checkbox"/>	The Church Point Plan of Management has been adopted by the former Minister for Lands, under the provisions of Section 14 of the <i>Crown Lands Act 1989</i> . Additionally, Pittwater Council has been made the Trustee for the Crown lands where the works are proposed, see Appendix H

Working on a Classified Roads – not under a current maintenance program	<input type="checkbox"/>	✓	The road is not a "Classified Road".
If polluting a waterway ie. dewatering, herbicide application, etc	<input type="checkbox"/>	✓	A license from the NSW Environmental Protection Agency is not required. Pollution will be mitigated by completion of a construction and environmental management plan (CEMP). The CEMP will be a condition of approval provided prior to construction.
Check Dial Before You Dig to identify any services that may be impacted	✓	<input type="checkbox"/>	A service infrastructure report is contained within the REF that highlights the actions that need to be undertaken in regard to services, it is included in the REF as Appendix F
If the proposal is on the open coast or estuary it may require approval from the Office of Environment and Heritage	<input type="checkbox"/>	✓	The project does not trigger any requirement for referral to the Office of Environment and Heritage or the Office of Water.
Consent from Land Owner if works not on Council owned/controlled land.	✓	<input type="checkbox"/>	The Church Point Plan of Management has been adopted by the former minister for lands, under the provisions of Section 14 of the <i>Crown Lands Act 1989</i> . Additionally, Pittwater Council has been made the Trustee for the Crown lands where the works are proposed, see Appendix H

## SECTION 4 – IMPACT ASSESSMENT ACTIVITY REVIEW OF ENVIRONMENTAL FACTORS

### 4.1 STATUTORY CONSIDERATION OF IMPACTS

An environmental impact assessment has been prepared on Council's behalf; this is in the form of a Review of Environmental Factors prepared by Hyder Consulting. The McCarrs Creek Rd. Realignment and New Car Park Review of Environmental Factors October 2015 is provided as Appendix A.

The review Of Environmental Factors considers the requirements of Section 111 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* to the fullest reasonable extent possible. The assessment is based on the factors that must be taken into account *via Clause 228* of the *EP&A Regulations 2000*.

(1) *For the purposes of Part 5 of the Act, the factors to be taken into account when consideration is being given to the likely impact of an activity on the environment include:*

*(a) for activities of a kind for which specific guidelines are in force under this clause, the factors referred to in those guidelines, or*

*(b) for any other kind of activity:*

- (i) the factors referred to in the general guidelines in force under this clause, or*
- (ii) if no such guidelines are in force, the factors referred to subclause (2).*

(2) *The factors referred to in subclause (1) (b) (ii) are as follows:*

- (a) any environmental impact on a community,*
- (b) any transformation of a locality,*
- (c) any environmental impact on the ecosystems of the locality,*
- (d) any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality,*
- (e) any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations,*
- (f) any impact on the habitat of protected fauna (within the meaning of the National Parks and Wildlife Act 1974 ),*
- (g) any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air,*
- (h) any long-term effects on the environment,*
- (i) any degradation of the quality of the environment,*
- (j) any risk to the safety of the environment,*
- (k) any reduction in the range of beneficial uses of the environment,*
- (l) any pollution of the environment,*
- (m) any environmental problems associated with the disposal of waste,*
- (n) any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply,*
- (o) any cumulative environmental effect with other existing or likely future activities,*
- (p) any impact on coastal processes and coastal hazards, including those under projected climate change conditions.*

## **4.2 ASSESSMENT FINDINGS**

The Review of Environmental Factors impact assessment provides a true and fair review of the proposal in relation to its likely effects on the environment. It addresses to the fullest extent practicable issues affecting or likely to affect the environment as a result of the activity. It provides sufficient information to determine whether this is likely to be a significant impact on the environment as a consequence of the activity, this provided in Appendix A.

The conclusion from the REF is that a Species Impact Statement or Environmental Impact Statement are not required and that the proposal is unlikely to have a significant environmental impact.



## SECTION 5 – RISK MANAGEMENT

### Management of Project risks

RISK	Assessed		DECLARATIONS
	Yes	No	
Investigation of the potential of natural hazards: Bushfire, Geotechnical and Flood/Coastal have been considered and addressed	✓	<input type="checkbox"/>	BUSHFIRE – The site is not bushfire prone land. GEOTECHNICAL – A geotechnical report has been prepared considering options and issues associated with the reclamation, it is provided as Appendix E as part of the Seawall Design Options Evaluation Final Report. The slope at the rear of the proposed car park has been evaluated and assessed as a minimal risk. Specific detail is provided in the REF in Section 7.7. FLOOD/COASTAL HAZARD – The proposal meets the Estuary Planning Level (EPL) adopted by Council in October 2015 for 2050 planning horizon, this is discussed in Section 7.6 of the REF..
Alternate methods, activities or designs been investigated for alternate method of delivery for all activities other than Level 1 Assessments. Community Consultation has been undertaken	✓	<input type="checkbox"/>	Details are provided in both the Section 6 of the Church Point Plan of Management (see Appendix b) and Section 4.1 of the REF.
The implementation of the recommended mitigation measures will minimise the identified impacts/risks identified in the REF and by the Assessment Panel.	✓	<input type="checkbox"/>	Community consultation has occurred over a number of years the details are provided in Section 6.2 of the REF.
All material supporting the assessment has been detailed in the REF or this assessment with information included in this assessment.	✓	<input type="checkbox"/>	Section 6 of this assessment contains additional requirements and standard conditions for the proposal. This recognises that this environmental assessment is based on a detailed concept design and that there are still components to be finalised that have become apparent during the Environmental Impact Assessment and Technical Panel Assessment as well as the requirements of licenses or permits from relevant authorities. All current supporting information is included in this assessment. Some licenses and additional detailed design will be required prior to commencement. However, these are unlikely to have a significant impact and are provided to minimise the environmental impact of the proposal during construction.

## SECTION 6 – APPROVAL

### 6.1 ENVIRONMENTAL IMPACT ASSESSMENT CONCLUSION

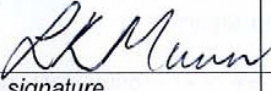
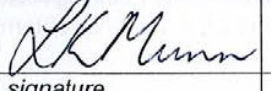

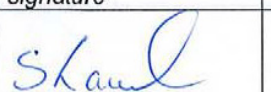
The proposed construction of a car park, land reclamation, sea wall construction and realignment of McCarrs Creek Road has been assessed under Part 5 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed activity.


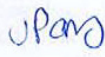
The Proposal was found to have potential for short term and minor impacts to soil, water quality, sea grass, local air quality, noise emissions, visual amenity and utilities. However, impacts would be readily manageable through the application of mitigation measures summarised in the REF and conditions required in Section 7 by Technical Assessment Panel. The works were not found to result in any significant impacts to threatened species, populations or ecological communities listed on the NSW Threatened Species Conservation Act 1995 or the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

The proposal would also have a range of benefits including improved road safety; additional provision for parking; and safer pedestrian facilities. On balance the proposal is considered justified. If no change is completed, the chronic lack of car parking will continue to cause adverse social impacts and tensions.

The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an environmental impact statement to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5.1 of the EP&A Act. The proposal is unlikely to affect threatened species, populations or ecological communities or their habitats, within the meaning of the Threatened Species Conservation Act 1995 or Fisheries Management Act 1994 and therefore a Species Impact Statement is not required. The proposal is also unlikely to affect Commonwealth land or have an impact on any matters of national environmental significance.

#### TECHNICAL PANEL ASSESSMENT SIGN-OFF

<b>Project Manager:</b>	Les Munn		18/11/15
	<i>name</i>	<i>signature</i>	<i>Date</i>
<b>Manager: Urban Infrastructure</b>	Les Munn		18/11/15.
	<i>name</i>	<i>signature</i>	<i>Date</i>
<b>Manager: Natural Environment and Education</b>	Mark Beharrell		17/11/15
	<i>name</i>	<i>signature</i>	<i>Date</i>
<b>A/Manager: Reserves and Recreation</b>	Steve Lawler		18/11/15
	<i>name</i>	<i>signature</i>	<i>Date</i>


<b>Manager: Environmental Planning and Assessment</b>	Andrew Pigott		17/11/15
	<i>name</i>	<i>signature</i>	Date
<b>Manager: Catchment Management and Climate Change</b>	Jennifer Pang		17/11/15
	<i>name</i>	<i>signature</i>	Date

### 6.3 CONCLUSION

The Environmental Impact Assessment under part 5 of the NSW Environmental Planning Assessment Act 1979 for McCarrs Creek Road Realignment and New Car Park has determined that there is unlikely to any significant environmental impact.

The reason for the imposition of the attached additional requirements and standard conditions as detailed in Section 7 is to ensure that the development consented to is carried out in such a manner as to achieve the objectives of the Environmental Planning and Assessment Act 1979 (as amended), pursuant to section 5(a) of the Act, having regard to the relevant matters for consideration contained in section 79C of the Act and the Environmental Planning Instruments applying to the land, as well as section 80A of the Act which authorises the imposing of the consent conditions.

### APPROVAL PANEL SIGN-OFF

<b>Director Environmental Planning and Assessment</b> <i>COMMUNITY</i>	Melinda Hewitt		19/11/15
	<i>name</i>	<i>signature</i>	Date

### 6.4 ENDORSEMENT

Based on the Review of Environmental factors the Environmental Impact Assessment required under 5 of the NSW Environmental Planning Assessment Act 1979 the proposed McCarrs Creek Road Realignment and New Car Park has determined that there is unlikely to any significant environmental impact.

**Endorsement of the Impact Assessment**  
Date

  
Mark Ferguson  
GENERAL MANAGER

## **7 ADDITIONAL REQUIREMENTS AND STANDARD CONDITIONS**

### **7.1 PRESCRIBED CONDITIONS**

1. All works are to be carried out in accordance with the requirements of the Building Code of Australia.
2. A sign must be erected in a prominent position onsite only showing:
  - a. the name, address and telephone number of the Council contact for the work, and
  - b. the name of the principal contractor or the person responsible for the works and a telephone number on which that person may be contacted outside working hours, and
3. That unauthorised entry to the work site is prohibited.

The sign must to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.
4. Any building work in relation to the development is to be carried out in accordance with the requirements of the Building Code of Australia.

### **7.2 MATTERS TO BE INCORPORATED INTO THE DEVELOPMENT AND MAINTAINED OVER THE LIFE OF THE DEVELOPMENT**

1. If any Aboriginal Engravings or Relics are unearthed all work is to cease immediately and the Aboriginal Heritage Office (AHO) and Office of Environment and Heritage (OEH) are to be notified. If human remains are found work should cease and the NSW Police and OEH should be notified. It is an offence under the NPW Act (Section 86) to disturb or destroy an Aboriginal object.
2. Should any unexpected relics be exposed which are identified as being of non-indigenous heritage significance, work shall cease and the NSW Heritage Office and Pittwater Council shall be informed to determine the appropriate management strategy.
3. Should any such items need to be disturbed (exposed, moved, damaged or destroyed) these works shall not be undertaken until such time as an excavation permit under Section 139 of the Heritage Act 1977 is received.
4. The Estuarine Planning level is 2.68 AHD.
5. The works should also incorporate the following:
  - a. All structural elements below the Estuarine Planning level shall be of flood compatible materials.
  - b. All structures must be designed and constructed to achieve a low risk of damage and instability due to estuarine hazard.
  - c. All electrical equipment, wiring, fuel lines or any service pipes and connections must be waterproofed to the Estuarine Planning Level.
  - d. The storage of toxic or potentially polluting goods, materials or other products which may be hazardous or pollute floodwater is not permitted below the Estuarine Planning level.
  - e. Safe pedestrian access is to be provided for evacuation from estuarine hazards above the Estuarine Planning Level.



6. Prior to the completion of works, all declared noxious weeds are to be removed/controlled in accordance with the Noxious Weeds Act 1993. Environmental weeds are to be removed and controlled. Due to site conditions noxious weeds at the top of the scarpe will be treated post construction and only if bank stability is not compromised. Refer to Pittwater Council website [http://www.pittwater.nsw.gov.au/environment/noxious\\_weeds](http://www.pittwater.nsw.gov.au/environment/noxious_weeds) for noxious/environmental weed lists.
7. No environmental weeds are to be planted on the site. Refer to Pittwater Council website [http://www.pittwater.nsw.gov.au/environment/noxious\\_weeds](http://www.pittwater.nsw.gov.au/environment/noxious_weeds) for environmental weed lists.
8. The existing landscaping required to be retained together with any additional landscaping required by this approval is to be maintained for the life of the development.
9. All natural landscape features, including natural rock outcrops, natural vegetation, soil and watercourses, are to remain undisturbed except where affected by necessary works detailed on approved plans.
10. In accordance with Pittwater Council's Tree Preservation and Management Order, all existing trees shall be retained except where Council's prior written consent has been obtained, or where trees stand within the envelope of approved buildings or within the alignment of approved permanent paved vehicular access roads and parking areas.
11. No water pollution shall result from the operation of any plant or equipment or activity carried out.
12. No odour nuisance to the public or any adjoining premises shall be created by the operation of any plant or equipment or any procedure carried out at the premises.
13. No emissions causing air pollution shall be created by the operation of any plant or equipment or any procedure carried out at the premises.
14. Construction materials that minimise potential vibration and noise shall be utilised on the structures.
15. Flooring on the carpark level shall be treated to ensure that no tyre screech is audible outside the walls of the carpark.
16. A carpark use protocol, signage and associated education program such as 'consider our neighbours' shall be implemented to limit noise associated with the car park and users.
17. Council shall undertake an ongoing review of the carpark with regard to minimising operational noise emissions from the carpark for 12 months following opening of the carpark. During this time, use of the carpark shall be monitored so that at the end of this period, or sooner if practicable, leased and public car parking shall be allocated so as to minimise car movements and associated noise impacts for adjacent residents.
18. The carpark shall incorporate vehicle barriers or restraints to prevent floating vehicles leaving the site for inundation up to 3.18m AHD (the 2100 climate change planning scenario). Consideration should be given to incorporating climate change adaptation measures such as the provision of a higher deck to allow for potential retrofit to a higher ground floor.
19. All disabled spaces shall comply with the provisions of AS 2890.6 and shall be clearly marked and signposted.

20. The road realignment, sea wall and associated reclamation works shall not have an adverse impact on any surrounding property or estuarine processes up to the Estuarine Planning Level, as demonstrated through an Estuarine Risk Management Report prepared and certified by a registered professional engineer with chartered professional status (CPEng) and with coastal engineering as a core competency.

### **7.3 MATTERS TO BE SATISFIED PRIOR TO CONSTRUCTION**

1. Submission of construction plans and specifications and documentation which are consistent with the approved plans, the requirements of Building Code of Australia and satisfy all conditions shown above are to be submitted.
2. A Quick Check agent/Sydney Water must stamp plans before the works commence.
3. Consult with Sydney Water to establish whether there are any Section 73 Compliance Certificate requirements for this proposal, under the provisions of the Sydney Water Act, 1994. Application must be made through an authorised Water Servicing Coordinator. Please refer to the Building Developing and Plumbing section of the web site [www.sydneywater.com.au](http://www.sydneywater.com.au) then refer to "Water Servicing Coordinator" under "Developing Your Land" or telephone 13 20 92 for assistance.

Following application a "Notice of Requirements" will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

4. The following critical stage inspections are undertaken:
  - a. after excavation for, and prior to the placement of, any footings, and
  - b. prior to pouring any in-situ reinforced concrete building element, and
  - c. prior to covering of the framework for any floor, wall, roof or other building element, and
  - d. prior to covering waterproofing in any wet areas, and
  - e. prior to covering any stormwater drainage connections, and
  - f. after building work has been completed and prior to any occupation.

To allow Council to carry out critical stage inspections, at least 48 hours notice must be given before building work is commenced and prior to further work being undertaken.
5. Civil engineering details of the proposed excavation/landfill are to be submitted to the Council. Each plan/sheet is to be signed by a qualified practising Civil Engineer who has corporate membership of the Institution of Engineers Australia (M.I.E) or who is eligible to become a corporate member and has appropriate experience and competence in the related field.
6. A pre-commencement dilapidation report must be prepared and submitted, providing an accurate record of the existing condition of adjoining public and private properties and public infrastructure. Properties to be documented include 3 McCarrs Creek Rd (Lot 41 DP 545207), 7 McCarrs Creek Rd (Lot 21 DP 707314), 6 Quarter Sessions Rd (Lot 42 DP 545207), 8 Quarter Sessions Rd (Lot 2 DP 379218) and the General Store at 1860 Pittwater Rd (Lot 318 DP 824048). A copy of the report must be provided to Council, any other owners of public infrastructure and the owners of adjoining and affected private properties.
7. Detailed landscape working drawings and specification, which comply in all respects with the conditions of the approval, are to be submitted prior to construction. Each plan/sheet is to be

certified by a qualified landscape architect, landscape designer/environmental designer or horticulturist, confirming that the plans/details provide for the works to be carried out will achieve the relevant conditions. In particular, the landscape working drawing is to provide full details of the following:

- a. the usage of the dominant tree species growing in the area or locally indigenous species.
  - b. all existing trees and vegetation to be retained, removed and proposed, including canopy spread, trunk location and condition;
  - c. a plant schedule including stratum, species/common names, species' numbers, pot size and staking details;
  - d. a schedule of materials (including such elements as turfing, edging, walling, paving and fencing);
  - e. the proposed finished treatment of planted areas, including soil depth and mulching details;
  - f. the location of underground/overhead services;
  - g. details of irrigation and any on-slab planting;
  - h. All proposed planting shall be located and chosen to soften and screen the building from the road.
8. An aquatic Construction Environment Management Plan (CEMP) shall be prepared prior to reclamation of land and construction of the seawall and carpark.
  9. An erosion and sediment control plan shall be prepared to include detailed specific methods to mitigate erosion and sedimentation during construction. Control measures could include floating booms, silt fencing and sheet piling.
  10. A CEMP shall be prepared to address erosion, sediment control and water quality. This shall include erosion and sedimentation controls which would be prepared in accordance with Soils & Construction: Managing Urban Stormwater 2004 – 'the Blue Book'. The CEMP shall also include site specific details to respond to and address any on-site spills.
  11. The CEMP shall detail appropriate on-site waste management measures during construction, including the mobilisation of waste off site to minimise the potential for negative environmental impacts on drainage systems, downstream watercourses and neighbouring land. It shall also include specific measures for classifying waste as well as its storage, transportation and disposal in accordance with legislative requirements.
  13. Steel sheet piling and floating sediment curtains shall be placed in Pittwater surrounding the site for the duration of construction. These structures shall be maintained in working order during construction.
  12. The eastern end of the sea wall is to key into the existing seawall at the Church Point General Store. Detailed plans of the seawall to be constructed at this site are to be provided to Fisheries NSW for their approval prior to construction.
  13. Notification to the Department of Primary Industries (Fisheries) of all reclamation and dredging works shall be undertaken prior to construction.
  14. Consultation under Section 199 of the Fisheries Management Act shall be undertaken with the Minister for Primary Industries (Department of Primary Industries at least 28 days prior to works commencing.
  15. The site shall not be dewatered unless a Dewatering Management Plan is prepared and submitted as part of the Construction Environmental Management Plan. Any Dewatering

Management Plan shall specifically consider any potential off site impacts as a result of the dewatering operations and contain mitigation controls to effectively arrest any discharge waters to prevent offsite pollution of any receiving waters. A copy of the dewatering plan is to be attached to the Fisheries NSW permit.

17. A detailed design to provide details of the rock wall stabilisation or treatment shall be provided. This may be in the form of initial slope grooming (smoothing) and subsequent grooming once operational and when required, or more permanent measures such as rock bolting and engineered shotcrete retaining walls may be considered.
18. Detailed off shore geotechnical investigations shall be carried out and a report submitted to council, in order to further assess the risks and impacts associated with the location of the proposed new seawall.
19. A preliminary acid sulfate investigation shall be carried out in conjunction with the detailed design and prior to any ground disturbance on site. If required, an acid sulfate soils management plan shall be prepared in accordance with the Acid Sulfate Soils Manual.
20. The detailed design of the carpark shall ensure that the front edge of the parking deck is not visible from off-shore.
21. All vertical concrete surfaces shall be treated to visually integrate them with the surrounding environment.
22. A detailed analysis shall be carried out with cross sections to determine visibility of the parking deck and any mitigation options, such as screen planting or structural screening shall be incorporated into the final design.
23. All façade treatment shall be compatible with the surrounding environment, shall use dark recessive colours, incorporate where possible recycled materials, a maritime theme and public art elements.
24. The proposed vertical timber slats shall visually screen parked cars at ground level and on the deck.
25. Prior to Construction, Form 2 of the Geotechnical Risk Management Policy for Pittwater (Appendix 5 of P21 DCP) is to be completed and submitted to the Accredited Certifier.
26. The design is to incorporate spill containment measures and the treatment of stormwater runoff from the carpark, using water sensitive urban design principles. The stormwater treatment train is to be suitable for removing sediments and oils and greases, and may include sediment sumps and filtration systems incorporated into the landscaping features. All proposed water containment/treatment systems need to be easily maintained over the life of the development.
27. Drainage plans including specifications and details showing the stormwater management are to be submitted. Such details are to be accompanied by a certificate from a qualified practicing Civil Engineer with corporate membership of the Institution of Engineers Australia (M.I.E), or who is eligible to become a Corporate member and has appropriate experience and competence in the related field, that the stormwater management system complies with the requirements of Building Code of Australia and AS/NZS 3500.3.2 - Stormwater Drainage.
28. The stormwater drainage system must be constructed and completed in accordance with the approved design and relevant Australian Standards.



A plan showing pipe locations and diameters of the stormwater drainage system, together with certification by a qualified practicing Civil Engineer that the drainage system has been constructed in accordance with the approved design and relevant Australian Standards must be provided

**7.4 MATTERS TO BE SATISFIED PRIOR TO THE COMMENCEMENT OF WORKS AND MAINTAINED DURING THE WORKS:**

1. The hours of construction are restricted to between the hours of 7.00am and 5.00pm Monday - Friday and 7.00am to 1.00pm on Saturdays unless specifically authorised. No works are to be carried out on Sundays or Public Holidays unless specifically authorised. Internal building work may be carried out at any time outside these hours, subject to noise emissions from the building or works not being audible at any adjoining boundary.
2. Any proposed demolition works shall be carried out in accordance with the requirements of AS2601-2001 The Demolition of Structures.

Amongst others, precautions to be taken shall include compliance with the requirements of the WorkCover Authority of New South Wales, including but not limited to:

- a. Protection of site workers and the general public.
- b. Erection of hoardings where appropriate.
- c. Asbestos handling and disposal where applicable.
- d. Any disused service connections shall be capped off.

Council is to be given 48 hours written notice of the destination/s of any excavation or demolition material. The disposal of refuse is to be to an approved waste disposal depot

3. A copy of the approved plans is to be kept on the site at all times, during construction.
4. The following facilities must be provided on the site:
  - a. toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees, and
  - b. a garbage receptacle for food scrapes and papers, with a tight fitting lid.

Toilet facilities are to be provided in a location which will not detrimentally affect the amenity of any adjoining residents at or in the vicinity of the work site during the duration of the development.

5. Where site fill material is necessary, fill materials must:
  - a. be Virgin Excavated Natural Material (VENM) only, as approved under the Department of Climate Change "General Resource Recovery Exemption
  - b. be free of slag, hazardous, contaminated, putrescibles, toxic or radioactive excavated material and soil, rock or similar material. Putrescibles and non-putrescibles solid waste (including demolition material) is not permitted.
6. The following measures shall be implemented in the sequence given below, to minimise soil erosion:

- a. Approved runoff and erosion controls shall be installed before site vegetation is cleared (other than that associated with the construction of the controls). These shall be as shown on an ESCP approved by council.
  - b. Topsoil shall be stripped only from approved areas and stockpiled for re-use during site rehabilitation and landscaping.
  - c. Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage line or easement, waters, footpath, kerb or road surface and shall have measures in place to prevent the movement of such materials onto the areas mentioned. All stockpiled materials are to be retained within the property boundaries.
  - d. Uncontaminated runoff shall be intercepted up-site and diverted around all disturbed areas and other areas likely to be disturbed. Diversion works shall be adequately stabilised.
  - e. Runoff detention and sediment interception measures shall be applied to the land. These measures will reduce flow velocities and prevent topsoil, sand, aggregate, or other sediment escaping from the site or entering any downstream drainage easements or waters.
  - f. The capacity and effectiveness of runoff and erosion control measures shall be maintained at all times to conform to the specifications and standards quoted and to any conditions of approval of those measures.
  - g. Measures shall be applied, to the satisfaction of council, to prevent site vehicles tracking sediment and other pollutants onto any sealed roads serving the development.
  - h. All excavations and backfilling associated with the erection or demolition of a building must be executed safely and in accordance with appropriate professional standards.
- 8. The site must be fenced throughout demolition and/or excavation and must comply with WorkCover New South Wales requirements and be a minimum of 1.8m in height.
  - 9. Temporary sedimentation and erosion controls are to be constructed prior to commencement of any work to eliminate the discharge of sediment from the site.
  - 10. Sedimentation and erosion controls are to be effectively maintained at all times during the course of construction and shall not be removed until the site has been stabilised or landscaped.
  - 12. Adequate measures shall be undertaken to remove clay from vehicles leaving the site so as to maintain public roads in a clean condition.
  - 13. The construction of the development and preparation of the site, including operation of vehicles, must be conducted so as to avoid unreasonable noise or vibration and not cause interference to adjoining or nearby occupations.
  - 14. Personnel with appropriate training, or demonstrated knowledge and experience in erosion and sediment control shall be responsible for supervising the installation and maintenance of approved erosion and sediment control measures – during and after construction and until the site has been restored to the satisfaction of council.

15. To minimise soil erosion and sediment movement during construction, the following measures shall be implemented.
- Removal and/or disturbance of vegetation shall be confined to the basal area of the approved building, the site(s) of access ways, land extending a maximum of two metres beyond the outermost projection of the approved building and within a total of two metres of service trenches (that is the sum of the two sides to be a maximum of two metres).
  - Topsoil stripped from the construction site shall be stockpiled and protected from erosion until re-use during landscaping. Soil is to be retained within the property.
  - Stockpiles of construction and landscaping materials, and of site debris, shall be located clear of drainage lines and in such a position that they are protected from erosion and do not encroach upon any footpath, nature strip or roadway.
  - Final site spoil shall be disposed of to conform to the specifications and standards quoted and to any conditions of approval of those measures.
  - Stormwater from roof areas shall be linked to a council approved stormwater disposal system immediately before placement of any roofing materials.
  - Vehicular access shall be controlled so as to prevent tracking of sediment onto adjoining roadways, particularly during wet weather or when the site is muddy. Where any sediment is deposited on adjoining roadways the same shall be removed by means other than washing. All material is to be removed as soon as possible and the collected material is to be disposed of in a manner that will prevent its mobilisation.
  - Vehicular access paths shall be stabilised.
  - All disturbed areas shall be progressively stabilised and/or revegetated so that no areas remain exposed to potential erosion damage for more than 14 days or other such period as may be approved after earthworks cease. All driveways and parking areas shall be stabilised with compacted sub-grade as soon as possible after their formation.
16. A clearly legible Site Management Sign is to be erected and maintained throughout the course of the works. The sign is to be centrally located on the main street frontage of the site and is to clearly state in legible lettering the following:
- The builder's name, builder's telephone contact number both during work hours and after hours.
17. Construction access to the property is to be via the approved access points only.
18. A satisfactory construction traffic management plan (CTMP) prepared by a suitably qualified traffic consultant is required to be submitted prior to the commencement of any site works. The plan is to detail:
- a. Quantity of material to be transported
  - b. Proposed truck movements per day
  - c. Proposed hours of operation
  - d. Proposed traffic routes, noting that 3 tonne load limits apply to some roads within Pittwater
  - e. Location of on/off site parking for construction workers during the construction period.
  - f. Measures to avoid conflict between construction and private vehicles.
19. Prior to commencement of site works, a qualified arborist, horticulturist or landscape architect is to certify that protective fencing consisting of chain wire mesh fencing, a minimum 1.5 metres high with steel pipe support posts has been provided, a minimum distance of 1 metre outside of the dripline of those trees or landscaped areas shown on the approved landscape working drawing.

20. The project manager is to erect signs advising all contractors and visitors to the site that no works or storage are to take place within the dripline of existing trees.
21. No storage of building materials or building waste, excavated fill or topsoil storage is to occur within the dripline of trees shown on the approved landscape working drawing(s) as being retained or within protective fenced areas.  
  
Drainage is to be arranged such that fill, building materials or contaminants are not washed into protective fenced areas.
22. The only waste-derived fill material that may be received at the development site is:  
  
(a) Virgin excavated natural material (within the meaning of the Protection of the Environment Operations Act 1997).  
(b) Any other waste-derived material the subject of a resource recovery exemption under CI51A of the Protection of the Environment Operations (Waste) Regulation 2005 that is permitted to be used as fill material.  
  
Any waste-derived material the subject of a resource recovery exemption received at the development site must be accompanied by documentation as to the material's compliance with the exemption conditions.
23. A rock rubble toe shall be placed at the foot of the concrete piled section of the seawall.
24. Site access shall be via the existing road. No vegetation shall be cleared from the site for site access.
25. Compound/stockpile areas shall be established on previously disturbed areas and away from the waterway and riparian vegetation and shall be located above the 1:100 flood level where practicable. Stockpiles and/or dewatering areas shall be appropriately controlled by sediment fencing or other materials prescribed in the "Blue Book" to ensure that sediments do not enter the waterway.
26. No plant, equipment or vehicles shall be parked beneath the dripline of trees.
27. All construction involving waterway use, including but not restricted to barges, shall ensure that anchors and any temporary attachments to the substrate are free of Caulerpra before exiting the area. These shall be followed in accordance with measures outlined in the Department of Primary Industries Caulerpra Control Plan (NSW Fisheries 2004).
28. All construction works to be undertaken on or around the waterway shall occur as far as practicable during periods where heavy rain is not forecast.
29. Disturbed soil shall be graded as close as reasonable and feasible to its original topography.
30. Prior to use at the site and/or entry to the waterway, machinery is to be appropriately cleaned degreased and serviced.
31. A layer of geotextile fabric is to be placed between the inner edge of the seawall and fill material used in the reclamation.
32. A visual inspection of the waterway for dead or distressed fish (indicated by fish gasping at the water surface, fish crowding in pools or at the creek's banks) is to be undertaken daily during the works. Observations of dead or distressed fish are to be immediately reported by

the contractor to Pittwater Council who will liaise with the Contact Officer from Department of Primary Industries (Fisheries). In such a case, all works are to cease until the issue is rectified and approval given to proceed. If requested, Pittwater Council shall commit resources to the satisfaction of the Contact Officer for an effective fish rescue, if, in the view of that officer, a fish kill event is imminent and likely to occur within or adjacent to the works area due to conditions associated with weather, water quality and other parameters.

- 33 All construction plants and vehicles shall be switched off while idle, and plant and vehicular movement between the access roads and the site minimised so as to prevent noise pollution to adjacent properties.
- 34 All construction plan and site shall be maintained in accordance with the manufacturers' requirements and where applicable fitted with suitable noise suppressing equipment to limit engine noise emissions.
- 35 Any noise or vibration complaints received during the course of construction shall be addressed, investigated and responded to appropriately. Construction methods shall be reviewed in response to any noise or vibration complaints and amended if deemed necessary.
- 36 Demolition and construction methods shall utilise best practise with regard to minimisation of vibration and noise to adjacent properties.
- 37 Scheduled construction staging shall minimise multiple use of the noisiest equipment of plant items and shall limit noisy activities in conjunction with peak usage of adjacent commercial facilities.
- 38 General signage shall be placed in the immediate vicinity of the construction site warning of heavy vehicles and advising of altered speed restrictions.
- 39 Warning signs shall be placed at the entrances to the construction site to warn road users or vehicles entering and exiting the construction site.
- 40 Appropriate traffic control and warning signs shall be installed at areas identified as having potential safety risks.
- 41 Transportation of construction materials shall be managed to maximise operational efficiencies and minimise heavy vehicle movements.
- 42 All construction traffic entering and exiting the site shall be restricted to non-peak traffic periods.
- 43 Full access shall be maintained during construction to all adjacent properties.
- 44 Pedestrian access on the site and in the immediate vicinity of the site shall be maintained during construction, including to the Commuter Wharf, by means of temporary structures and/or walkways around construction works.
- 45 When reclamation of land is being undertaken for the road realignment and sea wall, placement of ballast shall be controlled in a fashion that limits the turbidity of surrounding water.
- 46 Reclamation of land shall be undertaken in an organised and efficient method to reduce the amount of disturbance on the surrounding waterway.

- 47 Any spoil sites shall be kept as far away from the waterway as practicable.
- 48 Where feasible, works involving reclamation of land and the construction of the seawall and associated structures shall be carried out in dry conditions.
- 49 Controls shall be implemented to ensure contaminants such as sediment, litter, oils and particulates are not transported off site during construction.
- 50 Fuels and chemicals should be stored off site, where practicable. Should any fuels and chemicals need to be stored on site, they shall be stored in an appropriately bunded area.
- 51 Spill kits shall be strategically placed at the construction site.
- 52 Disturbed areas shall be stabilised as soon as feasible following construction.
- 53 Booms or similar shall be used during construction to minimise disturbed soils, including PASS, from entering the waterway from the construction area.
- 54 Water carts shall be used periodically during construction to suppress dust generated by use of the access road, parking and turnaround areas.
- 55 Work shall cease during periods of extreme wind speed or in the event that significant dust emissions are observed.
- 56 All vehicles transporting bulk materials to and from the site such as soil and ballast shall be covered to prevent loss of load and dust generation.
- 57 Construction vehicle speed shall be limited to reduce dust generation from unsealed road surfaces.
- 58 Engine maintenance of plant and equipment shall occur on a regular basis to prevent the emission of black smoke and any other unnecessary emissions.
- 59 Any long-term (greater than 4-8 weeks) soil stock piles shall be vegetated or covered, inclusive of any wet weather.
- 60 Perimeter fencing shall incorporate shade cloth to help suppress dust generated within the site area and act as a wind break.
- 61 A concrete washout shall be established in accordance with Best Practice Guidelines (Dept of Environment and Conservation's Environmental best Practice Management Guidelines for Concreting Contractors). Concrete washout should be located away from drainage lines and be contained using appropriate sediment control measures to prevent any runoff.
- 62 All waste shall be removed by a licenced contractor and shall not be burnt or buried on-site.
- 63 Any excavated soil and existing pavement materials shall be reused on site as fill, where practicable.
- 64 No waste material shall be left on site, once works are complete.
- 65 All waste existing the site shall be recorded on a waste register in accordance with the site specific CEMP.

66. Waste containers shall be made available on site to store domestic recyclable waste, general waste and oil contaminated waste prior to removal from site. Pick and disposal shall be arranged as and when required with the appropriate waste management companies.
67. All soil to be transferred off site shall be tested and deposited at a suitable collection facility based on its determined category.
68. An on-site heritage location map showing the location of all known heritage items including the cemetery, store, wharf and post office shall be prominently placed on site to advise workers of heritage buildings.

## **7.5 MATTERS TO BE SATISFIED PRIOR TO OCCUPATION**

1. Confirmation stating that the development complies with the requirements of the Building Code of Australia must be obtained before the building is occupied or on completion of the construction work.
2. The following documents must be submitted:
  - (a) A certificate from a suitably Qualified Engineer, certifying:
    - (i) the stormwater drainage system
    - (ii) the car parking arrangement and area
    - (iii) any related footpath crossing works
    - (iv) the proposed driveway and layback, and/or
    - (v) other civil works, have been constructed in accordance with the approved plans and conditions of consent.
  - (b) A "Works-as-executed" plan of the engineering and/or drainage works.
3. Disturbed areas shall be rehabilitated by allowing natural regeneration and removing weeds. Rehabilitation shall be completed with 6 months of completion of work. The Ecological Consultant is to certify that rehabilitation works are complete and adequate.
4. Removal of noxious and environmental weeds is to be certified by an Ecological Consultant.
5. The applicant must prepare and submit a post-construction dilapidation report. The report must clearly detail the final condition of all property, infrastructure, natural and man-made features that were originally recorded in the pre-commencement dilapidation report. A copy of the report must be provided to Council, any other owners of public infrastructure and the owners of adjoining and affected private properties.
6. A certificate submitted by a Chartered Professional Engineer confirming to the satisfaction of Council that the works in the public road reserve comply with Council requirements is to be provided.
7. Restoration of all damaged public infrastructure caused as a result of the development to Council's satisfaction.
8. Rubbish bins shall be installed at the site, located appropriately and managed in accordance with Pittwater Council policy.
9. Prior to Occupation, Form 3 of the Geotechnical Risk Management Policy (Appendix 5 of P21 DCP) is to be completed and submitted to the Accredited Certifier.

## 7.6 ADVICE

1. Failure to comply with the relevant provisions of the Environmental Planning and Assessment Act, 1979 (as amended) and/or the conditions of this approval may result in the serving of penalty notices (on-the-spot fines) under the summary offences provisions of the above legislation or legal action through the Land and Environment Court, again pursuant to the above legislation.
2. Dial before you dig: Prior to excavation the applicant is advised to contact Australia's National Referral Service for Information on Underground Pipes and Cables telephone 1100 or [www.1100.com.au](http://www.1100.com.au)
3. It is the Project Managers responsibility to ensure that all of the Component Certificates/certification issued during the course of the project are lodged.
4. To ascertain the date upon which an approval operates, refer to Section 83 of the Environmental Planning and Assessment Act, 1979 (as amended)
5. You are reminded of your obligations under the Disability Discrimination Act.

## 7.7 CONDITIONS REQUIREMENTS PART 7 of the FISHERIES MANAGEMENT ACT 1994

### ADMINISTRATIVE CONDITIONS

1. The **Acceptance of Conditions** form (attached) must be completed and returned to the nominated Contact Officer before commencing any works authorised by this permit.
- 2) The **Works Notification** form (attached) must be completed and sent to the Sydney North Fisheries Office (0419 185 363; [wollstonecraft.fisheries@dpi.nsw.gov.au](mailto:wollstonecraft.fisheries@dpi.nsw.gov.au)) and the Contact Officer (contact details listed above) at least three (3) days BEFORE the commencement of works authorised by this permit.
- 3) The **Active Works Notification** form (attached) must be completed and sent to the Sydney North Fisheries Office (contact details listed above) and the Contact Officer (contact details listed above) at least 1 day BEFORE works are complete or machinery is removed from the site.
- 4) The **Post Works Notification** form (attached) must be completed and sent to the Sydney North Fisheries Office (contact details listed above) and the Contact Officer (contact details listed above) within 21 days of completion of works at the site.
- 5) This permit (or a true copy) and a copy of the finalised Construction Environmental Management Plan (CEMP) must be carried by the permit holder or sub-contractor operating on-site at all times during work activity in the permit area.

### EXTENT OF WORKS

- 6) The permit holder must ensure that all works authorised by this permit are restricted to the permit area and are undertaken in a manner consistent with those described in the permit application and associated documents. Other works, which have not been described, are not to be undertaken. In particular:



- a) Steel sheet piling and a floating sediment curtain are to be erected prior to construction so that they encircle the works site. These structures are to be maintained in working order during construction.
- b) A rock rubble toe is to be placed at the foot of the concrete piled section of seawall.
- c) The eastern end of the seawall is to key into the existing seawall at the minimart. Detailed plans of the seawall to be constructed at this site are to be provided to Fisheries NSW prior to construction. *Reason – This permit has been granted following an assessment of the potential impacts of the described works upon the aquatic and neighbouring environments. Other works, which were not described in the application have not been assessed and may have significant adverse impacts.*

#### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

- 7) A Construction Environmental Management Plan (CEMP) detailing provisions relating to the items listed in this section below, is to be prepared and **submitted to the Contact Officer listed above for approval two weeks prior to any works taking place.** The CEMP should consist of simple statements and diagrams of how each of the factors will be managed on site to achieve the stated aim.
  - a) Site delineation and marking of “no go” areas (with the aim of keeping the impacted area to a minimum),
  - b) Sediment and erosion control plan (with the aim of achieving an outcome of “no visible turbid plumes reaching the waterway”, for any rainfall event up to a 1 in 2 year Annual Recurrence Interval (ARI) event),
  - c) Use of temporary crossings or other access works (with the aim of keeping the impacted area to a minimum),
  - d) Material storage and stockpiling (with the aim of keeping the impacted area to a minimum),
  - e) Site restoration and clean up (with the aim of ensuring that the impacted area recovers as soon as possible),
  - f) Site rehabilitation and revegetation (with the aim of ensuring that there are no long term impacts after works are completed).

All works undertaken are to be consistent with this statement.

#### DEWATERING PLAN

- 8) The site shall not be dewatered, unless a Dewatering Management Plan is prepared and submitted as part of the Construction Environmental Management Plan required under Condition 7 of this permit. Any Dewatering Management Plan shall specifically consider any potential off-site impacts as a result of the dewatering operations and contain mitigation controls to effectively treat any discharge waters to prevent offsite pollution of any receiving waters. A copy of the dewatering plan is to be attached to this permit.

#### WORK IN WATERS

- 9) Machinery is not to enter, or work from the waterway unless in accordance with works proposed in your application for the permit and the requirements of this permit.

- 10) A layer of geotextile fabric is to be placed between the inner edge of the seawall and fill material used in the reclamation.
- 11) Prior to use at the site and/or entry into the waterway, machinery is to be appropriately cleaned, degreased and serviced. Spill kits are to be available on site at all times.

#### AVOIDING HARM TO SNAGS, MARINE AND RIPARIAN VEGETATION

- 12) When working near marine vegetation (seagrass, mangroves and saltmarsh), riparian vegetation or water land these areas need to be identified and appropriately delineated as "No Go" areas (with the aim of avoiding harm to these areas). Harm to marine vegetation, riparian vegetation or water land outside the work footprint approved under the authority of this permit is not permitted and any harm caused is to be documented and reported to the contact officer. Any harm caused is to be restored in accordance with directions provided by the contact officer.
- 13) Material storage and stockpiling is not to be undertaken on water land, marine vegetation (saltmarsh, mangrove, seagrass) or riparian vegetation. Stockpiling must be undertaken in a manner to avoid harm to these types of vegetation or water land and should be located away from drainage lines, overland flow paths and above the 1:100 year flood level. Stockpiles and/or dewatering areas should be appropriately controlled by sediment fencing or other materials prescribed in the "Blue Book" to ensure sediments do not enter the waterway.
- 14) On completion of the works the site is to be rehabilitated and stabilised including but not limited to:
  - a) Surplus construction materials and temporary structures (other than silt fences and other erosion and sediment control devices) installed during the course of the works are to be removed.

#### COMPENSATORY / OFF-SET WORKS

- 15) The loss of 70 m2 of seagrass habitat from these works are to be compensated according to one of the two following offset measures:
  - a) The creation of an additional 140m2 area of saltmarsh and/or mangrove habitat, or the rehabilitation of 140m2 of degraded saltmarsh or mangrove habitat. These on-ground offsetting works are to be determined by the Contact Officer to be a suitable offsetting measure prior to implementation. Appropriate on-ground offsetting works must be identified and reported to the Contact Officer within 8 weeks of the date of issue of this permit (i.e. prior to 6 November 2015). A plan outlining the proposed works, including the timing of implementation, is to then be provided to the contact officer for approval by 20 November 2015. Should suitable on-ground offset not be found prior to 6 November 2015, then option
  - (b) below will be implemented;

Monetary compensation to the value of \$3724.00 is to be paid into the Fisheries NSW Conservation Trust Fund. Fisheries NSW will issue an invoice to Council for this payment, should a suitable on-ground option according to offset (a) above not be agreed upon prior to 6 November 2015.

#### FISH KILL CONTINGENCY

- 16) A visual inspection of the waterway for dead or distressed fish (indicated by fish gasping at the water surface, fish crowding in pools or at the creek's banks) is to be undertaken daily during the works. Observations of dead or distressed fish are to be immediately reported by the contractor to Pittwater Council who will liaise with the Contact Officer from Department of Primary Industries (Fisheries). In such a case, all works are to cease until the issue is rectified and approval given to proceed. If requested, Pittwater Council shall commit resources to the satisfaction of the Contact Officer for an effective fish rescue, if, in the view of that officer, a fish kill event is imminent and likely to occur within or adjacent to the works area due to conditions associated with weather, water quality and other parameters.

## **APPENDICES**

Appendix A – Review of Environmental Factors

Appendix B – Church Point Plan of Management

Appendix C1 – Adopted Concept Masterplan

Appendix C2 – Civil Drawings

Appendix D1 – Photomontage

Appendix D2 – Photomontage - Detailed Elevation

Appendix D3 – Landscape Plan

Appendix E – Seawall Design Options Report

Appendix F – Geotechnical Investigation Report

Appendix G – Access Report

Appendix H1 – NSW Fisheries Permit

Appendix H2 – Gazettal of the Foreshore Reserve



## Church Point Parking Demand Management Review

**Client //** Pittwater Council  
**Office //** NSW  
**Reference //** 15S1086000  
**Date //** 03/09/15

## Church Point Parking Demand Management Review

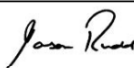
Issue: D 03/09/15

Client: Pittwater Council

Reference: 15S1086000

GTA Consultants Office: NSW

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	01/04/15	Final	Chris Slenders/ Michael Lee	Michael Lee	Jason Rudd	Jason Rudd
B	07/04/15	Final – Minor Text Update	Chris Slenders/ Michael Lee	Michael Lee	Jason Rudd	Jason Rudd
C	26/08/15	Final – Update to Introduction	Michael Lee	Jason Rudd	Jason Rudd	Jason Rudd
D	03/09/15	Final – Minor text change	Michael Lee	Jason Rudd	Jason Rudd	

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# 1. Introduction

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## 1.1 Background

GTA Consultants (GTA) have been engaged by Pittwater Council (Council) to undertake a review the current car parking arrangements at Church Point and to develop a range of options to potentially address identified parking issues for the consideration by Council.

It is recognised that, short of simply constructing large scale multi storey car parking facilities, there is no one single measure which will address all of the parking related issues within Church Point. Thus this review has sought to develop and evaluate a range of options from which Council can consider the opportunities and constraints within the broader context of the future planning for Church Point. As such it is not the intention of this study to formulate a car park management plan for Church Point, but rather provide Council with information to enable a car park management plan to be developed with consideration of the existing Church Point Plan of Management.

In addition, it may be possible for some options to be implemented in a staged manner such that any initial implications due to the implementation of the options could be spread out over time.

The development of car parking options has included consideration of community attitudes and ideas towards car parking obtained through consultation with various key stakeholders and user groups.

Car parking, or more specifically the lack of available parking, is a contentious issue within the community of Church Point. The demand for the limited on-street and off-street public car parking has been an on-going issue since the 1980s.

Publicly accessible car parking within Church Point has traditionally serviced both on shore and off shore communities. Off shore communities such as Scotland Island do not have an opportunity to park vehicles on the islands and as such residents park their vehicles on shore and access the islands by boat. The on shore communities have also traditionally relied upon publicly accessible parking to service the demands of residents and their visitors, patrons to commercial operations and general visitors to the idyllic recreational facilities that Church Point, Pittwater and the Hawkesbury River provide.

Each of these communities is considered itself to be appropriate users of publicly accessible car parking within Church Point. However, over the years, it has been recognised by the general community that the increasing demand for parking is currently at a level which exceed the available parking supply, particularly on weekends and peak summer and holiday periods. The pressures on car parking supply within Church Point have been exacerbated by the removal of unauthorised spaces and formalisation of other areas.

The implications of this lack of parking results in residents, residential visitors, tradespeople and general visitors to Church Point enduring additional circulation of traffic on the local road system as vehicles look for a car parking space.

Furthermore, illegal parking or parking on both sides of the streets especially on narrow streets obstructs the free flow of through traffic on these streets, especially for emergency and service vehicles. In addition, lack of parking especially during weekends has an adverse effect on businesses in Church Point that rely on tourism.

The demand for off-street public car parking spaces in Church Point is generated by a number of competing uses including:

- o Church Point residents and their visitors
- o off-shore residents (residents from Scotland Island, Morning Bay, Lovett Bay and Elvina Bay) and their visitors
- o marina and water vessel users (including private mooring leases)
- o local general store and restaurant/café (Waterfront Café) and function centre (Pasadena)
- o tourist and recreational visitors, and
- o people residing on boats.

Church Point is effectively a transport interchange for residents of Scotland Island as well as other various bays on the western foreshore of Pittwater which are not accessible by land based transport (Lovett Bay, Morning Bay and Elvina Bay). The offshore residents are required to transfer from water transport to land transport modes. This is combined with mainland residents, recreational and commercial uses.

From the consultations with various resident association groups undertaken as part of this study, it is apparent that each of these users considers that they have a right to park in the off-street public car park at Church Point and in most cases with priority over other users.

Pittwater Council and the local residents (through the various resident association groups) have worked cooperatively over a long period of time to address parking issues at Church Point. This has culminated in the adoption of the Church Point Plan of Management (PoM) by both Council and the State Government in November 2009.

In recognition of the short fall of parking in Church Point, the PoM makes provision for additional car parking spaces to be provided in Church Point. It identifies McCarrs Creek Road located within Precinct 1, one of three precincts in the PoM study area, to be realigned so that a new car park can be constructed on the southern side of the re-aligned McCarrs Creek Road. Following the PoM, a number of options were developed for Council's consideration.

In a meeting on 16 December 2013, Council voted to proceed with Option 2 which would have two decks of parking providing a total of 120 car parking spaces.

Notwithstanding the proposed new car parking facility, it is acknowledged by Council that the provision of 120 additional spaces is unlikely to fully accommodate the current demand for car parking within Church Point.

In recognition of this, Council resolved in December 2013 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"*.

To this end, Council commissioned GTA Consultants to conduct a desktop study to develop strategies to manage car park demand in Church Point.

It is envisaged that the implementation of suitable parking demand measures (as discussed in this report) and additional car parking spaces will be required to achieve a balance between the demand for and provision of car parking.

## 1.2 Purpose of this Study

The purpose of this study is to identify and evaluate a range of measures to manage car parking demand within Church Point. In this context, the term "manage" is defined as a better utilisation

of existing public parking spaces between competing users with a view to reducing the parking demand.

It is envisaged that the measures identified in this report will be presented to the community for further comment and to Council for further consideration as part of the broader Plan of Management for Church Point.

This report documents the investigations undertaken in the study, and presents short and long term measures to manage car parking demands identified during the study.

It is noted that in one of the submissions from the local resident groups (dated 25 June 2014 by Church Point Friends) identified one of the key issues for parking in Church Point, namely:

*"There will never be enough parking for all the people who want to park at Church Point."*

This statement reflects the sentiment that the issue of car parking at Church Point cannot be simply resolved through the provision of more and more off-street public car parking spaces. The management of demand is also a key component to resolving car parking issues.

It is noted that on-street and public car parking spaces are generally not provided for the exclusive utilisation of one particular land use. Furthermore, it is not the responsibility of Council (rate payers) to necessarily fund or provide parking for developments both residential and commercial uses within Church Point or other precincts in the local government area. However, it is further noted that the adopted Pittwater Council PoM for the Church Point precinct allows for consideration of the opportunity to provide up to 60 leased car spaces.

As such, GTA's approach in developing the recommended short and long term measures is to strike a balance examining options at managing existing facilities and at the same time provide new parking facilities to meet the reasonable local parking demand of Church Point.

### 1.3 References

In preparing this report, the following documents and data have been reviewed:

- o Church Point Plan of Management, November 2009
- o Northern Beaches Bus Rapid Transit (BRT) Pre-Feasibility Study (Summary Report), TfNSW, June 2012
- o Australian Bureau of Statistics Census Data
- o Church Point Friends' Submission "Parking Demand Management" dated 25 June 2014
- o Joint Letter (from West Pittwater Community Association, Church Points Friends Scotland Island Resident Association and Bayview-Church Point Residents Association Incorporated) "Parking Demand Management" dated 24 September 2014
- o West Pittwater Community Association, Church Points Friends Scotland Island Resident Association and Bayview-Church Point Residents Association Incorporated Joint Submission "Council Report on Reducing Parking Demand at Church Point" dated 15 October 2014
- o parking survey data from April 2013 and August 2014 conducted by Scotland Island residents
- o Guide to Traffic Management Part 11: Parking, Austroads, 2008
- o Regional Boating Plan Hawkesbury River, Pittwater and Brisbane Water Region Consultation Draft, TfNSW, August 2014, and
- o Moorings Review Issues Paper, TfNSW, March 2014.

## 2. Existing Conditions

## 2.1 Study Area

Church Point is located on Sydney's northern beaches approximately 4km north-west of Mona Vale town centre. The hub of Church Point is located at the junction of McCarrs Creek Road and Pittwater Road near the Church Point Post Office and Thomas Stephens Reserve. This is the key activity area within Church Point.

The study area and areas of interest are shown in Figure 2.1.

Figure 2.1: Study Area



Background Image Source: UBD 2009, DVD version 6.0.0

Scotland Island is located approximately 400m north-east of Church Point. Residents of Scotland Island generally park at the Church Point Reserve and commute to the mainland via the Commuter Wharf or the Church Point Ferry Wharf.

In addition, there are other habitable areas on the western foreshore of Pittwater namely Elvina Bay, Lovett Bay and Morning Bay which cannot be accessed by land based transport from the mainland. Like residents of Scotland Island, residents of the western foreshore local areas use Church Point as an "interchange".

Church Point can be accessed from Pittwater Road and also from McCarrs Creek Road. Pittwater Road and McCarrs Creek Road are both regional roads. Council manages Pittwater Road and McCarrs Creek Road with some funding assistance from Roads and Maritime Services (RMS).

Both Pittwater Road and McCarrs Creek Road within the study area have one traffic lane in each direction with intermittent kerbside parking. They are both sign posted with a speed limit of 50km/hr.

## 2.2 Public Transport

### 2.2.1 Bus Services

Sydney Buses operates a number of scheduled bus services serving Church Point. These are summarised in Table 2.1.

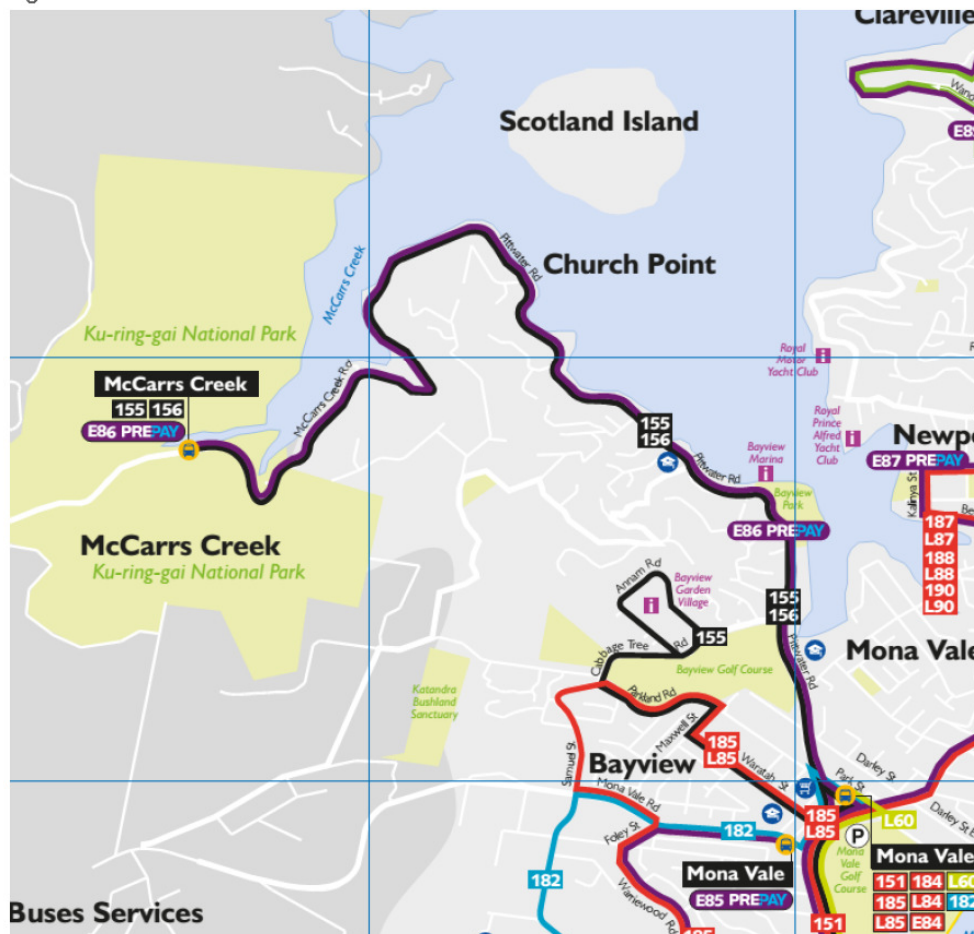
Table 2.1: Church Point Bus Services

Bus Routes	Route Description	Weekday Service Span	No. of Weekday Services	Saturday Service Span	No. of Saturday Services
155	Manly to Bayview Village	18:40 – 23:43	5	6:30 – 23:43	6
	Bayview Village to Manly	18:26 – 00:04	6	6:52 – 23:58	10
156	Manly to McCarrs Creek	8:10 – 18:06	13	10:13 – 19:57	11
	McCarrs Creek to Manly	8:36 – 17:35	10	9:37 – 19:06	9
E86 (Prepay)	Railway Square to McCarrs Creek/Church Point	17:46 – 19:13	4	N/A	N/A
	McCarrs Creek/Church Point to Railway Square	6:47 – 7:39	3	N/A	N/A
L85	Mona Vale to City (McCarrs Creek extension)	15:00	1	N/A	N/A
	City to Mona Vale (McCarrs Creek extension)	14:41	1	N/A	N/A
<b>Total Daily</b>			43		36

As can be seen in Table 2.1, Church Point is serviced by four bus routes with 43 services on a typical weekday and 36 services on a Saturday. Service frequencies are generally low throughout the day.

The local area bus network is shown in Figure 2.2. It is noted that Mona Vale is a significant interchange point.

Figure 2.2: Church Point Bus Services



Source: [http://www.sydneymbuses.info/routes/14054\\_STA\\_region\\_web\\_map\\_north.pdf](http://www.sydneymbuses.info/routes/14054_STA_region_web_map_north.pdf) viewed 8/10/2014

## 2.2.2 Ferry Services

Scotland Island is serviced by the Church Point Ferry Service and Pink Water Taxis. The Church Point Ferry Service runs to a timetable whereas the taxi service is an on-demand service that generally operates on Sundays and Mondays between 6:00am and 10:00pm and Tuesday to Saturdays between 6:00am and midnight.

## 2.3 Demographics

Demographics for Church Point and the surrounding areas have been sourced from ABS data. However, only Church Point and Scotland Island have consistent area data available for the 2006 and 2011 Census.

It is difficult to compare 2006 and 2011 data for the western foreshore areas, including McCarrs Creek, Elvina Bay, Lovett Bay and Morning Bay. Previous data was available in finer detail at Collector District (CD) whereas the smallest area available for 2011 data is provided in Great Mackerel Beach Statistical Subdivision (SSD). This includes the entire Lambert Peninsula.



The available demographics information is presented in Table 2.2.

**Table 2.2: Summary of 2006 and 2011 Study Area Demographics**

Suburbs	Population		Occupied Dwellings		Car Ownership	
	2006	2011	2006	2011	2006	2011
Church Point	1,121	1,076	402	407	2.0	1.99
Scotland Island	631	695	247	263	1.18	1.29
Lambert Peninsula Areas						
Morning Bay, Towlers Bay, McCarrs Creek (1240103 CD)	90	N/A	34	N/A	N/A	N/A
Lovett Bay/ Elvina Bay (1240111 CD)	111	N/A	50	N/A	N/A	N/A
Great Mackerel Beach, Currawong Beach, Coasters Beach (1240101 CD)	70	N/A	45	N/A	N/A	N/A
Great Mackerel Beach (Entire Lambert Peninsula SSC)	271	277	129	131	N/A	1.1

Given the change in finiteness of the provided census analysis, it is difficult to assess the change in population and dwellings in the study area over the previous two census periods. It is not expected that there was a population or dwelling reduction on the Lambert Peninsula. The comparison of Scotland Island census survey periods indicates a gradual rise in population, dwellings and car ownership.

It is also noted that car ownership in Church Point is also high at 1.99 vehicles per dwelling. As a comparison, the average car ownership in the greater Sydney area was 1.43 vehicles per dwelling based on 2011 census data. This reflects the lack of public transport in the area.

## 2.4 Journey to Work

The Bureau of Transport Statistics publishes Journey to Work data based on ABS Census data. This data answers the question "How do workers commutes from the area?", that is the modes of transport for commuters. The latest data available from the 2011 census data is presented in Table 2.3.

**Table 2.3: 2011 Journey to Work Transport Modes**

Transport Modes	Church Point (705) <sup>†</sup>	Scotland Island (382) <sup>†</sup>	Lambert Peninsula (130) <sup>†</sup>	Combined (1,217) <sup>†</sup>	Greater Sydney
Car Driver	77%	49%	50%	65%	67%
Car Passenger	5%	5%	3%	5%	5%
Public Transport	13%	25%	26%	19%	20%
Walk	2%	6%	3%	3%	4%
Other	3%	15%	18%	8%	4%
Total	100%	100%	100%	100%	100%

<sup>†</sup> numbers in parenthesis denote the number workers (i.e. those who commute) for each of the respective area

From Table 2.3, it can be seen that the combined area of Church Point, Scotland Island and Lambert Peninsula has similar modal splits to the Greater Sydney area. However, more Church Point residents appear to favour the use of their cars for travel to work.

It is noted that residents of Scotland Island and other offshore community have a higher usage of public transport than the Sydney average or the residents living of Church Point mainland. It is further noted that residents of Scotland Island and other offshore community also have a lower car ownership rate than residents living within Church Point (see Table 2.2).

## 2.5 Existing Parking Requirements

Church Point is essentially a residential area with a number of ancillary uses supporting the residential use e.g. café, post office. In addition, Church Point being a coastal area it also has some water based recreational uses.

These uses generate competing demand for parking – a scarce resource in Church Point.

Below is a discussion of these uses.

### 2.5.1 Residential Uses

From 2011 census data, Church Point has 464 dwellings (including 57 unoccupied dwellings). Similarly, Scotland Island has 344 dwellings (including 81 unoccupied dwellings). In relation to the western foreshore local areas, it is difficult to determine how many dwellings are in this area, but assuming that the dwellings in the western foreshore areas constitute some 75 per cent (based on 2006 census information) of the Lambert Peninsula, therefore the number of dwellings in the western foreshore areas would be some 250 dwellings (including 150 unoccupied dwellings).

Therefore, the total number of dwellings is 1,058 dwellings including unoccupied dwellings. These generate parking demand from both the residents and their visitors.

While Church Point residents can generally park on their own property, the offshore dwellings (a total of 594 dwellings) rely on parking located on mainland. These dwellings share parking with other visitors to the area i.e. public parking areas.

Council's development control plan (Pittwater 21 Development Control Plan 2014, DCP) stipulates the following minimum parking rates for low density residential developments:

- o small dwelling (1 bedroom) – one space
- o large dwelling (2 bedrooms or more) – two spaces.

In addition, for Scotland Island the required parking is a maximum of one space per dwelling (on site).

Assuming the western foreshore dwellings comprising 50 per cent small dwellings and 50 per cent large dwellings, therefore some 413 car parking spaces are required for the offshore residents (noting that the Church Point residents can generally park on their own property). These car parking spaces are required to be provided on the mainland (as it is difficult or impossible to access the offshore dwellings by roads).

In relation to visitor parking, there is no published guidance for low density residential developments. It is noted that Roads and Maritime Services, RMS suggested a visitor parking rate of one space per five dwellings for high density residential developments. On the basis that not all residential visitations would occur at the same time visitor parking rate of one space per 10 dwellings has been assumed. Therefore, some 77 visitor parking spaces would be required for offshore residential visitors (assuming that visitors to Church Point residents would generally park within the property of the resident they are visiting).

Based on current Council's DCP parking requirements, the Church Point residential dwellings would require some 490 car parking spaces (assuming Church Point onshore residents could continue to park on their properties).

Separately, based on current demand (current car ownership and dwelling occupancy rates for offshore residents) the required parking provision for offshore residents would be 447 parking spaces. This is slightly higher than the required parking provision based on current Council's DCP.

Therefore, the parking provision for offshore residents and for visitors to onshore and offshore residents would be some 525 parking spaces.

### 2.5.2 Holiday Homes

An analysis of the 2011 census data indicates there were a high proportion of unoccupied homes – some 288 unoccupied dwellings (57 dwellings in Church Point, 81 on Scotland Island plus 150 on the western foreshore area). These are assumed to be holiday homes which are generally not occupied for most time of the year. Some of these may be available for rental whilst some may be private and not available for rental.

To estimate parking demand for these holiday homes, it is assumed that these holiday homes when occupied have a parking demand similar to the general dwellings (see Table 2.2).

Additionally, it is assumed that parking demand from onshore holiday homes would be satisfied onsite.

Therefore, the parking demand for holiday homes would be some 380 parking spaces.

### 2.5.3 Pasadena

The Pasadena site is located at 1858 Pittwater Road, Church Point. The current approved development on the site includes a licensed restaurant with motel accommodation for 15 suites plus other ancillary use.

The current building on the site contains two levels. Currently, the building is unoccupied. From aerial imagery, it is estimated the floor area would be some 770m<sup>2</sup> per level. Assuming the licensed restaurant is located on the ground floor and the motel on the upper level, based on current Council's DCP parking requirements it is required to provide some 40 parking spaces.

### 2.5.4 Waterfront Café

The Waterfront Café site is located at 1860 Pittwater Road, Church Point. The site includes the general store and post office as well as a café.

Based on information available from Council's archive, the last consent (via a court order dated 7 November 2006) allows the site to have a total seating capacity of 100 seats. The consent did not specify the allowable floor area.

Council's DCP specify parking for restaurants and cafés based on the seating capacity at a rate of one space per 30m<sup>2</sup> of gross floor area. The DCP does not specify parking based on seating capacity.

However, based on information in the RMS guidelines a 100 seating capacity would be equivalent to approximately 210m<sup>2</sup>. Therefore, the required parking (based on Council's DCP) would be seven spaces. This is considered to be low.

RMS guidelines suggest a parking rate of one space per three seats or 15 spaces per 100m<sup>2</sup> of gross floor area. The required parking for a 100 seat restaurant would be 33 parking spaces, or 32 spaces for a restaurant with 210m<sup>2</sup>. Therefore, a more accurate estimate of parking requirement for the Waterfront Café would be some 33 car parking spaces.

Separately, the area of general store has been estimated to be approximately 200m<sup>2</sup>. The general store would require five parking spaces based on Council DCP parking rate of one space per 30m<sup>2</sup> for retail premises.

It is assumed that the post office use would not require additional parking as customers of the post office would also visit the general store at the same time, or the (offshore) residents visiting the post office on the way home from work.

Therefore, the Waterfront Café site would require a total of 38 car parking spaces.

### 2.5.5 Marinas

There are four marinas operating in the area. A search of Council's archive for information relating to their approvals returned very limited information. Attempts were made to contact these businesses, but for commercial and privacy reasons they were reluctant to provide the information.

Information relating to the characteristics of these marinas was obtained through review of their website, aerial photography and TfNSW documentation. The publicly available information was generally consistent with the data available from Council's archive. As the publicly available information was more comprehensive, these data was used instead. The information is presented in Table 2.4.

Table 2.4: Local Marinas

Marina	Gibson Marina Bayview	Bayview Anchorage Marina	The Quays	Holmeport Marinas
Address	1710 Pittwater Rd, Bayview	1714 Pittwater Rd Bayview	1856 Pittwater Rd, Church Point	2A McCarrs Creek Rd, Church Point
Wet Berths	57	65	95	80
Swing Mooring	<70	13	69	160
Total Vessels	~110	78	164	240
On-site Parking Provision†	36	25	110	64
RMS Required Parking Provision§	48	42	71	80

† On-site car parking provision based on observations on-site.

§ Based on number of vessels.

Table 2.4 also includes an assessment of parking requirements based on Roads and Maritime, RMS (*Guide to Traffic Generating Developments*). Council's DCP does not stipulate parking rates for marinas. The RMS guidelines stipulate parking requirement for marinas as follows:

*0.6 spaces per wet berth plus 0.2 spaces per dry storage berth plus 0.2 spaces per swing mooring plus 0.5 spaces per employee.*

As the number of dry berths and employees was not available, it is not possible to estimate parking demand for these uses. In addition, it is noted that each marinas include additional uses on their respective sites which may generate additional parking demand.

It can be seen from Table 2.4 that all, but one local marinas provide on-site car parking less than typical rates set out by the RMS. There is a combined shortfall of some 14 parking spaces for the nearby marinas. However, as the marinas are located at different locations and is not possible to share parking the total shortfall is actually some 51 parking spaces.

### 2.5.6 Private Moorings

RMS issues private swing mooring licenses in NSW. The mooring license numbers are set numbers in agreement with the local councils.

RMS advises there is a total of some 438 licenses available in the Church Point area (Scotland Island, McCarrs Creek, Elvina Bay and Lovett Bay). RMS also advises there are some 247 additional available licenses within Bayview. Therefore, the total potential swing moorings in Church Point/Bayview are 685.

However, RMS also advises that private swing moorings located at Scotland Island and the western foreshore (some 207 private moorings) are only available to the local residents i.e. the applicant for one of these private moorings will require to show proof of residency. Private moorings located in McCarrs Creek and Bayview (some 478 private moorings) are available to the general public.

Strictly speaking, the private moorings located at Scotland Island and the western foreshore areas would not generate additional parking demand as they are only available for the residents which their parking requirements have already been accounted. Nevertheless, parking demand was estimated for all private mooring licenses available (i.e. some 685 moorings).

Based on RMS guidelines (parking rate of 0.2 spaces per swing mooring), the potential required parking for the private swing moorings would be 137 parking spaces.

## 2.5.7 Parking Requirement Summary

From the above analysis, the current parking demand at Church Point is summarised in Table 2.5.

Table 2.5: Church Point Parking Demand

Land Uses	Parking Requirement
Onshore Residents	Nil§
Offshore Residents	525†
Holiday Homes	380
Pasadena	40
Waterfront Café	38
Marinas Shortfall	51
Private Swing Mooring (including Bayview)	137
Total	1,171

§ - it is noted that parking demand generated by onshore residents would be met onsite as the owners and visitors would generally park on the individual property

† - includes parking demand from visitors visiting offshore residents

Based on existing land use, the required parking provision is some 1,171 car parking spaces.

## 2.6 Existing Car Parking Capacity

A parking inventory survey of the existing available public parking spaces within Church Point was conducted. The area surveyed includes all residential streets (including Pittwater Road and McCarrs Road) within 2km walking distance of Church Point activity hub at the general store/post office. It is considered that it is unlikely that people would walk in excess of 2km for a parking space. The areas included in the inventory surveys are shown in Figure 2.3.

Figure 2.3: Area of Parking Inventory Survey

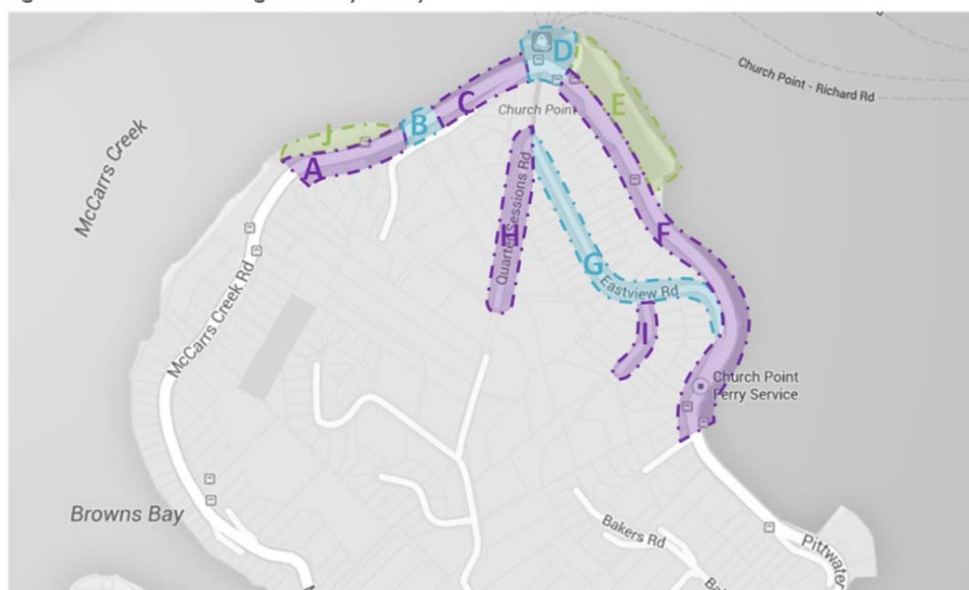


Table 2.6 presents a summary of the available public parking spaces within Church Point.

From the inventory survey, there are a total of 435 public car parking spaces within study area (depicted in Figure 2.3) comprising 405 formal spaces and 30 informal spaces. Formal spaces are those spaces there are line marked and/or on a hardstand area, while informal spaces are those spaces that are not on a hardstand area. It is noted there are approximately 200 on-street spaces.

It is noted that these are existing available parking spaces within the study area (as depicted in Figure 2.3). There are other existing spaces outside of the study area (an additional of at least 100 odd parking spaces). In addition, they do not include the additional spaces that would be available following the completion of the proposed car park structure on McCarrs Creek Road.

The largest car parking area is located at the Church Point Reserve. There are approximately 303 paid parking spaces including six spaces for people with disabilities. The Church Point Reserve Car Park also has parking spaces for motorcycles and bicycles.

A permit scheme is in operation for Church Point residents. There are nine spaces with 4 hour parking restriction for all users. These are located at the north end of the car park.

In selected locations, car parking is permitted within McCarrs Creek Road/Pittwater Road carriageway and is generally subject to restrictions.

Residents living on Scotland Island, Morning Bay, Lovett Bay and Elvina Bay that own a vehicle generally park at Church Point and commute by water vessel between Church Point and their dwellings.

Table 2.6: Available Public Car Parking Spaces

Area	Location	Type of Parking	Parking Restriction	Formal Spaces	Informal Spaces
A	Bus stop Outside Holmeport Marina - Cargo Wharf	Parallel	4P (6am - 5pm Church Point Permit Holders Excepted)	6	-
		90 Degree	No Restriction	15	-
		30 Degree	4P (6am - 5pm Church Point Permit Holders Excepted)	8	-
B	Cargo Wharf	90 Degree	4P (6am - 6pm Church Point Permit Holders Excepted)	7	-
		Motorcycle	P	8	-
C	Cargo Wharf - Waterfront Café		5Min	3	-
D	Outside Pasadena	Parallel	5min/School Bus Zone	3	-
		90 Degree	1/2P	5	-
			1P	7	-
E	Church Point Reserve Car Park	Parallel	P	272	-
			4P	9	-
		Disabled	P	6	-
		Motorcycle	No Restriction	16	-
F	Church Point Car Park Access – No. 2137B Pittwater Rd	Parallel	1P	4	-
G	Eastview Road	Parallel	No Parking Sat, Public Holidays	6	-
			No Restriction	16	21
I	Baroona Street	Parallel	No Restriction	12	-
			No Parking Thursday Only	2	-
H	Quarter Sessions Road	Parallel	No Restriction	-	9
J	Homeport Marinas Car Park	Private Car Park – Not Surveyed			
Sub-Total				405	30
Total (Formal + Informal)				435	

## 2.7 Parking Assessment Summary

From the above, the current parking demand from existing land uses is some 1,171 car parking spaces.

A parking inventory survey conducted by GTA found that at present, Church Point within the nominated study area (depicted in Figure 2.3) has some 435 car parking spaces. It is noted that there are other existing additional spaces located outside of the nominated study area.

## 2.8 Waterfront Café Travel Survey

To ascertain the level of parking demand generated by what is considered by the local residents to be one of the greatest parking demand generators in Church Point the Waterfront Café, travel surveys were conducted during its busy trading periods. The surveys were conducted during two



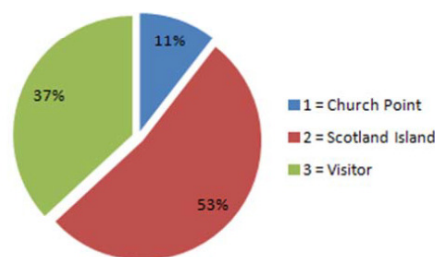
separate periods, namely Friday (17 October 2014) evening from 5:00pm to 8:00pm and Saturday (18 October 2014) midday from 11:00am to 2:00pm.

The surveys asked patrons of the café a series of questions relating to their travel behaviours:

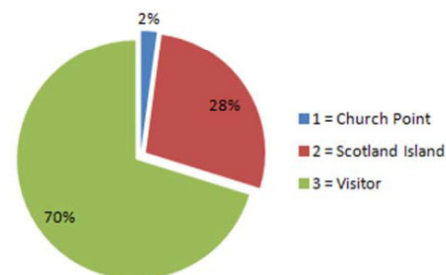
- are you a local resident or visitor to the area?
- how did you get here?, and
- if you drove, where did they park?

The survey results are presented in Figure 2.4 to Figure 2.7.

**Figure 2.4: Are you a local resident or visitor? (Friday)**

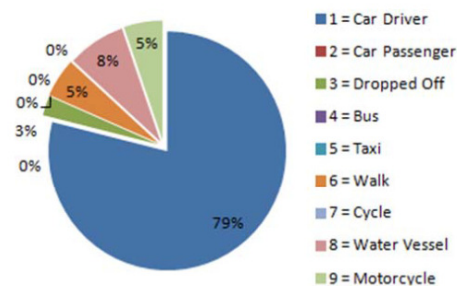


**Figure 2.5: Are you a local resident or visitor? (Saturday)**

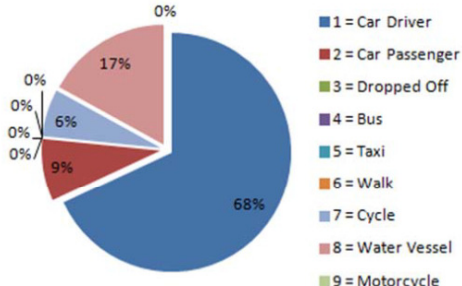


During the Friday trading period, residents from Scotland Island constituted some 53 per cent of the restaurant patrons, while visitors from outside of Church Point constituted some 37 per cent. During the Saturday trading period, visitors outside of Church Point constituted some 70 per cent of the restaurant patrons.

**Figure 2.6: How did you travel here? (Friday)**



**Figure 2.7: How did you travel here? (Saturday)**



During both trading periods surveyed, the largest portion of patrons arrived by private car at some 79 per cent and 68 per cent during the Friday and Saturday survey periods respectively. The second largest portion of the travel mode share was by water vessel with eight and 17 per cent of patrons during Friday and Saturday survey periods respectively.

The surveys also revealed that some 60 per cent of the café patrons parked within the Church Point Reserve Car Park, while some 30 per cent parked outside Pasadena within on-street parking spaces. The remaining 10 per cent parked on various residential streets. These figures relate to both Friday and Saturday surveyed periods.

Finally, from the surveys it can also be estimated that the café generated some 30 and 32 parking spaces during the Friday and Saturday surveyed periods. This is consistent with the estimate based on RMS's suggested parking rate for restaurants.

## 2.9 Parking Surveys Provided by Scotland Island Residents Association

Scotland Island residents conducted a survey of parking usage in Church Point. The survey was conducted at 4:00am on the morning of Wednesday 10 April 2013.

At the Church Point Reserve Car Park, the survey indicated there were a total of some 283 parked vehicles. Of these 283 parked vehicles, 264 vehicles had a Church Point parking permit. A repeat of the survey in the next morning confirmed these results.

The survey also revealed that there were an additional 45 vehicles with Church Point parking permit stick that parked in McCarrs Creek Road plus an additional 17 parked vehicles with Church Point parking permit parked outside the Pasadena. There were also three other vehicles with Church Point parking permit parked on residential streets.

This brings the total of parked vehicles with Church Point parking permit to 329.

This is slightly less than the number of estimated required parking for Church Point (offshore residents) of 450 parking spaces estimated in Section 2.5.1.

Following the April 2013 survey, subsequent surveys of the Church Point Reserve Car Park was conducted by Scotland Island residents on Monday 4 August and Wednesday 6 August 2014. The surveys were conducted at midday on both survey days.

The Monday survey counted a total of 195 parked vehicles, of which 159 vehicles displayed a Church Point parking permit. The Wednesday survey counted a total of 168 parked vehicles with 131 vehicles displaying a Church Point parking permit.

The April 2013 and August 2014 surveys both revealed that the Church Point Reserve Car Park contained a vast number of parked vehicles with Church Point parking permit.

From the surveys, it can be concluded that throughout the day the Church Point Reserve Car Park has a vast number of parked vehicles displaying a Church Point parking permit suggesting that the car park is used mostly by Church Point residents. These residents are mostly likely to be offshore residents.

### 3. Northern Beaches Bus Rapid Transit (BRT) Proposal

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It is widely acknowledged that the Northern Beaches suffers from significant transport issues with key arterial roads accommodating high volumes of traffic during peak periods. There are no rail options to Sydney CBD which benefits other areas of metropolitan Sydney in terms of relative speed and passenger volume capacity.

The northern beaches public transport network relies heavily on the bus network. A high amount of services are available in more populated areas. The operation of the bus network is constrained by the other competing demands on the road network.

There have been some improvements to the bus network including locations with peak period bus lanes and "jump start" bus lanes at signalised intersections. Still, there is high variability in travel times during peak periods.

The NSW government understand the transport issues facing the northern beaches and commissioned a pre-feasibility report for the Northern Beaches BRT in June 2012. It is assumed that this transport mode has been selected on the basis of cost and time in which it could be implemented.

The pre-feasibility report identifies and assesses a number of BRT routes and configuration options. The key north-south route option is between Mona Vale and Wynyard. Overall, while time savings are expected for bus commuters, the cost benefit ratio for all options is less than one, largely on the basis of increased congestion for private vehicle users.

Despite the negative cost/benefit ratio, the NSW government is pursuing BRT for the northern beaches based on the need to provide additional capacity, reliability and frequency of public transport to the northern beaches.

In June 2014, the NSW announced that \$125 million would be spent on delivering a kerbside BRT and \$100 million to be invested in new transport interchanges, with additional car parking to be provided for bus commuters. It is intended that the BRT will provide a turn up and go service, with frequencies regular enough that commuters will not need to review a timetable.

The BRT has the potential to increase public transport trips to Church Point for residents and visitors, but only with a suitable, convenient and frequent connection to Mona Vale.

## 4. Consultation

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### 4.1 Resident Associations

As part of this study, consultation was undertaken with representatives of various residential associations and resident groups. A number of issues in relation to Church Point were raised by the resident association groups. These are summarised as follows:

- o limited car parking opportunities
- o car park signage restrictions is too complex, restrictions should be rationalised
- o Church Point Reserve Car Park is generally full after 6:00pm on weeknights
- o the implementation of a fee for parking at Church Point reserve has displaced the car parking problem to nearby residential streets
- o while currently closed, the reactivation of Pasadena will increase parking demands at Church Point
- o generally no car parking on Scotland Island
- o perceived unreliability of public transport due to its low frequency
- o a general increase in population and business activities
- o unrestricted car parking spaces being occupied for weeks/months periods (it is assumed these are boat users on long trips)
- o 488 public government owned moorings in the area without any car parking provided
- o the Café occupancy has allegedly exceeded its licenced capacity on occasions (unverified counts)
- o cannot leave on the weekend as there will be no car parking when returning home
- o residents generally do not get visitors due to the car parking issues, especially on weekends
- o overall Parking demands are generally higher during the warmer months, and
- o concerns that the proposed multi-deck car park would not have any priority for Scotland Island residents.

The resident groups have jointly developed four measures for demand management of existing parking. These are discussed further in Section 5.2 of this report.

### 4.2 Council

Council facilitated the initial meeting with the residents association and also provided extensive background information, summarised as follows:

- o the Church Point parking scheme (subject to an annual fee) was implemented around 2011, at which time the Church Point Reserve Car Parking fee was implemented for visitors
- o an annual Church Point permit currently costs approximately \$300 p.a. (it is set annually by Council)
- o all Pittwater Council rate payers receive Pittwater Resident parking permit to use at Council operated car parking area (it is noted that Pittwater Resident parking permit is not valid at the Church Point Reserve Car Park)
- o Council monitors the Church Point scheme and has found the number of permits issues each year has been consistent since the implementation of the parking scheme

- o discussions with public transport operator indicated low usage of existing bus services and that public transport operator would not be willing to increase service frequency based on current level of patronage – it is noted that the latest census data indicates that 25 per cent of offshore residents uses public transport compared to only 13 per cent of mainland residents which is a reflection of the lack of parking provisions for offshore residents
- o Council has no legal obligation to provide car parking for Scotland Island residents, however do so as a goodwill and social equity, and
- o parking issues in Church Point have existed for over 40 years.

### 4.3 Observed Issues

GTA staff conducted a number of site visits to gain an understanding of the prevailing issues. During the day and evening, it was noted that there were limited car parking vacancies within the study area.

A drive through during the mid afternoon of Tuesday 19 August 2014 indicates that residential streets along Bakers Road and Eastview Road are generally parked out, while other residential streets along Corniche Road and certain sections of Pittwater Road/McCarrs Creek Road have some empty car parking spaces available. The Church Point Reserve Car Park was observed to be fully parked out.

A second inspection of the Church Point Reserve Car Park on Friday 3 October at 5:45pm indicated that the vast majority of parked vehicles has a Church Point parking permit. Although no specific count has been conducted to determine the portion of vehicles that has a Church Point parking permit, but based on a visual inspection a rough estimate would be that in excess of 95 per cent of the parked vehicles would have a Church Point parking permit.

The inspection of the car park indicated that some cars had been parked in the car park for quite some time as evidenced by layers of visible dust over vehicles as well as pine needles caught on top of windscreen wipers.

From a drive through on Eastview Road on Friday 3 October at around 5:30pm, it is apparent that on-street demands were relatively high, particularly near Quarter Sessions Road Reserve which is used as a pedestrian link through to McCarrs Creek Road/Pittwater Road and Eastview Road. It was also observed that in some instances cars parked on both sides on the road opposite each other obstructing the free flowing of through traffic.

## 5. Parking Issues and Options

### 5.1 Potential Solutions

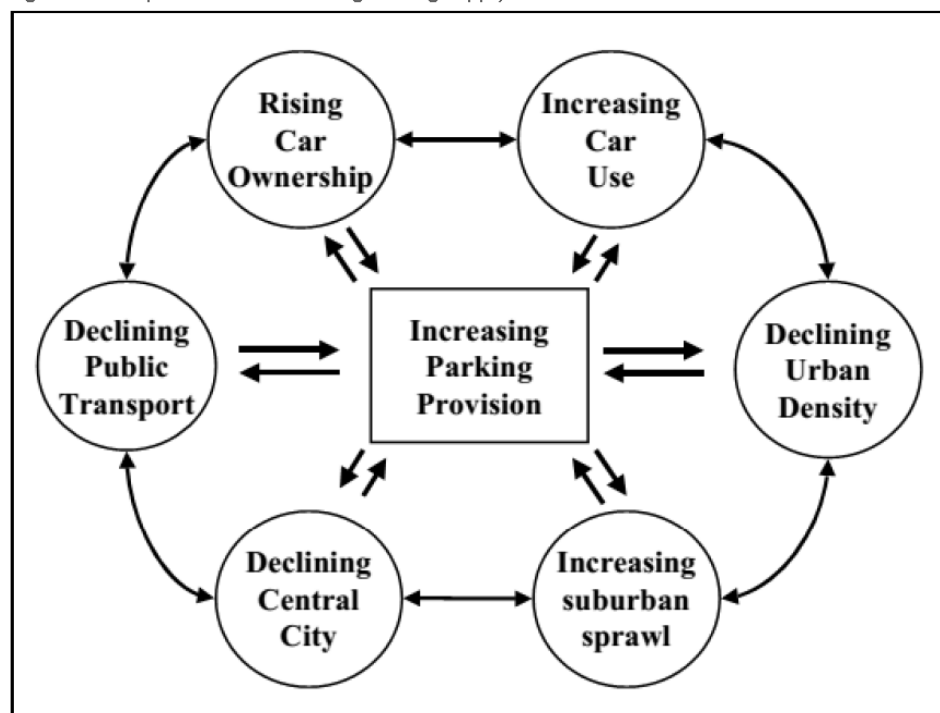
Potential strategies to address the issue of a lack of car parking in Church Point include:

- o increasing supply
- o using existing supply more efficiently
- o reduce parking demand through the increase of alternative transport, and
- o increase cost of parking to reduce demand.

Generally a simple increase to the supply of car parking without due consideration of how it will affect demand may have some undesirable implications.

These undesirable implications are depicted in Figure 5.1.

Figure 5.1: Implications of Increasing Parking Supply



Source: Guide to Traffic Management Part 11: Parking, Austroads, 2008

Some of these undesirable implications include increase in private usage and discouraging the use of public transport. These run contrary to various State Government transport policies and other environmental and ecological sustainability objectives.

Using existing supply more efficiently includes sharing parking (as is already done), using remote parking and improving user information. Reducing parking demand can be achieved through "a carrot and stick" approach which would involve pricing, providing incentives for residents to

forego a second car, increasing parking for alternative modes (bicycles, motorcycles etc) and increasing other alternative transport options such as public transport.

Reducing or managing the demand of existing parking may in the longer term increase the use of public transport. With increased use, reliability of public transport options would also increase through increased frequency. It is noted that offshore residents already have a high proportion of public transport users than the Sydney average. This is a reflection of the lack of parking for the offshore residents.

It is likely the solution will be a combination of available options. Ultimately there needs to be a compromise between residents, visitors and businesses.

## 5.2 Resident Groups Proposed Demand Management Measures

The local resident groups and associations have jointly prepared and submitted a letter dated 24 September 2014 to Council. In the joint submission, the resident groups recommended four management measures to manage existing parking. The measures are as follows:

- o *Reserve parking to be limited in the evenings to Church Point Parking Permits, 6.00pm to 6.00am, seven days a week except for existing nominated 4-hour parking spaces. Pay & Display to continue in the rest of the Reserve car park, except in the evenings.*
- o *Parking to be free for Pittwater Parking Permits weekdays only, between the hours of 6.00am and 6.00pm, as there is ample space available during these hours. This will also have a beneficial flow on effect for local businesses.*
- o *Church Point streets to be designated 4 hours, Pittwater Parking Permits exempt. This would limit visitors outside the Pittwater LGA from parking for extended periods and conversely, allow all Pittwater residents full time free parking.*
- o *Research ways to encourage visitors, marina users, boat owners and holidaymakers to use alternate transport to Church Point.*

Overall, the joint letter requests that priority should be given to residents. This is on the basis on the necessity of parking as close to the commuter wharf with consideration of the need to carry shopping, walk with children and minimising exposure to inclement weather.

These have been considered and are discussed below in details.

It is obvious from discussions with residents of both Church Point and Scotland Island, that parking is a significant issue and has been for many years. The general consensus of the resident associations is to restrict the use of the Church Point Reserve Car Park for the use of Church Point parking permit holders between 6:00pm and 6:00am. From observations made on site, the Church Point Reserve Car Park appears to be predominately occupied by Church Point parking permit holders. As such, the exclusion of other users is unlikely to resolve the car parking issues.

While there needs to be some car parking for Scotland Island residents, there also needs to be an acknowledgment of the conditions of accommodation that they have bought into.

Residents with Church Point parking permits are effectively given priority as vehicles displaying a valid Church Point parking permit will not be subject to the general pay and display requirements.

Public parking resources on public land are provided for shared use and benefits of all. Excluding other general public would be unequitable.



Similar to existing arrangements at Church Point, local resident parking scheme in inner city residential areas does not guarantee a space for residents and often residents are forced to walk considerable distances between their dwelling and vehicle. This is the reality of living in inner city area where on-site parking is not available which the residents are fully aware of when they bought into the place.

Allowing car parking on public land designated as parking for the exclusive use by a certain group of the public is an unprecedented proposal and it effectively uses public land to create a timed private car park. This would have negative consequences to nearby businesses and create economic imbalance in Church Point. Notwithstanding, as per site inspections, it was found that the vast majority of vehicles parking in Church Point Reserve displayed the Church Point Parking permit after 6:00pm.

In addition, if adopted this policy would not provide any real incentive to reduce motor vehicle ownership for residents. Parking demand would continue to not only persisting in the future would also require additional public parking spaces to be made exclusive for a small group of the community.

As such, it is not agreed that a public resource, in this case parts of a public car park, should be dedicated for the sole use by any one interest group. The car park needs to be shared by all residents, business owners and visitors to Church Point, especially if shortfall of parking spaces exists.

It is noted that the PoM recognises that some parking priority should be allocated to the off-shore residents. As such, the PoM has made available to Church Point residents a Church Point parking permit for use within the Church Point Reserve Car Park which allows Church Point residents to park longer. Church Point residents with a parking permit are not required to pay the daily/hourly charges, but the parking permit has an annual fee. It is noted that RMS' Permit Parking guidelines indicate that the number of parking permits to be issued for an area should not exceed the number of available on-street parking spaces in the area.

However, it is considered not appropriate to reserve parking within Church Point Reserve Car Park as recommended by the resident association groups. The car park needs to be shared by all in the vicinity of Church Point and compromises must be borne equally by residents and businesses and any other users. However, it is acknowledged, to a certain extent (offshore residents bought into the area in the full knowledge of the restrictive parking situation), that offshore residents experience the unique parking conundrum each time they "interchange between land based transport to water based transport" which is a necessity part of their trips to/from their homes especially having to deal with their shopping and young children in inclement weather. An option has been developed to address this, noting that the management of the reserve car park is in accordance with the approved PoM.

Item 2 above requests that parking to be free of charge for Pittwater parking permit holders between the hours of 6:00am and 6:00pm on weekdays. It is assumed that this request relates to Church Point Reserve Car Park only as Council only charges a fee for parking in the Church Point Reserve Car Park for casual parkers, and all other parking within Church Point is free of charge.

Allowing free parking between 6:00am and 6:00pm on weekdays is unlikely to yield any benefits in terms of managing existing parking. Instead this is likely to add to the confusion due to the different fee arrangements applying to different time of day and day of week. In addition, it is also likely to create additional parking demand during the free parking period and potentially extending the parking demand to outside of the period as some parkers tend to over stay.

Item 3 relates to restricting parking on all streets in Church Point to be four hour parking with Pittwater parking permit exempted. This would have some merits as such this is included in the management options recommended by this report, but with some modifications. This is discussed further in Section 5.3.2.

The last recommendation by the resident groups relates to conducting research into additional options to encourage visitors to use alternate transport options for accessing Church Point. This is discussed in Section 5.4.

### 5.3 Short Term Parking Demand Measures

Following discussions with the resident associations (including reviewing the various submissions) and Pittwater Council, and having considered their issues raised, the following short term options applicable to the existing situations at Church Point are recommended for Council's consideration. The objectives of these options are to discourage car ownership and travel by private vehicles, and promote the use of public transport services.

These short term options could be implemented relatively quickly with little financial cost implications. These short term options are discussed below (not in any specific order).

#### 5.3.1 Parking Permits

At present, there are two types of resident parking scheme in operation in Church Point.

All rate payers within Pittwater Council administrative area are issued with a parking permit which is valid for use on at pay and display car parking facilities managed by Council within Pittwater Council administrative area (but excluding Church Point). In addition, there is also a Church Point parking permit valid in Church Point Reserve and McCarrs Creek Road parking areas.

The PoM recommended that only the Church Point parking permit be applicable within the PoM Church Point study area, and that holders of Pittwater parking permit will not be applicable in Church Point. However, Pittwater residents outside of Church Point may choose to purchase a Church Point parking permit if they wish. Pittwater Council permits its residents to purchase multiple parking permits.

Consistent with the PoM, it is recommended to make Church Point parking permit the only one applicable in Church Point Reserve and McCarrs Creek Road parking areas. The Pittwater parking permit is to be made invalid to all on-street and off-street parking facilities within Church Point including all residential streets, Pittwater Road, McCarrs Creek Road and Church Point Reserve Car Park (and McCarrs Creek Car Park which is not included in the car park counts discussed in Section 2.6).

In addition, it is also recommended that Pittwater residents outside of Church Point are not permitted to apply for a Church Point parking permit. Church Point parking permits to be available for residents living in Church Point only (including the nearby offshore areas i.e. Scotland Island, Elvina Bay, Lovett Bay and Morning Bay). A fee nominated by Council is chargeable for the parking permit.

Furthermore, mainland properties within Church Point are only permitted one parking permit per house only. No additional permit is to be allowed. Off shore properties are also to be permitted one parking permit per house, but at a discount (relative to mainland properties) to be determined by Council. A second permit for off shore properties should be allowed, but at additional charge say two times the first parking permit. Any additional parking permits (third and subsequent permits) should not be permitted for all properties.

### 5.3.2 Parking Restrictions

All on-street parking spaces within residential streets within Church Point are to be made 4 hour parking (4P) from 6:00am to 6:00pm seven days a week. Church Point parking permits are not valid.

All parking spaces on Pittwater Road and McCarrs Creek Road are to be made 2 hour parking (2P) from 6:00am to 6:00pm seven days a week. The 5 minute parking spaces outside Pasadena to remain as they presently exist. Church Point parking permits are not valid.

### 5.3.3 Residential On-street Parking Configuration

All residential streets within Church Point that have a continuous formed carriageway width less than 7.2m are to have kerbside parking on one side of the street only. The other side of the street is to be signed as "NO STOPPING" at all times. This will require consultation with residents on each street.

### 5.3.4 Short Term Parking Near Commuter Wharf

In recognition of the off shore residents issues when "interchanging" between land based and water based transport, it is recommended a small number of short term parking spaces be provided near the commuter wharf to allow off shore residents to park and load/unload their goods from their vehicles.

The parking spaces at the Cargo Wharf car park can be converted to provide the short term loading spaces for off shore residents.

These spaces are to be signed as 30 minute parking at all times. Parking permits (including Church Point parking permits) are not applicable to these spaces.

### 5.3.5 Short Term Storage Lockers

Council could consider providing short-term storage lockers near the commuter wharf to store groceries and large items, assisting in the transfer of goods between off-shore areas and Church Point. This could provide some assistance to off-shore residents when close-by parking is restricted.

### 5.3.6 Dedicated Council Ranger

Council may consider providing a dedicated Council ranger for the Church Point area. The dedicated Council ranger will continue to have the same duties as other rangers including patrolling streets and car parking areas, and issuing infringements for violation of environmental protection regulations. However, their area of responsibility would be restricted to the Church Point area only.

### 5.3.7 Car Share Program

It was also noted that there was previously a car share space at the Church Point Reserve Car Park. It is understood that initially there were two cars/pods, reduced to one and then it was taken away altogether.

It is unclear why the car share program was discontinued. It could be due to low demand. During one of the consultation sessions, it was pointed out that there was resident frustration at

cars not being available too often and as such the popularity of the service reduced until it was not feasible for the operator to have a car at Church Point.

The re-introduction of a share car program could be a key driver of reducing the need to own a private motor vehicle and thus reducing car parking demands, especially for multiple car households.

A shared car program would have the advantage of a guaranteed parking space (can potentially be located near the commuter wharf to provide additional incentives for off shore residents to use the program), providing additional convenience for shopping trips and freedom to travel out on the weekend without the concern of no parking space on return.

Finally, a car shared program could also be used by local residents and businesses to provide a shuttle services to transport visitors in other areas to/from Church Point. However, it is unclear if this would have any legal issues associated it e.g. insurance coverage.

Key elements of this would include:

- residents making a genuine effort to use this service, making it a priority to use the shared car for non-commute trips
- negotiate with a car share operator to provide sufficient cars/pods to fulfil most demands, say at least four pods, potentially including a van and/or ute
- an education leaflet outlining the total cost of car share versus the cost of car ownership, and
- possibility of an interim period subsidy from Council to assist with the ramping up period.

If successful it is expected there would be a reducing car ownership and decrease in parking demand at Church Point.

GoGet is the largest car share operator in Australia. Their rates are outline in Figure 5.2.

Figure 5.2: GoGet Car Share Member Plans

	<b>gostarter</b> \$49 per year	<b>gooccasional</b> \$9 per month	<b>gofrequent</b> \$29 per month
	\$0 joining fee	\$25 joining fee per driver	\$25 joining fee per driver
Economy car per hr inc. petrol + insurance	\$9.90 per hour + \$0.40 per km	\$8.45 per hour + \$0.40 per km	\$5.69 per hour + \$0.40 per km
Premium car per hr inc. petrol + insurance	\$13.90 per hour + \$0.40 per km	\$10.45 per hour + \$0.40 per km	\$7.69 per hour + \$0.40 per km
Economy car per day inc. petrol + insurance	\$81 per day incl. 150km free per day + \$0.25 per extra km	\$72 per day incl. 150km free per day + \$0.25 per extra km	\$69 per day incl. 150km free per day + \$0.25 per extra km
Premium car per day inc. petrol + insurance	\$89 per day incl. 150km free per day + \$0.25 per extra km	\$85 per day incl. 150km free per day + \$0.25 per extra km	\$85 per day incl. 150km free per day + \$0.25 per extra km
	\$500 pre-authorisation*	\$250 pre-authorisation*	\$250 pre-authorisation*
	Best for trips now and then	Best for 2-4 trips a month	Best for 4+ trips a month
	1 driver allowed	2 drivers allowed	3 drivers allowed

Source: <http://www.goget.com.au/rates/> viewed 22/10/2014

The rates compare favourably against purchasing an annual Church Point parking permit and this should be included in the information leaflet.

### 5.3.8 Public Transport Information

A public transport information board advising visitors to Church Point the schedules and timetable of bus services operating to and from Church Point should be displayed in a prominent location somewhere near the activity hub of Church Point.

Council is to maintain the information board and keep it up to date with the correct timetable information.

In addition, Council is to lobby STA to provide electronic public transport information displays at appropriate public transport hubs.

## 5.4 Long Term Measures

The following long term options are recommended for Council's consideration. Some of these options may not be feasible, nevertheless they are worthy of Council's consideration.

Like the short term measures, the objectives of these long term measures are to reduce car ownership and encourage use of public transport services.

### 5.4.1 New Car Park

A new car park has long been proposed for Church Point to address the identified parking issues. The proposed location for the new car park is along McCarrs Creek Road (Precinct 1) west of the General Store/Café. The adopted PoM made provision for this additional car park. It involves the re-alignment of McCarrs Creek Road with the new car parking structure located on the southern side of the re-aligned McCarrs Creek Road. The re-alignment of McCarrs Creek Road would require land reclamation works.

Various options have been considered, with a two-level option preferred maximising capacity on the site and minimising the cost per space. The preferred option adopted by Council is outlined in Figure 5.3.



Figure 5.3: Proposed New Car Park Location (Western Car Park)



Source: Church Point Masterplan 2007

Council's preferred and adopted option is Option 2 referenced in the PoM. This option provides for a two-level car park (ground plus roof) accommodating some 120 car parking spaces.

It is recommended that Council proceeds with the new car park as currently planned. It would provide the same quantum of parking spaces to cover the short fall of existing parking spaces identified in Section 2.7 of this report.

#### 5.4.2 Parking Restrictions

Following the completion of the proposed parking structure on McCarrs Creek Road, parking spaces within the Church Point Reserve Car Park are to be designated as 4 hour parking (4P). In addition, half of the parking spaces within Church Point Reserve Car Park are to be Church Point parking permit exempted from 6:00pm to 6:00am. That is vehicles displaying a valid Church Point parking permit can park longer say up to 10P without charge. The remaining other half of the proposed 4P parking area are not exempted i.e. Church Point parking permit not valid.

Motorcycle and accessible spaces within Church Point Reserve Car Park are to remain as they are.

#### 5.4.3 Car Parking Fees

At present, Council charges a fee for parking within Church Point Reserve Car Park only. However, the fee does not apply to vehicles that display a valid parking permit. Effectively, the parking fee is payable only by visitors to the area. The current fee is \$3.40 per hour for parking

with duration less than five hours with a minimum charge of \$3.40. In addition, the advertised daily fee is \$20 per day for a maximum of seven days.

It is recommended to increase the parking fee to \$5 per hour, Church Point parking permits exempted. As a further measure to this option, offshore Church Point residents parking their vehicle linked to a second Church Point parking should not be exempted from paying the fee, but can pay up to 10 hours if required. This may require additional costs to implement in terms of additional infrastructure to allow the system to differentiate between car park users with and without additional Church Point parking permit.

This measure will need to be implemented with another measure that makes other parking unattractive for those trying to avoid the high fee in the Church Point Reserve Car Park. This “another” measure could be one similar to that discussed in Section 5.3.2 and 5.4.2 above.

Finally, social equity can be provided by offering discounts to residents that are not financially well off i.e. welfare recipients such as unemployed, disability/illness benefits, elderly, and veterans.

#### 5.4.4 Installation of Car Park Control System

A car park control system (i.e. boom gates at all access points to the car park facility) could improve the turnover of the car park thereby increase the car park capacity without the need to physically providing additional parking spaces.

A related benefit is that it ensures that users do not over stay the maximum permitted duration.

#### 5.4.5 McCarrs Creek Reserve Car Park

Council should consider the expansion of the McCarrs Creek Reserve Car Park so that offshore resident parking can be relocated here as an overflow car park, while parking within Church Point to accommodate other parking demand.

The McCarrs Creek Reserve Car Park may be located on crown land. If so, it is not clear what issues this option would have in relation to the McCarrs Creek Reserve Car Park being on crown land. In addition, there may be additional issues associated with safety due to the required travel distance offshore residents' boats would need to travel between their homes and the McCarrs Creek Reserve Car Park, and they would also be travel through private swing moorings. In addition, additional infrastructure may be required to facilitate the use of McCarrs Creek Reserve as an overflow car park for offshore residents. For these reasons, this option may not be viable.

It is noted that Council advised that this option was previously considered extensively in the PoM, and essentially rejected for various reasons as follow:

- o involves the use of Crown land as a commuter car park
- o remoteness of the location in relation to the Church Point “social hub” (both on land and on water)
- o boat journey along McCarrs Creek waterway is generally congested, and
- o potential security issues.

#### 5.4.6 Shuttle Bus Service

It is noted that a study commissioned by Council (in June 2012) has indicated a shuttle bus service in Church Point similar to one discussed below would not be financially viable. Nevertheless, in the longer term future Council may wish to consider such an option.



Council is to investigate options to provide a shuttle bus service at no cost to Council. The shuttle service is to operate between Church Point and a central location with better public transport services and/or additional spare parking capacity e.g. Mona Vale.

Options to provide a no cost to Council shuttle bus service could include offering the bus to advertising companies as a mobile billboard as part of their marketing network to generate additional revenue to offset the cost of running a shuttle bus service.

This is to include negotiating with Transport for New South Wales to convert existing scheduled route service into a shuttle service between Church Point and Mona Vale on a temporary basis until such time when usage of public transport service is increased in the future. It is noted that the Department of Transport does not permit the operation of a private bus service in direct competition with a public bus service without a contract with the State Government.

#### 5.4.7 Review Parking Rates

Council to undertake a comprehensive traffic and parking study with a view to fully understand the current parking demand and the available car parking capacity. The study should also conduct an assessment of future parking demand. This will require extensive traffic and parking surveys so to better understand current situations. The study also undertake a comprehensive review of the current development control plan relating to car parking provision and make recommendations to modify current parking rates for all types of new developments going forward.

#### 5.4.8 Transport Management Plan

Council to put in place a policy requiring all new non-residential developments that attract visitors/patrons to the site to provide a transport management plan for specific events where large number of visitors are expected to attend. The management plan is to detail the measures the site owner will implement to reduce travel by private cars and encourage more sustainable transport modes such as public transport and car parking.

In addition, all future developments are to prepare a green travel plan and travel access guide to assist building occupants and visitors to make more appropriate travel choices.

#### 5.4.9 Northern Beaches Bus Rapid Transit

Council is to continue lobbying and consulting the relevant State Government agencies to examine the options available to either extend the BRT project to Church Point and/or provide a high frequency shuttle bus service between Church Point and a BRT station/stop (say at Mona Vale).

#### 5.4.10 Private Swing Moorings

Council to negotiate with RMS during future review of swing mooring licenses for additional funding and resources to manage parking demand generated by the swing moorings.

#### 5.4.11 Marina Car Parks Used by Off Shore Residents

It is understood that some marinas in the area allow offshore residents to use their car park under private arrangements (i.e. without the lease of a berth). If this is the case, it may be illegal for the marinas to offer their car parks for use by others not directly relating to their business (i.e. when they lease a berth and a car space is inclusive in the lease).

Council should investigate this further as this practice reduces the parking capacity for the genuine marina users. Council should take further actions to prevent this practice from continuing. This would force marinas customers from public parking spaces.

#### 5.4.12 Active Transport

Council may consider the provision of pedestrian and cycle facilities to promote active transport for short trips from Church Point to other destinations such as Mon Vale. This could be in the form of providing new pedestrian and cycle networks and/or upgrade of existing infrastructure to provide for safer and convenient alternative transport options.

This would not only reduce parking demand in Church Point, but it would also promote healthier lifestyles.

### 5.5 Summary of Proposed Measures

Table 5.1 presents a summary of the measures proposed by this study as well as those by the resident groups.

**Table 5.1: Comparison of Proposed Measures**

Short Term Measures	Long Term Measures	Proposed By
Reserve parking to be limited in the evenings to Church Point Parking Permits, 6.00pm to 6.00am, seven days a week except for existing nominated 4-hour parking spaces. Pay & Display to continue in the rest of the Reserve car park, except in the evenings.	N/A	Resident Groups
Parking to be free for Pittwater Parking Permits weekdays only, between the hours of 6.00am and 6.00pm, as there is ample space available during these hours. This will also have a beneficial flow on effect for local businesses.	N/A	Resident Groups
Church Point streets to be designated 4 hours, Pittwater Parking Permits exempt. This would limit visitors outside the Pittwater LGA from parking for extended periods and conversely, allow all Pittwater residents full time free parking.	N/A	Resident Groups
Only Church Point parking permit is to be applicable within Church Point. Mainland residents are to allow a maximum of one permit per household at a charge. Offshore residents are to allow a maximum of two permits per household with the first permit at a discount and second permit at say two times the first permit	Provide a new car parking structure as planned.	GTA
Parking on all residential streets to be made 2P. Church Point parking permit not valid. Parking on Pittwater Road and McCars Creek Road to be made 2P and the existing 5 minute parking to remain, but Church Point parking permit not valid.	Following the completion of the new car parking structure, parking spaces within the Church Point Reserve Car Park to be made 4P half of which will be Church Point Parking permit exempted and the other half Church Point parking permit will not be valid.	GTA
All residential streets with a carriageway width less than 7.2m to have parking on one side only and the other side to be signed as "NO STOPPING".	Increase parking fees within Council's owned and managed car park with discount for certain members of the local community e.g. welfare recipients and offshore residents with only one parking permit	GTA

Short Term Measures	Long Term Measures	Proposed By
Provide a small number of short term (30 minutes) parking spaces at the Cargo Wharf car park for use by off shore residents as loading spaces.	Install a car park control system at Council's owned and managed car parks to manage parking demand.	GTA
Provide storage lockers near the commuter wharf.	Expand the McCarrs Creek Reserve Car Park so that offshore resident parking demand can be relocated to this area as an overflow car park.	GTA
Council to provide a Church Point dedicated Council rangers. Council to provide signs to warn drivers that any overstayed vehicles will be towed away.	Provide a shuttle bus service at no cost to Council. Negotiate with Transport for New South Wales to convert existing scheduled route service into a shuttle service on a temporary basis.	GTA
Negotiate with a car share commercial operator to provide sufficient cars/pods to fulfil demand from residents.	Conduct a parking study with a view to overhaul existing parking provision rates for all types of new developments going forward.	GTA
Council to provide and maintain a public transport information board in a prominent location advising visitors of up to date public transport timetable information. Council to lobby STA to provide electronic public transport display.	Council to require all future developments to prepare a transport management plan for large events.	GTA
	Council to require all developments to prepare and implement a green travel plan and travel access guide.	GTA
	Consult the relevant State Government agencies to examine options to provide a high frequency shuttle bus service between Church Point and a BRT station/stop.	GTA
	Negotiate with RMS to provide additional resources and funding to manage parking demand generated by the private mooring licenses.	GTA
	Council to investigate the use of marina parking not relating to the berthing of both by offshore residents and Council to take actions to prevent this from happening.	GTA
	Council to consider the provision of and/or upgrade of pedestrian and cycle network for short trips.	GTA

## 6. Conclusions

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GTA Consultants has been commissioned by Pittwater Council to conduct a desktop review of the current parking situation at Church Point and based on the desktop review to recommend short and long term measures to manage existing and to an extent future parking demand at Church Point.

The review has identified, evaluated and recommended a range of potential short and long term measures to manage car parking demand at Church Point. These measures are presented in Section 5 of the report.

It is noted that the measures contained in this report are intended for Council's consideration within a broader context including any other non-traffic and parking related issues considered necessary by Council. It is not the intention of this report that Council implements all options and measures described in this report. Some options could be implemented in a staged manner over time.

It is recommended that these parking demand measures be presented to Council for consideration and made available to the public. This will facilitate an evaluation of the potential measures as part of a broader consideration of the economic and financial implications and social policies with a view to developing a package of parking demand management measures to be incorporated into the Church Point Plan of Management.

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## Analysis of Parking Demand Measures

### Short Term Measures

No.	Measure	Current Arrangement	Proposed by	Comment from GTA	Comment from Council	Recommendation
<b>Parking Permits and Time Restrictions</b>						
1	Church Point Reserve Carpark to be limited in the evenings to Church Point Parking Permits, 6pm to 6am, 7 days per week except for existing nominated 4 hours parking spaces, 'Pay and Display' to continue in the rest of Reserve car park, except in the evenings.	Arrangement in the Church Point Reserve Carpark: <ul style="list-style-type: none"> <li>10 spaces marked 4P 'Pay and Display' 9.30am to 7.30pm (no permit exemptions)</li> <li>Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit</li> <li>Holders exempt from payment or time restriction.</li> </ul>	Resident Groups	<p>Not supported as per below:</p> <ul style="list-style-type: none"> <li>Church Point Reserve carpark appears to be predominantly occupied by Church Point parking permit holders. As such, the exclusion of other users is unlikely to resolve the parking problem.</li> <li>Whilst there needs to be some car parking for 'off shore' residents, there also needs to be an acknowledgement of the conditions of accommodation that they have bought into</li> <li>Parking resources on public land are provided for shared use and benefits of all. Excluding other general public would be unequitable.</li> <li>Treat similar to inner city residential areas</li> <li>Creates a timed private carpark which would have negative consequences to nearby businesses</li> <li>Does not provide any real incentive to reduce motor vehicle ownership for residents</li> </ul>	<p>This measure is partially supported.</p> <p>While GTA's comments in relation to the shared use of parking resources on public land are supported, allowing exclusive use to a portion of the carpark overnight is not considered to significantly impact on the rest of the community's use of the car park.</p> <p>It must also be recognised that ownership of vehicles by the off-shore community is generally self-limiting due the availability of parking in Church Point.</p>	<p><b>Measure partially supported</b></p> <p>A recommendation be made to Council's Traffic Committee that Church Point Parking Permits holders are to have exclusive use to a portion of the car park between 6pm and 6am.</p>

2	Church Point Reserve Carpark and all other parking in Church Point to be free for Pittwater Parking Permits weekdays only, between the hours of 6am and 6pm as there are ample spaces available during these hours. This will also have a beneficial flow on effect for local businesses.	Only Church Point Permit holders are exempt from parking fees.	Resident Groups	<p>Not supported as:</p> <ul style="list-style-type: none"> <li>Unlikely to yield any benefits in terms of managing existing parking.</li> <li>Likely to add to the confusion due to the different fee arrangements applying at different times of day and day of week</li> <li>Creates additional parking demand during the 'free' parking period as well as those that tend to overstay</li> </ul>	<p>This measure is not supported for the reasons outlined in the GTA's report. The free parking proposal for resident permits does not serve to manage the available parking spaces and does not address the competition for the limited resource.</p>	<b>Measure not supported</b>
3	Increase number of 4P 'Pay and Display' spaces in Church Point Reserve Carpark	<p>Arrangement in the Church Point Reserve Carpark:</p> <ul style="list-style-type: none"> <li>10 spaces marked 4P 'Pay and Display' 9.30am to 7.30pm (no permit exemptions)</li> <li>Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction.</li> </ul>	Council	N/A	<p>4P 'Pay and Display' spaces to be increased to 20 once new car park is complete. This will increase spaces available for visitors, assisting local businesses.</p>	<p><b>Measure supported</b></p> <p>Following completion of new car park, the number of 4P 'Pay and Display' spaces in the Church Point Reserve Carpark to be increased to 20 spaces.</p>



4	Church Point streets to be designated 4P, Pittwater Parking Permits exempt. This would limit visitors outside the LGA from parking for extended periods and conversely allow all Pittwater residents full time free parking.	Church Point residential streets are unrestricted parking.	Resident Groups	<p>Only Church Point Parking Permit is to be applicable within Church Point.</p> <p>Mainland residents are to be allowed a maximum of one permit per household at a charge.</p> <p>Offshore residents are to be allowed a maximum of two permits per household with the first permit at a discount and second permit at say two times the first permit.</p>	<p>The measure in this form is not supported.</p> <p>Residential streets to be 4P 6am to 10pm.</p> <p>This will prevent visitors parking all day but will allow Pittwater Parking Permit holders, including off shore residents who hold a permit, overnight access to these streets should they be unable to find parking elsewhere. This measure is not likely to improve parking for residents on local streets.</p> <p>This area does not meet the RMS' guidelines for Resident Parking Schemes, which state resident parking schemes can only be considered where residents have no off street parking or limited off street parking and also have no unrestricted street parking near their residence and the place of residence cannot be easily modified. While offshore residents satisfy these requirements, onshore residents do not. It is therefore preferable to consider an alternative 4P restriction on these streets.</p>	<p><b>Measure partially supported</b></p> <p>A recommendation be made to Council's Traffic Committee that Church Point residential streets (Baroona Street, Eastview Road and Quarter Sessions Road) be changed to 4P 6am to 10pm.</p> <p>On-street parking in these streets is to be evaluated, with a view to optimising available spaces where possible and improving safety.</p>
5	Research ways to encourage visitors, marina users, boat owners and holiday makers to use alternate transport to Church Point.	NA	Residents Group	Supported.	<p>Supported. These measures are discussed below.</p>	<p><b>Measure supported</b></p> <p>Council to consider ways to encourage visitors, marina users, boat owners and holiday makers to use alternate transport to Church Point.</p>

6	Exclude Pittwater Parking Permit holders from parking on all residential streets in Church Point.	Pittwater Parking Permits do not confer any special parking privileges in Church Point.	GTA	Pittwater Parking Permits to be made invalid to all on-street parking facilities within Church Point including all residential streets.	This is not supported as it would exclude residents from the rest of Pittwater from parking on-street in Church Point.  No other on-street parking exemptions for Pittwater Parking Permit holder currently apply anywhere in Pittwater.	<b>Measure not supported</b>
7	Implement daytime time restrictions on all residential streets in Church Point.	Church Point residential streets are unrestricted parking.	GTA	All on-street parking spaces within residential streets within Church Point are to be made 4P from 6:00am to 6:00pm 7 days a week. Church Point Parking Permits are not valid.	This measure is supported in principle.  All residential streets to be 4P 6am to 10pm. This arrangement will limit the length of stay of cars during the day, but still enable off-shore residents who are unable to find parking elsewhere of staying here overnight only.	<b>Measure supported.</b>  A recommendation be made to Council's Traffic Committee that parking in all residential streets in Church Point (Baroona Street, Eastview Road and Quarter Sessions Road) to be restricted to 4P between 6am to 10pm.
8	Limit Church Point Parking Permits to Church Point communities only (including off-shore communities). Restrict mainland residents to one Church Point Parking Permits per household.	Church Point Parking Permits generally available. People living outside Pittwater pay additional 10% surcharge.	GTA	Church Point parking permits to be available for residents living in Church Point only (including offshore) with mainland properties only permitted one Church Point parking permit per household.	This measure is not supported it would discriminate against other Pittwater residents and visitors and would effectively create an exclusive parking zone for particular Pittwater residents. It would also be complicated to administer.	<b>Measure not supported</b>

9	Discourage purchase of multiple Church Point Parking Permits	No limit on number of Church Point Parking Permits that can be purchased.	GTA	Off-shore residents permitted one Church Point Parking Permit per residence. This permit to be at a discount rate (relative to price paid by mainland residents). A second (Church Point) permit for off-shore properties should be allowed, but at additional charge (such as two times the cost of the first permit). Any additional parking permits (third and subsequent permits) should not be permitted.	This measure is partially supported as a method of limiting vehicle numbers and encouraging other methods of transportation. Both limiting the number of permits that may be purchased and increased as this would potentially penalise larger families double fold.  Introducing a sliding scale fee will encourage the use of other methods of transport is preferred as an initial first step. However it is important that the impact on parking demand is monitored.	<b>Measure supported in principle.</b>  That the Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020 incorporate a sliding scale for Church Point Parking Permits. Permits are to be priced on a sliding scale with the second and subsequent permits purchased by households priced at 1.5 times the price of the first. The impact of this change on demand for permits is to be monitored.
10	The issuing of Church Point Business Parking Permits is to be ceased	Church Point Business Parking Permits may be granted on application for businesses that can prove they need access to off-shore communities as part of their trade.	Council	N/A	To simplify the Church Point Business Parking Permit system and to prevent potential abuse of a permit which is considerably cheaper than a general Church Point Parking Permit and noting the purchase of these permits is a tax deductible expense to a business these types of permits should be eliminated and businesses requiring permits may purchase a general permit.	<b>Measure supported.</b>  Church Point Business Parking Permits to no longer be offered for sale.
11	Implement time restriction along Pittwater Road and McCarrs Creek Road.	Pittwater Road spaces are 1P. McCarrs Creek Road spaces are 4P (free) with a blanket exemption on Church Point Parking Permits.	GTA	All parking spaces on Pittwater Road and McCarrs Creek Road are to be made 2 hour parking (2P) from 6:00am to 6:00pm seven days a week. Church Point Parking Permits are not valid.	This measure is not supported as it will have a significant impact on those reliant upon access to this car parking.  Current situation to remain.	<b>Measure not supported.</b>

12	Provide a small number of short term (30 Minute) parking spaces at the Cargo Wharf car park for use by off-shore residents as loading spaces.	Parking in the Cargo Wharf car park is unrestricted.  There are also some 30 Minute parking Cargo Wharf and outside the General Store.	GTA	The parking spaces at the Cargo Wharf car park can be converted to provide short term loading spaces for all offshore residents. These spaces should be restricted to 30 Minute parking at all times. All parking permits are excluded in these spaces.	The provision of short-term parking spaces is supported as the existing 30 minute drop-off zones are currently well utilised.  The spaces identified by GTA to be utilised as loading spaces will be lost as part of the seawall and McCarrs Creek Road realignment, however additional 30 minute spaces are to be provided along the realigned road, adjacent to the Commuter Wharf.	<b>Measure supported in principle.</b>  Existing 30 minute timed parking to be maintained.  Additional 30 minute spaces to be provided along realigned road.
<b>Enforcement</b>						
13	Dedicated foreshore ranger.	Council has introduced a dedicated foreshore Ranger.	GTA	Council to provide a dedicated ranger to enforce restrictions at Church Point.	This ranger service has been introduced and is functioning well with the initial focus being on education and awareness in particular around car parking, dinghy tie ups and use of the Cargo Wharf. More recently the focus has included the valid use of the facilities and traffic management requirements. Regular surveillance is encouraging reasonable turnover of spaces.	<b>Measure already implemented</b>
<b>On Street Parking Configuration</b>						
14	Restrict parking along one side of narrow residential streets.	No signage generally exists.	GTA	All residential streets with a carriageway width less than 7.2m are to be signed "No Stopping" along one side. Parking permitted along opposite side.	This safety initiative, in particular to facilitate emergency and service vehicle access as well as access to properties, is supported and warrants consideration by Council's Traffic Committee.	<b>Measure supported.</b>  A recommendation is to be made to Council's Traffic Committee that all residential streets (Baroona Street, Eastview Road and Quarter Sessions Road) with a carriageway width less than 7.2m to be parking on one side only.

15	Review configuration of all existing car parking spaces in Church Point, with the view to optimising the number of parking spaces and improving safety.	N/A	Council	N/A	<p>Council to review the current configuration of parking spaces in Church Point and where necessary consults with relevant stakeholders.</p> <p>These could include reviewing the following parking arrangements:</p> <ul style="list-style-type: none"> <li>• Church Point Reserve Carpark – review current configuration to increase short-term parking for motorcycles, disabled spots and general parking spots. This may include a dedicated entrance and exit, a one-way car movement system, removal of non-indigenous trees and restrictions enforcing 90 degree parking only.</li> <li>• Triangular car park at Bothams Beach – this car park is currently unrestricted and currently holds cars that appear to be permanently 'stored'. Time restrictions could be implemented in this car park.</li> <li>• Australia Post Pick-Up Zone – liaise with Australia Post in relation to pick-up times. If possible, allow space to be utilised at other times and sign accordingly.</li> <li>• Parking along McCarrs Creek Road – this area should be examined by Council's Traffic Engineers with a view to optimising the number of spaces. This may include reconfiguring existing line markings.</li> <li>• Local Streets – Council's Traffic Engineers should examine the parking arrangements in the local streets to ensure safe egress and ingress from properties and optimise parking spaces where possible. This could include line marking along streets.</li> </ul>	<p><b>Measure supported</b></p> <p>Council's Traffic Engineers to undertake a review of current configuration of all parking spaces at Church Point. Any recommendations are to be reported to the Traffic Committee for endorsement.</p>
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<b>Alternative Transport Options</b>				
16	Introduce car-share scheme	N/A	GTA	<p>The re-introduction of a share car program could be a key driver of reducing the need to own a private motor vehicle and thus reducing car parking demands; especially for multiple car households</p> <p>A shared use car scheme was trialled previously with dedicated spaces in the carpark made available for this purpose. Unfortunately this scheme did not attract the intended level of use for various reasons and the provider of the service withdrew. A trial could be promoted, taking on board the previous concerns and lessons learnt to make this more attractive for users to ideally convert from car ownership to car share use.</p> <p><b>Measure supported</b> Council to work with car share providers to examine the feasibility of reintroducing a car share program at Church Point.</p>
17	Make public transport timetables more easily accessible	N/A	GTA	<p>A public transport information board advising bus services operating to and from Church Point should be displayed in a prominent location, close to the activity hub in Church Point.</p> <p>This improved public transport information can be facilitated via Transport for NSW.</p> <p><b>Measure supported</b> Recommendation: Council to liaise with Transport for NSW to introduce a public transport information board at Church Point.</p>

## Long Term Measures

No.	Measure	Current Arrangement	Proposed by	Comment from GTA	Comment from Council	Recommended
<b>Supply Measures</b>						
18	New carpark	N/A	GTA	Council to proceed with the new carpark as currently planned.	This reinforces Council's resolution of 16 December 2013.	<p><b>Measure supported</b></p> <p>The proposed parking arrangements in new car are as follows:</p> <ul style="list-style-type: none"> <li>- 2 x 5 minute spaces</li> <li>- 4 x disabled spaces</li> <li>- 60 x licenced spaces</li> <li>- Remaining to be 4P 'Pay and Display' spaces</li> </ul> <p>In addition, Church Point Permit holders allowed exclusive use of a portion of car park between 6pm and 6am</p>
19	Expand the McCarrs Creek Reserve Car Park.	N/A	GTA	Expansion of the McCarrs Creek Reserve Car Park will allow offshore resident parking demand to be relocated here as an overflow car park. It is noted that there are several issues which may mean that this option is not viable.	<p>The recommendation that McCarrs Creek Reserve be further considered as an overflow commuter carpark is not supported for the following reasons (and as indicated in the PoM and previous reports to Council):</p> <ul style="list-style-type: none"> <li>• Located on a Crown Reserve under the care, control &amp; management of Council and as such there would need to be a change to the PoM and the approval/concurrence of the State Government. It is noted that the Crown is generally averse to commuter parking on a Crown Reserve and reluctantly agreed at Church Point Reserve as part of the PoM deliberations, due to the historical circumstances and social</li> </ul>	<p><b>Measure not supported</b></p>

					<p>need and on the basis that there be a fee for use.</p> <ul style="list-style-type: none"> <li>• Adds over 7km to each return car journey relative to the main carpark at Church Point – this increases the number of car trips on this narrow and winding section of McCarrs Creek, adds to fuel consumption and greenhouse gas, and adds to the overall combined journey distance and time taken.</li> <li>• Adds about 4km return to the dinghy boat journey compared to Church Point Commuter Wharf noting that Church Point is only about 350m from closest western foreshores properties and 500m to closest Scotland Island properties – this significantly adds to journey safety, time and fuel consumption, in particular when added to the extra car journey.</li> <li>• In addition, the boat journey along the McCarrs Creek waterway is congested with moored boats adding to safety concerns, particularly at night and is a low speed zone.</li> <li>• Adjoining residents would also be subjected to added noise from outboard motors along this waterway</li> <li>• Commuters would be travelling to the southern extremity of the McCarrs Creek inlet by car to then come back out again by dinghy which would add to an already complex commute.</li> <li>• McCarrs Creek Reserve is currently closed from sunset to dawn for security reasons with vehicles required to be removed. Being an isolated location overnight parking would be less safe and less secure for both vehicles and occupants.</li> </ul>	
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					<ul style="list-style-type: none"> <li>An additional carpark and Commuter Wharf would need to be built given that McCarrs Creek Reserve is already a popular recreational venue – this will increase hard stand and as such take away existing green space right next to the National Park. This green space is important for recreation as well as habitat.</li> <li>There is no connecting footpath or cycle facility to Church Point.</li> <li>The closest bus stop at the turning circle would be about 500m away with no footpath connection.</li> <li>There is no ferry service to this area and is unlikely to be added as a regular stop.</li> <li>A fee for use would still need to be applied.</li> </ul>	
20	Restrict parking in private marinas that is not related to the of a berth.	It is understood some marinas in the area allow off-shore residents to use their car park under private arrangements not related to the of a berth.	GTA	Council to investigate the use of marina parking not related to the of a berth and take action to prevent this occurring. This practice reduced parking capacity for genuine marina users.	Council has limited authority over private marina parking and any actions would be costly and unlikely to yield any significant result.	<b>Measure not supported</b>
21	Management of private mooring licenses	-	GTA	Negotiate with RMS to provide additional resources and funding to manage parking demand generated by the private mooring licenses.	<p>Council has approached the RMS to conduct a review of the Pittwater Waterway infrastructure, activities and development controls. In addition, a review of private mooring licences should also be undertaken.</p> <p>An audit of current practice may be warranted however the recommendation to take further action to prevent this practice may merely add to the long stay parking and dinghy tie up pressure at Church Point and as such could be counter-productive.</p>	<b>Measure supported.</b> Council to negotiate with RMS to provide additional resources and funding to manage parking demand generated by the private mooring licenses.

<b>Parking Permits, Time Restrictions &amp; Fees</b>					<b>Measure not supported</b>
22	Following completion of new car park, impose time restrictions and discourage off-shore residents from using Church Point Reserve car park	Arrangement in the Church Point Reserve car park: <ul style="list-style-type: none"> <li>10 spaces marked 4P</li> <li>'Pay and Display' 9:30am to 7:30pm (no permit exemptions)</li> <li>Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction.</li> </ul>	GTA	Following completion of the proposed parking structure on McCarrs Creek Road, parking spaces within the Church Point Reserve car park is to be designated 4 hour parking (4P). In addition, half of the parking spaces within the Church Point Reserve car park are to be Church Point parking permit exempted from 6:00pm to 6:00am. That is vehicles displaying a valid Church Point parking permit can park longer stay up to 10P without charge. The remaining half of the proposed 4P parking area is not exempted i.e. Church Point parking permit not valid.	<p>The GTA recommendations are not supported given the significant impact this would have on current car parking.</p> <p>This in turn impacts the pressing social need for parking and potentially affects the viability of the new carpark as it relies on income from the precinct to repay loan commitments.</p> <p>In this regard, the PoM and subsequent reports to Council articulate the quadruple bottom line need for additional car parking, in particular the social need. The GTA parking restrictions are therefore not supported and the alternative arrangements be considered.</p>
23	Increase the Pay & Display Fees at Church Point Reserve Car Park to \$5 per hour.	Pay & Display fees at Church Point Reserve Car Park are currently \$3.40 per hour.	GTA	<p>This fee increase may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the general Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect all residents and visitors if not using a Church Point Parking Permit. It should be noted that a recommendation is to allow the Pittwater General Parking Sticker to provide parking exemption Monday to Friday from 8am to 5pm and this may offset in part the concern of a fee increase.</p>	<p>An increase from the current \$3.40 per hour to \$5 per hour is an increase of 32%. It is recommended a more modest fee increase to \$4 per hour (15% increase) be introduced across the whole of Pittwater to ensure equity of all 'Pay and Display' parking users. This may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect those without a Church Point Parking Permit.</p> <p><b>Supported in principle</b></p> <p>That the Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020 be amended to increasing 'Pay and Display' parking fees from \$3.40 to \$4 per hour for the Pittwater LGA.</p>

<b>Enforcement</b>					<b>Supported in principle.</b>
24	Implement a car park control system at Church Point Reserve car park.		GTA	A car park control system (i.e. boom gates at all access points to the car park facility) could improve the turnover of the car park thereby increase the car park capacity without the need to physically provide additional parking spaces. A related benefit is that users do no over stay the maximum permitted duration.	Newer technologies, such as in ground parking sensors, may be available in lieu of a boom gate to achieve the same outcome. These technologies are currently being investigated for some of Council's primary car park locations and they may be applicable to the Church Point precinct also, including the new car park.
<b>Policy Measures</b>					
25	Conduct a parking study with a view to overhaul existing parking requirements for all types of new developments going forward.	Current parking rates are outlined in Council's DCP.	GTA		<b>Measure supported.</b>
25	Require all new non-residential developments to prepare a Transport Management Plan (TPM) for specific events where large numbers of visitors are expected to attend.		GTA	Council to put in place a policy requiring all new non-residential developments that attract visitors/patrons to the site to provide a TPM for specific events where large numbers of visitors are expected to attend. The management plan is to detail the measures the site owner will implement to reduce travel by private cars and encourage more sustainable transport modes such as public transport and (decentralised) car parking.  In addition, all future developments are to prepare a green travel plan and travel access guide to assist building occupants and visitors to make more appropriate travel choices.  Council to require all developments to prepare and implement a green travel plan and travel access guide.	<b>Measure supported.</b>  Council to undertake the necessary amendments to Council's DCP.
26	Monitor development	The Pasadena currently has a	Council		<b>Measure supported</b>
				The Pasadena represents an important site in the Church Point area and its	

	outcomes as the Passadena site as this will generate greater parking demand.	limited number of parking spaces on-site.			development could help create a precinct area. However, any development of the Passadena will create further parking demand. The GTA report estimates the need for 40 spaces would be associated with the Passadena's development.	Council to enter into discussions with the current owners of the Passadena site in relation to their future intentions for development and/or sale.
<b>Alternative Transport Options</b>						
27	Council may consider the provision of pedestrian and cycle facilities to promote active transport for short trips from Church Point to other destinations such as Mona Vale. This could be in the form of providing new pedestrian and cycle networks and/or upgrade of existing infrastructure to provide for safer and convenient alternative transport options. This would not only reduce demand in Church Point, but would also promote healthier lifestyles		GTA		<p>The RMS' Guidelines state that 2km for walking and 5km for cycling (dependent upon the access gradients) is reasonable as part of a regular commute to a public transport node or similar destination. Although the Scenic Foreshore Pathway and other pathway links provide reasonable pedestrian access from Church Point to Mona Vale the distance involved is almost 5 kilometres to the main bus stop at Mona Vale.</p> <p>The existing gravel path segment of the foreshore pathway is also only suitable for family based recreational cycling with care and not for regular commuter cycling given the generally higher cycle speeds involved with the latter. The on-road shoulder is also narrow or not continuous. There is limited practical ability to widen the gravel pathway or the road shoulder due to existing constraints.</p> <p>Council has recently been successful with a reduction in the speed limit from 60kph down to 50kph on McCarrs Creek Road from Church Point Reserve to the Ku-ring-gai National Park boundary. This adds to the existing 50kph from Cabbage Tree Road to Church Point Reserve. The reduced speed and recently painted bike logos and signage</p>	<p><b>Measure supported</b></p> <p>Council to consider the improvements to pedestrian and cycle facilities to promote active transport for short trips from Church Point to other destinations such as Mona Vale as part of 2015/2016 review of Pittwater Cycle Plan and Pedestrian Path Plan.</p>

					will reinforce that this is a high use on-road cycle route and the importance to safely share the road.  Cycle node facilities can be provided at Church Point, at Mona Vale and other mid destinations along the route. There may also be interest in a bicycle hire scheme where users can pick up and drop off at recognised nodes.	
28	Shuttle-bus	No shuttle bus service currently exists.	GTA	Provide a shuttle bus service at no cost to Council. Negotiate with Transport for NSW to convert existing scheduled route service into a shuttle service on a temporary basis.	A shuttle bus feeder service that increases the frequency of bus times and hence user convenience may encourage further use of public transport. This could provide a more 'tailored service' and has been discussed with Transport for NSW as an adjunct to the proposed BRT. This may reduce the need for larger buses to travel to McCarrs Creek but would rely on an efficient bus interchange at Mona Vale to access BRT and other services.  A shuttle bus could also be encouraged/required for larger private and public 'events/functions' centred on Church Point. This could possibly link with Council's Bungan Lane Car Park at Mona Vale at compatible times	<b>Measure supported</b>  Council to approach Transport for NSW to commence a trial converting the existing scheduled route service into a high frequency shuttle bus service between Church Point and a BRT stop.
<b>Other</b>						
29	Storage lockers	No storage facilities currently exist.	GTA	Provide storage lockers near the Commuter Wharf.	This is supported in principle and could be further discussed with the off-shore Residents Associations with a possible location as an adjunct to the new car park facility, for example, under the upper access ramps.	<b>Measure supported</b>  Council investigate including storage lockers as part of the design of the new car park

# Possible Future Parking Arrangements

<b>NEW CAR PARK (122 spaces)</b>	
•	5 min
•	Disabled
•	4P Pay & Display
•	P – portion spaces Church Point permit only 6pm to 6am
•	Licensed
<b>CHURCH POINT RESERVE (303+ spaces)</b>	
•	4P Pay & Display (20 spaces)
•	Disabled
•	P – portion spaces Church Point permit only 6pm to 6am
•	Motor Cycle
<b>SURROUNDING STREETS</b>	
(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	

