PITTWATER COUNCIL

SUBJECT: Church Point Carparking - Precinct One Options - Comparison & Evaluation - Way Forward

Meeting: Connecting Communities Committee **Date:** 2 December 2013

STRATEGY: **Traffic & Transport**

ACTION: To provide suitable parking arrangements for business, community and commuter transport

PURPOSE OF REPORT

1. **As per Council's resolution of 15 October 2012**, this report provides a comparison and evaluation as well as a Triple Bottom Line (+Governance) assessment of the following carpark layout options relevant to Precinct One (McCarrs Creek Road) of the adopted Plan of Management (PoM) for Church Point:

   - **Option1 :** 60 car space facility at road level with a 90 / 90 configuration as shown on the Masterplan within the adopted PoM
   - **Option2:** 120 car space facility utilising the same footprint for Option 1 (60 spaces) and adding a single deck over with a further 60 spaces as identified in the adopted PoM
   - **Option 3:** a suggested 60 car space facility at road level put forward by the Church Point Friends Group (CPFG) with a parallel / parallel configuration - Note independent detail technical compliance check and suitability of elements of this alternative resulted in the total car space numbers reducing to 39 spaces or less.

2. Provides feedback on the Design Group deliberations, independent specialist consultant input as well as public submissions received, and

3. Recommends the preferred option to take forward based on this assessment and feedback.

1.0 BACKGROUND

1.1 The 'Point' at Church Point is an historical meeting place and hub for land to water transfers of goods and people. In the early days it was an important sheltered berth for vessels providing a faster journey than the land based alternative. This supported the growing needs of the new colony with offshore a valuable source of timber and food produce. This importance hub and land to water transfer continues today albeit more geared to residential and recreational activity along with servicing of foreshore infrastructure.

In the 1920s land on Scotland Island was subdivided and was one of the first small lot subdivisions in the 'Pittwater' LGA. Subdivisions on West Pittwater followed and today there are 371 rateable properties on Scotland Island, 166 rateable properties in the lower western foreshores and 171 rateable properties in the upper Western Foreshores with a total of 708 rateable properties 'off shore'. At Scotland Island and the Lower Western Foreshores combined there are 537 rateable properties.

An important aspect is that the further subdivision of offshore properties has not been permitted for a number of decades and as such no new offshore properties can be created. This in itself is a primary way of restricting development noting the lack of services and adding to the carpark demand. By way of a recent example, the moratorium on off shore subdivision was a major ground for objecting to the Currawong development application which included a significant number of additional dwellings. SEPP Senior and other more intense forms of development are also not possible offshore due to the transport and utilities deficiencies.

The Church Point suburb on the mainland currently has 439 rateable residential properties. In comparison, there is no blanket ban on subdivision on the mainland and as such subdivision can be considered subject to meeting Council's standards and Council approval. More intense forms of development also occur.

The following aerial view of southern Pittwater shows the close proximity, sheltered nature and relationship of Church Point with the off shore. In this regard Scotland Island is less than 500 metres away at its closest point and 1.4 kilometres to Tennis Wharf at the north of Scotland Island. In comparison Rowland Reserve boat ramp is 2.7 kilometre away from Scotland Island, 4 kilometres to Tennis Wharf and considerably further again to the Western Foreshores with much of the boat journey over exposed waters that can generate large wind waves and generally unsuited to dinghies.

`The ‘Point’ at Church Point also includes long standing commercial developments, including the Mini Mart and the Pasadena. The Pasadena development has not been operating since it recently changed ownership and has a Development Application with Council that is seeking to refurbish. This Development Application is currently before the Land & Environment Court with the proponent appealing against Council’s refusal. One the major issues that Council has raised is the need to provide adequate provision of staff and visitor carparking for this development.

1.2 In terms of road infrastructure, Pittwater Road and McCarrs Creek Road along the southern foreshore of Pittwater were constructed predominantly by some hillside cut and infill. As such, what we see today is largely modified foreshore. Modification of the foreshore was also necessary to provide the highly popular Bayview to Church Point scenic walkway.

1.3 In the 1960s Warringah Council filled and reclaimed much of the land that is now the Church Point Reserve / carpark for recreational space and carparking for offshore and local/visitor needs. The Lands Department subsequently incorporated this reclaimed land into the Crown Reserve.

1.4 For many decades (including Warringah Council), issues at Church Point, in particular carparking pressures and recreational space had continually been raised in a robust manner but with no tangible way forward achieved to suitably address and manage these ongoing concerns. During the 1980s, Warringah Council identified the need to provide additional carparking but this was not pursued as a physical outcome at that time.

One of the ongoing problems at Church Point was adhoc carparking that tended to create unsafe situations. As such a number of former 'spaces' have been removed and/or reconfigured over time. This has resulted in a significant but necessary reduction of spaces to achieve safer outcomes (SIRA estimate the loss of about 125 spaces over the past 3 decades with no replacement). This in turn has significantly added to the pressure on remaining spaces.

1.5 When Pittwater was formed in 1992 one of the first committees established was the Church Point Offshore Liaison Committee. Although meeting on a regular basis there was no clear way forward to address the unresolved issues, in particular carparking and open space.

1.6 Further impetus for a formal management arrangement came as a result of the NSW State Government Lands Department requiring greater certainty and equity as to the use of its Crown Reserve at Church Point, in particular carparking arrangements. Their main concern was that this is a State asset for the people of NSW not just for local needs. This reinforced the need for a comprehensive Plan of Management not only for the Crown Reserve but for the whole precinct as defined by the Study Area. As per the adopted Plan of Management (PoM), the Study Area extends from the former bus turning area at the west through to the eastern end of the main reserve/carpark.

1.7 The most recent Plan of Management process commenced in earnest in 2006.

To facilitate the development of the Plan of Management, a Working Party (Design Group) was established comprising the 4 x local Associations, State Government Agency representation, Council staff and expert consultant input. The Design Group met on a number of occasions and during the PoM process considered not only what has eventually been confirmed within the adopted PoM but also considered a number of other alternatives that were ruled out including:

- Bridge to Scotland Island and opening up of fire trails to Western Foreshores
- Car ferry to Scotland Island
- Use of decentralised locations such as Rowland Reserve, Mona Vale Town Centre, McCarrs Creek Reserve with ferry and/or shuttle bus
- deck or basement carpark on/under the main Church Point Reserve

Much of the current community concerns nominate that Council had not considered these alternatives which is not the case. Through the Working Party deliberations these suggested alternatives were raised and the final PoM included only what was considered to be feasible to take forward and these are described in the document and shown on the Masterplans. The above alternatives were not included as they were not feasible alternatives to take forward.

What was considered to have significant merit and subsequently included in the PoM was a carpark layout with single deck at the start of McCarrs Creek Road as formally submitted to Council in 2006 by the Bayview Church Point Residents Association (BCPRA). This was also broadly circulated by BCPRA to councillors, local member and State Govt. Hence it is important to note that this was an on-shore suggestion that was considered to have significant merit and did not originate from the offshore community. The only subsequent modification to the design was to shift the access from the upper access driveway on to McCarrs Creek Road for safety and amenity reasons.

The adoption of a comprehensive Plan of Management for Church Point (November 2009) therefore represents a significant milestone and established a much clearer forward path after decades of uncertainty. The PoM was adopted by Council under the Local Government Act and by the State Government Minister under the Crown Lands Act. The covering report to Council 16 November 2009 provides important information as well as references to other documentation contained in appendices or tabled. The adopted Plan of Management includes a series of Precinct Masterplans that visually portray the proposed outcomes. The PoM is not just about carparking but a range of recommended outcomes and management arrangements. The following is an extract from the adopted PoM.

The overall Masterplan is further described in detail as three interconnected precincts.

Precinct One is the McCarrs Creek Road component that includes the commuter wharf (recently upgraded and expanded) with the remainder to a large extent the subject of this report with the major component being the new seawall, the road realignment and the new carpark facility on the inner component against the cliff.

Note: the 7 spaces outside of the main carpark cell are no longer part of the carpark project and have been deleted from further consideration. In addition, these are different to the CPFG 10 spaces that are further to the west.

Precinct 1 - McCarrs Creek Road : Concept Masterplan

Precinct 2 is centred on Thomas Stevens Reserve where there has already been a new pontoon ferry wharf installed as well as reconstruction of the main fixed Church Point Wharf. Further improvements include substantial additional wharf curtilage to connect around the waterside to the new boardwalk associated with Precinct One and hence avoid the sharp bend. There will also be a make-over of the reserve.

Precinct 2 - Village Square : Concept Masterplan

Precinct 3 is the main reserve and the PoM includes the realignment and reconstruction of the current adhoc seawall for its full length to provide a reconfigured rip rap seawall (non traffic load) and additional recreation space. This also includes Bennett's Beach & Point all of which will then link more effectively with the scenic walkway connection to the east. This enhanced foreshore reserve is where there is further opportunity for usable recreational amenity including additional landscaping and seating. The PoM identifies that Precinct 3 upgrades are to be funded from the sale of the two community lots of land to the south of Pittwater Road at Church Point and the detail investigation and rezoning phase of this process has commenced.

As can be seen, the PoM is not just about carparking but a broad range of outcomes for the community and visitors. As such the PoM needs to be considered as an overall continuum, in particular the enhanced foreshore connection

The above background is provided for information purposes given that this highlights the comprehensive and robust nature of the adopted PoM and in particular the review of options and alternatives, technical input, community consultation and independent peer review culminating in the Masterplan(s) based on its 3 x precincts for the locality.

To date the actions already carried out at Church Point as per the adopted PoM include:

- ✓ A change to the reserve status to include urban services which can include commuter parking
- ✓ Removal of the general Pittwater Parking exemption and as such all users pay for parking at Church Point - State Govt requirement
- ✓ Introduction of a Commuter Sticker user pays fee for longer term parking – State Government requirement
- ✓ Upgrades to the main carpark area including improved disabled parking facility, motor bike area, shared car scheme area and improved lighting
- ✓ Reconstruction of the fixed Church Point Wharf
- ✓ Replacement and expansion of the Commuter Wharf and introduction of a user fee for its use

1.8 Having completed these upgrades and established the user pays carparking arrangement the next priority project embarked upon is the Precinct One - McCarrs Creek Road road realignment and carpark facility, consistent with the intention of the Masterplan. Detail design and investigation was commenced in early 2012 to firm up the Precinct 1 Masterplan layout including detailing for the upper deck to enable it to be further considered as per the adopted PoM.

1.9 This report is not about revisiting the adopted Plan of Management - it is about addressing Council's resolution of 15 October 2012.

2.0 ISSUES

2.1 Council's Resolution of 15 October 2012

This report is for the specific purpose of addressing the report to Council 15 October 2012 and Council's resolution as follows:

"1. That the Church Point PoM Concept masterplan design for Precinct 1 (McCarrs Creek Road component) as well as the recently presented resident consortium alternate Precinct 1 concept design be evaluated and compared, including:

- *technical, safety, amenity, social and environmental aspects*
- *total number of compliant car spaces achieved, carpark circulation, pedestrian safety and connectivity*
- *flexibility for future carpark options noting that the seawall alignment is the most expensive cost item and its optimum alignment is critical*
- *total project cost including cost per additional car park space achieved*
- *project funding including loan borrowings and associated repayments / user pays fee schedules.*

2. That all stakeholder groups involved with the Church Point PoM be invited to provide feedback and critique on the Council's assessment.

3. That a further report be provided to Council detailing the results of the above analysis including a recommendation for the scope of Precinct 1 works and progressing this to detail design and construction."

The 15 October 2012 report was in response to a prior approach to Council by a Group subsequently to be known as the Church Point Friends Group (CPFG). This is a group comprising on shore and off shore residents who have come together as a consortium to present an alternative carpark proposal(s) for Precinct One (McCarrs Creek Road). The initial CPFG alternative was previewed to the Mayor and Council staff in early October 2012. A primary objective of the CPFG is to limit the amount of infill and provide additional landscaping.

2.2 Chronology of Design Group (DG) Meetings, Independent Assessment, DG submissions & comments in reply

To assist the evaluation process, the former Design Group (as outlined in the Background above) was re-activated in part to include 2 x representatives from each of the four local on-shore and off-shore associations and expanded to include 2 x Church Point Friends Group (CPFG) representatives as well as the Mayor, General Manager and Council staff. Having regard to the already adopted PoM, for this specific project it did not include Sate Government Agencies however the Lands Department has been kept informed. It should be noted that the Church Point Friends Group is not a resident association but has come together with its expertise for this specific purpose. A number of councillors also took the opportunity to be observers at each of the Design Group Meetings.

Over the last 12 months the Design Group has met on three occasions. The following is a chronology and précis of the Design Group interactions, independent consultant input, summary of submissions received and responses by Council staff as part of that process:

- **Initial Design Group meeting** - this provided the opportunity to re-establish the Design Group and for the CPFG to preview their alternative carpark layout which was changed at their request from their original submission to a 45 degree / parallel layout.

- **Between the Initial Meeting and the 2nd Meeting** - Hyder Consulting was engaged to provide an independent evaluation and comparison of the PoM at grade 90/90 layout (Option 1) as well as the single deck (Option 2) and the CPFG amended alternative 45/ parallel layout (Initial Option 3). Note that the Option numbering in the Hyder Report is misaligned to the more recent Option numbering and as such the Option description needs to be cross-referenced.

- **2nd meeting (30 May 2013)** - Hyder provided its independent report and presented its findings of the evaluation and comparison of the 3 x Options (see Hyder Report and Minutes of Meeting)

- **Between the 2nd Meeting and the 3rd (Final) Meeting** - The opportunity for the Design Group members to make further submissions was provided and each of the Resident Associations plus CPFG made subsequent submissions. Detailed responses by Council staff to each of these submissions / issues were provided in the form of a table that was provided to the Design Group and Councillors.

- **During the Design Group period of assessment but totally separate to the Design Group process**, the Bayview-Church Point Progress Association (BCPRA) circulated a 'Flyer' and pro forma petition to local residents. Unfortunately this contained a number of inaccuracies and missing/misleading information and as such those signing the associated petition may not have been aware of the facts.

  The BCPRA pro-forma petition stated:

  "As residents of Pittwater I/we are voicing our strong opposition to the proposed 2 storey parking and other inappropriate development at Church Point and instead I/we propose that Council invest in preserving the environment and amenity of the assets of the area."

  Based on the BCPRA flyer, Council was forwarded 112 submissions with the majority of the respondents signing as per the above and with some including additional statements.

  It should be noted that the BCPRA Flyer included some information that was not factual or was misleading and it did not include a description of the carpark options to assist an informed response. This petition was also conducted prior to the distribution of the Council Brochure and prior to the Community meeting..

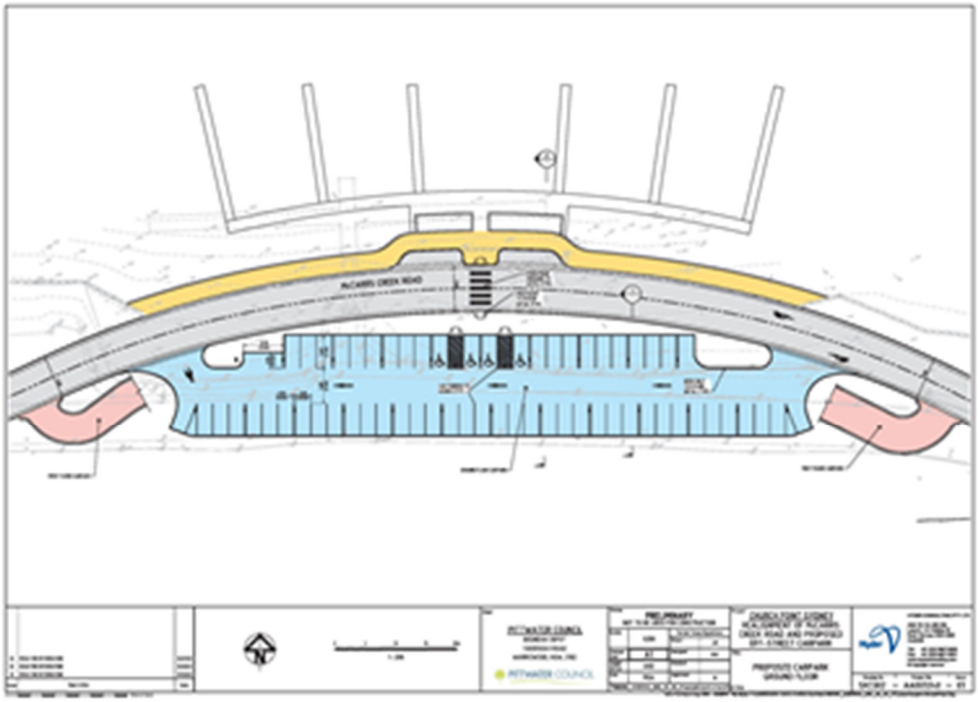
- **Web page with typical Q&A has been established and well utilised as a further communication mode – see Attachment 2** and Web Page for details.

- **1 week prior to the 3rd Design Group Meeting -** the CPFG advised in writing that not only does it not support the PoM layout(s) but that it withdraws its 45 / parallel layout and instead presented a 3rd alternative **- see latest Option 3 layout.** This alternative was put forward as being a Minimum Infill Layout comprising a parallel / parallel layout made up of 50 car spaces in a designated carpark cell plus 10 car spaces extending further to the west of the Cargo Wharf along the southern side of McCarrs Creek Road to make up the 60 total spaces to generally be on a par with the carspaces for Option 1.

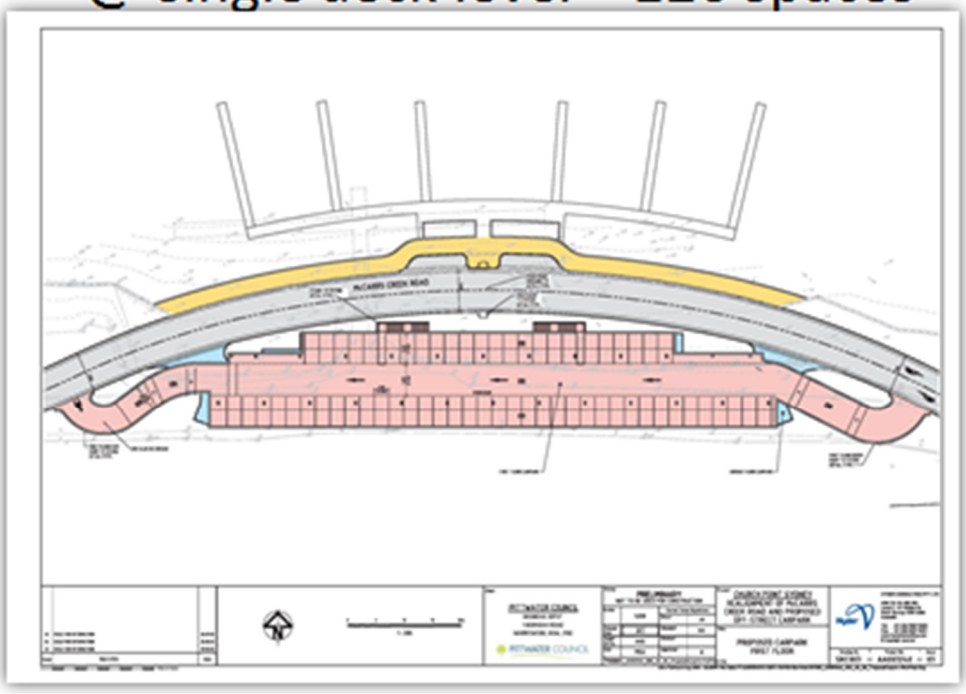
- **3rd (& Final) Meeting** held 20 September 2013- focussed on the evaluation and comparison as per Council's resolution as well as a triple bottom line assessment. The late withdrawal of the CPFG former 45 / parallel layout that had already been comprehensively independently assessed by Hyder and its replacement at short notice meant that the CPFG latest alternative did not have the same scrutiny of a detailed independent analysis and as such the comparison tables provided had a number of 'riders' imposed. The CPFG latest option (parallel / parallel) was included on that interim basis and given the number of design change iterations already presented there was an edict that no further changes would be accepted - see Presentation Notes and Minutes of Meeting.

- The following slides show the Precinct 1 Masterplan as well as plan details of the three Options under consideration. All option incorporate a landscape 'screening' between the road and the carpark and given that Options 1 and 3 do not involve a deck no montages are provided for those options. Because Option 2 involves the single deck, montages have been included to show the visual aspects, landscaping and suggested façade treatment incorporating recycled wharf timbers from Pittwater's wharves.

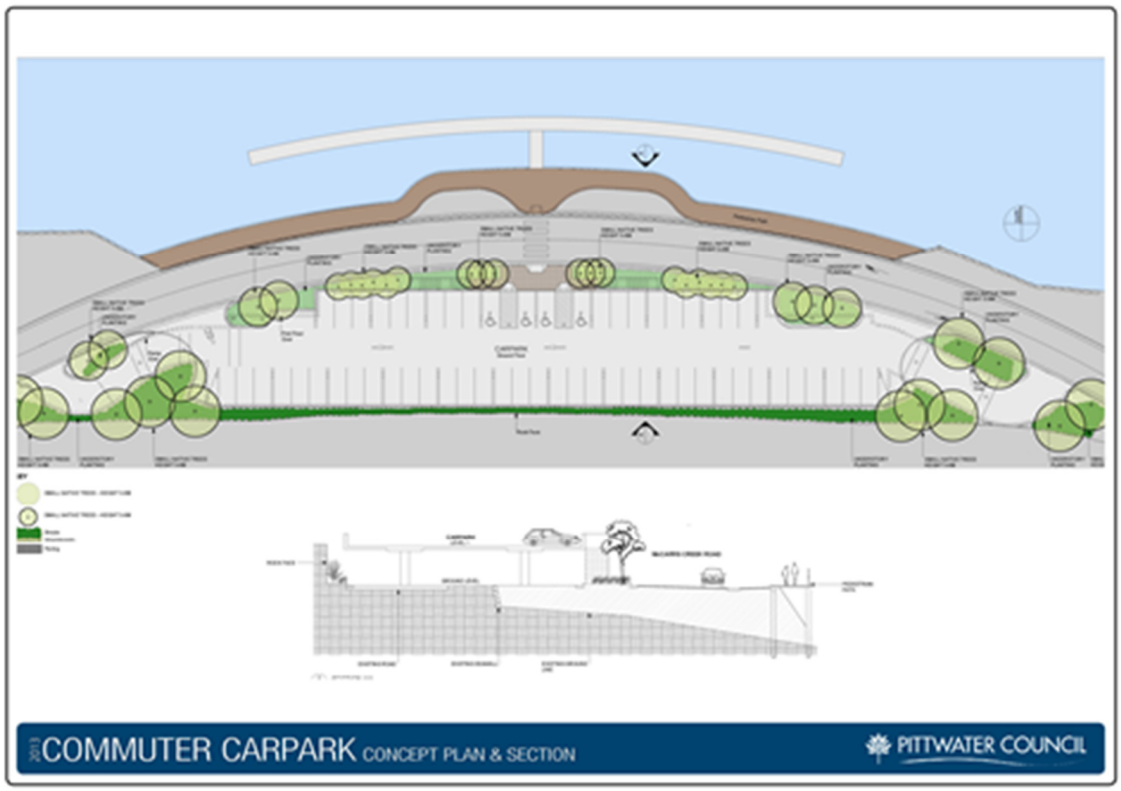
Option 1: Masterplan layout@ road level with 60 spaces



Option 2: Masterplan layout @ single deck level – 120 spaces



As mentioned above, because Option 2 involves a single deck the following montages are provided to assist the visual representation of that option. For Options 1 and Option 3 the deck does not apply.



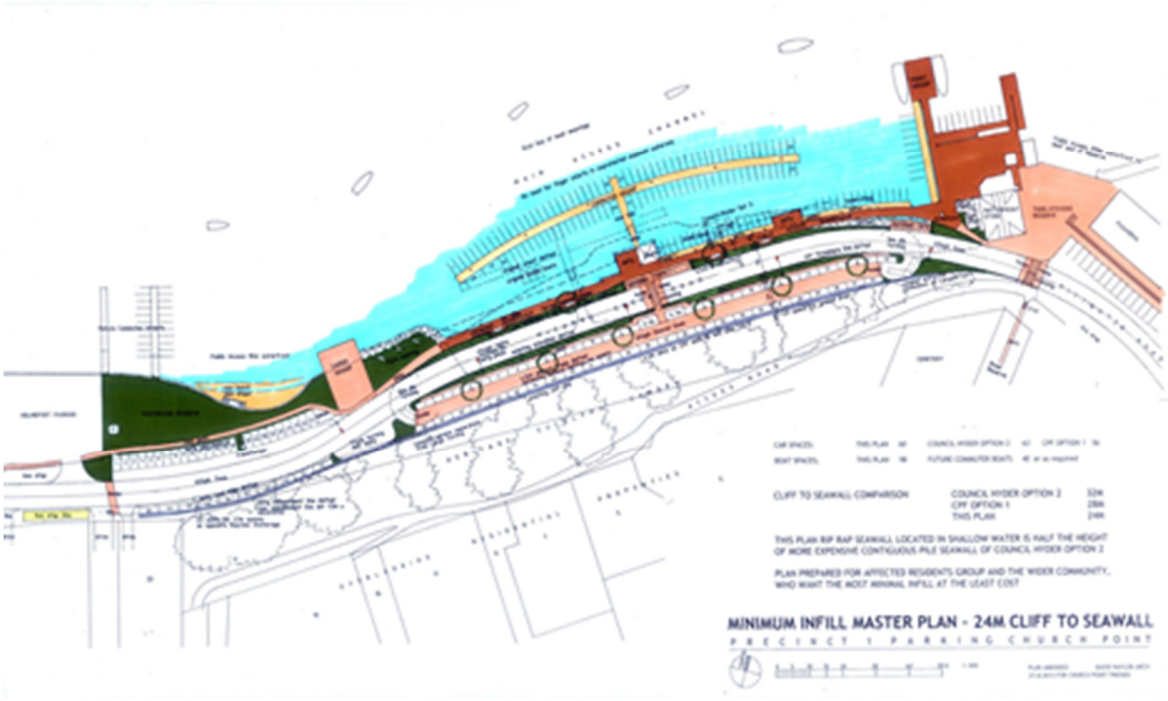
2013 COMMUTER CARPARK PHOTOMONTAGES

PITTWATER COUNCIL

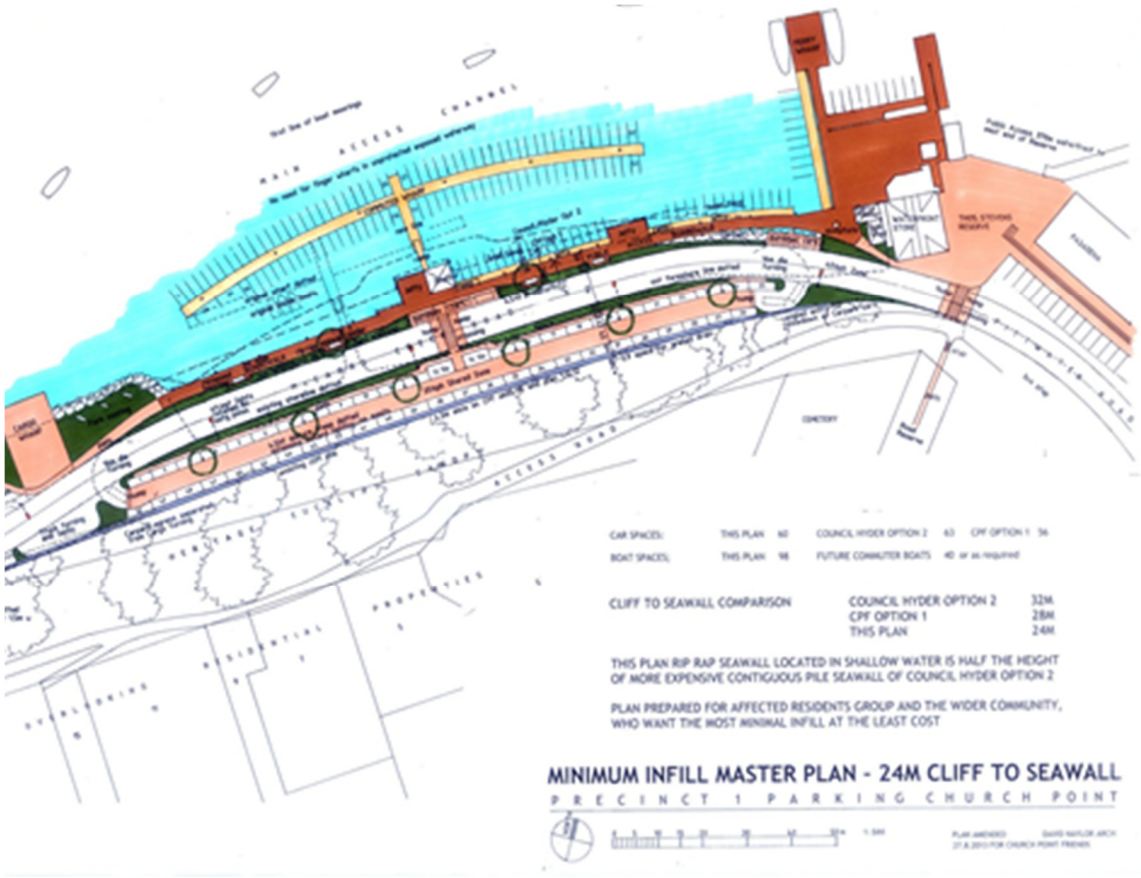
Looking West at sharp bend

Looking from the west

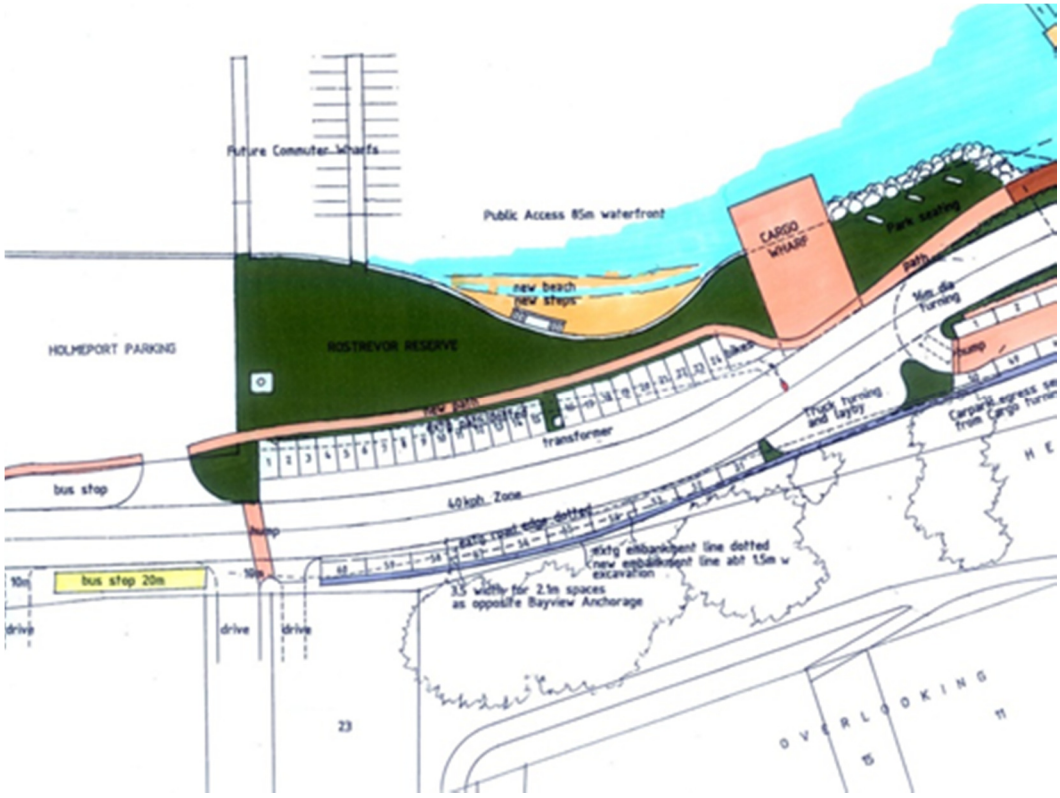
Option 3: Latest CPF – Parallel/parallel



Expanded view of Option 3 (below) Central carpark with proposed 50 spaces (reassessed as 39 spaces – see Hyder Addendum 1)



Expanded view of western 10 spaces (below) excavated in part into toe of hillside as well as reduction of opposite open space associated with Rosstrevor Reserve



- **Following the 3rd Meeting** - Hyder Consulting was engaged for a further independent analysis of the CPFG latest alternative layout - the Hyder additional report "Addendum 1" was circulated to the Design Group as well as posted on the Web. The Hyder assessment raised a number of technical non-compliances CPFG latest Option 3 and provided a critique as to the changes that would be required to address these non-compliances and the subsequent impact on carpark yield.

  Further Submissions were subsequently received from members of the Design Group once the Hyder Report relating to CPFG Option 3 had been received and circulated

- **Broader Community engagement -** Broader community interest indicated the need to provide broader community engagement. A brochure outlining the 3 x Options under consideration and an invitation to a Community Forum on Parking in Church Point was sent to the Bayview, Church Point and off-shore post codes and the Community Meeting advertised - see tabled documents list at **Attachment 1**.

- **Community Forum on Church Point Carparking held 6 November 2013** – This forum was well attended. Council provided a presentation on the Options under consideration including an evaluation and comparison. A Q & A session then provided the opportunity for feedback and comment - see Presentation and Minutes of the Meeting

2.3 **Summary of Public Submissions Received in response to Council Brochure and Community Meeting**

In addition to the specific submissions from the Design Group and the resident associations & CPFG involved in that process, Council received 135 separate public submissions.

The feedback from the community via a number of sources covered a broad spectrum of issues, suggestions and support for or against options or none of the options. In summary, and separating the Design Group interactions from that list, the submissions can be grouped into the following similar categories, numbers and percentage to provide an indication of community sentiments:

Analysis of Submissions Received in response to Council Brochure and Community Meeting

The public submissions received were in three primary categories:

- Support for one (or more) of the options
- None of the options/alternatives proposed
- Pause and Reassess or more information required.

Of the 89 respondents indicating support for a carpark option:

- 12% supported Option 1
- 67% supported Option 2
- 20% supported Option 3

In relation to the 45 responses for 'none of the options and/or other alternatives' – the majority of these were from on-shore respondents and suggested a number of alternatives. Of these:

- 16 did not support any option or sought delay (pause and reassess) for more information/other
- 11 suggested alternate locations such as Rowland Reserve, Mona Vale with shuttle service
- 6 suggested either decking or undergrounding the current Church Point carpark
- 6 recommended demand management measures
- 4 recommended a bridge or car ferry to Scotland Island or opening up Western Foreshore access
- 2 indicated use of Pasadena for parking.

It is noted that the adopted Church Point PoM already includes a carpark facility and as such, the 'no carpark' is not one of the options intended to take forward. In addition, a number of the suggested alternatives had already been considered and these were not included in the adopted PoM because they were not feasible, affordable or practical. Alternatives suggested but already ruled out included bridge to Scotland Island, car ferry to Scotland Island, deck or underground main carpark, use of Rowland Reserve, Bayview Park or Mona Vale Town Centre, shuttle bus, expanded ferry service.

Given the long timeframe over which the PoM and more recently the evaluation of options has been considered as well as the high level of technical and triple bottom line analysis applied and the community engagement undertaken, it is considered that pause and reassess has already occurred.

- **Resident Association Separate Forums -** Council is aware that some of the Resident Associations and CPFG also held their own separate Forums on this topic. In addition, the Scotland Island and West Pittwater Resident Associations have conducted a survey of off shore residents to assist with feedback on option preferences.

- **Offshore Survey of residents by SIRA and West Pittwater Associations** - recently conducted survey of offshore residents regarding the 3 x carpark options 'on the table' and various user pays combinations. It is noted that this was not a Council survey and is included in this report for the purpose of additional information arising from a main user group.

  This offshore survey had 393 individual responses and this indicates the highest offshore user preference is for Option 2a (deck with lease), followed by Option 2b (deck without lease). Combined this represents 258 in favour of Option 2 (66%). Option 1 was 14.5%. As such, Option 1 and Option 2 represented 80% support for the adopted PoM layout.

  Pause and reassess had 15% support and Option 3(CPFG) 5% support. It is noted that there is some difference between the results from Scotland Island and West Pittwater but overall a consistent trend.

  The survey indicated Expression of Interest to lease spaces at $4,500 (indicative) at 74 with 56 who have a Church Point Permit and who park all the time at Church Point. This indicates preliminary support for the 60 potential allocated spaces with Option 2 with the vast majority already parking at Church Point all the time.

- **Further Design Group submissions from the Resident Associations and CPFG were received** in response to Brochure, Hyder Addendum 1 and Community Forum. The stated positions of these Associations are as follows:

  - Bayview Church Point Residents Association (BCPRA) – supports CPFG Option 3 and rejects the PoM layout and single deck
  - Church Point Reserve Association (CPRA) – supports CPFG Option 3 and rejects the PoM layout and single deck
  - Scotland Island Residents Association (SIRA) – supports PoM Option 1 & Option 2 (deck) – Scotland Island survey has majority support for Option 2 and Options 1 + 2 over 80% support)
  - West Pittwater Association (WPA) - supports PoM Option 1 with conditional support for Option 2 – West Pittwater Survey component had majority support for Option 2 and 75 % support for Options 1 + 2
  - CPFG supports its Minimal Infill Layout Masterplan.

  - Some submissions acknowledged the major contribution made by Mr Ian Souter who was a member of the Design Group but sadly passed away following the 3rd meeting. These submissions recommended to Council that the new foreshore boardwalk (if built) be named the 'Ian Souter Way' as a fitting recognition of his community input.

2.4 **Comparison and Evaluation of Options**

The comparison and evaluation of options have been presented to the Design Group as well as a summarised version presented to the Public Meeting taking into consideration Council's resolution of 15 October 2012, the management framework and principles established in the adopted PoM, independent technical analysis and Triple Bottom Line sustainability assessment. In summary:

Option 1 as per Precinct One Masterplan within adopted PoM) - 60 car spaces - see layout

- Already included in the PoM adopted by Council and as such had already been subject to significant 'scrutiny' and justification as part of that process

- Involves road realignment of McCarrs Creek Road on a continuous arc that has the added advantage of significantly reducing the current sharp bend in the road at the Mini Mart which in turn improves safety / sight distance for motorists and pedestrians
- Provides a new piered seawall on a new alignment to replace the current failed and temporary sandstone boulder seawall.
- The piered seawall (on an arc) ranges in width from the base of cliff from 24m at ends to 29m at the central area with 2 x 3m parking space extensions on the outer face
- The piered seawall provides the necessary structural stability for the realigned road with its associated live traffic loads and is a cost effective and efficient system given the soft marine sediments.
- This seawall has a height of between 3m to 4.5m from the estuary bed to the headstock of which only the upper 2.5m is visible above low tide level. The outer face will have rip rap sandstone boulders in a stable configuration placed under the suspended boardwalk to provide marine habitat - this will not affect the navigation channel
- The carpark is positioned behind the realigned road and against the existing cliff and as such it has least impact and is not overviewed from above
- This carpark has a 90 /90 compact layout that provides 60 car spaces including 4 x disabled spaces
- Hyder has assessed this option as being fully technical compliant with the relevant standards
- Offset of seawall relative to the base of cliff/ edge of current road varies along the arc of the curve – at the centre of the arc the general offset from the cliff base is 29m with 2 x parking bay area extensions to 32m. At the ends the offset is 24m. As such, the estimated mid-point has approximately 150m^2 more than Option 3 but 200m^2 less at the ends and as such, the total area of infill involved is almost identical
- Estimated net cost for Option 1 (less the general community outcome component of $1.3M) is $4.1M
- This equates to an average cost of $69k per car space (60 spaces in total) and inherent in this layout is other safety and amenity improvements
- Funding via a loan to be repaid using user pays income only, derived from Commuter Sticker fee income and part of the Pay & Display income.
- Indicative Commuter Sticker fee for Option 1 is $350 p.a. indexed which is subject to final construction cost, loan borrowing & repayments schedule

Option 2 - same footprint as Option 1 with the addition of a single deck over - 120 spaces in total - see layout

- Same comments apply as per Option 1. In addition:
    - can accommodate a further 60 car spaces in a single deck utilising the same footprint as already provided with Option 1
    - 120 car spaces in total which is also consistent with the adopted PoM and its reference to the single deck
    - Fundamental difference is the addition of the single deck which has the following characteristics:
        - Between road level and underside of slab over is an open area 2.8m high interspersed with columns and associated beams –
        - From the underside of the floor slab to the top of the parapet is a 1.4m high horizontal band that is intended to have a recycled wharf timber façade with some longer timber upstands and potential to incorporate community art/ garden treatment where feasible – see montages.
        - Connecting ramps at either ends plus step access in the central area associated with the pedestrian crossing point
        - landscaping between the road and the carpark similar to Option 1
    - Hyder Addendum 1 has indicated that there will need to be some adjustment to the upper ramps to accommodate the required turning radius which is feasible with this design

- Estimated net cost for Option 2 (less the general community outcome component of $1.3M) is $6.1M – note this may need to be adjusted dependent upon the extent of façade treatment applied
- This equates to an average of $51k per car space (120 spaces in total) and inherent in this layout as per Option 1 is other safety and amenity improvements
- Funding via a loan to be repaid using user pays income only, derived from Commuter Sticker fee income and part of the Pay & Display income.
- Indicative general Commuter Sticker fee for Option 2 is between $300 and $560 p.a. indexed dependent upon the number of specifically allocated spaces (up to 60) which is subject to final construction cost, loan borrowing & repayments schedule. Cost of allocated spaces based on a commercial comparative

Option 3 CPFG Alternative No.3 - initially presented as a 60 car space outcome - reassessed by Hyder as a 39 car space outcome

- Primary aim of CPFG is to provide a minimum infill alternative to the PoM layout with a point of difference being a 2m wide landscape strip between the road edge and the new foreshore boardwalk – the submitted plan indicates a seawall 24m from the current base of cliff – this is prior to the more detailed technical analysis.
- Proposes a 60 car space outcome comprising 50 spaces within a centralised carpark and a separate 10 spaces extending further to west of the Cargo Wharf along the southern side of McCarrs Creek Road
- The centralised component involves road realignment of McCarrs Creek Road on a straight with transition curves at either end.
- In terms of motorist & pedestrian safety compared to Options 1 & 2 this option has less positive improvement at the current sharp bend in the road at the Mini Mart due to the sharper transition. As such less safety / sight distance improvement for motorists and pedestrians
- Hyder has independently assessed this option (Addendum 1 Report) and in summary the CPFG Option 3 has the following technical non-compliances and other issues as follows:
    - For the Centralised proposed 50 car park cell:
        - Parallel / parallel one way carpark requires a 6m width aisle (CPFG is 4.2m wide) with 6.3m long car spaces as well as a further 0.3m for each ‘end’ space (CPFG are all 6m long)
        - 2 x Disabled spaces need to be increased by 1.8m in length each
        - Unprotected trees (6 of these) shown in the car spaces need to have a designated protected planter bed and each of the car spaces adjoining then become end spaces that need to be increased in length – this equates to at least 1.5m for each planter or 9m for six of these. Alternatively these trees would need to be removed.
        - Proposed grated drain path along the base of the cliff is not acceptable and as such a separate dish drain and path are required – this adds about 0.9 m to the overall width
        - Turning radius at either end needs to be increased and this will affect the road and carpark geometry
        - The net effect of these adjustments is an increase in overall width and a reduction in car spaces to comply with the standards – see reworked layouts by Hyder.
        - The adjusted car park yield for the central cell is 39 spaces or less (not 50) as this does not include a reduction in spaces to accommodate the tree planters or adjustment for the end turning radius or adjustment (possible sharpening) of the road transition bends to compensate

- The increase in overall width will also affect the base width of the proposed gravity retaining wall given the change in height and as such the overall width adjustment is of the order of 3.5m further out ie repositioned seawall at 27.5m from the cliff base (not 24m as originally proposed by CPFG). This seawall alignment is then almost identical to the previous CPFG 45 / parallel layout (28m) that had already been assessed in detail by Hyder. This alignment is also only 1.5m narrower than the general run of the arc of Option 1 (29m) (excluding the parking bay extension). Part of the proposed landscape strip may also be taken up by the seawall structure.
- At this alignment Hyder assessed the optimum seawall design to be a piered seawall as recommended for Options 1 & 2. A rip rap seawall as proposed by CPFG Option 3 does not have the required structural strength to support the edge of road
- Hyder also costed the CPFG previous alternative and found it to be an almost identical amount of infill and associated cost to Option 1 but with fewer carspaces achieved.

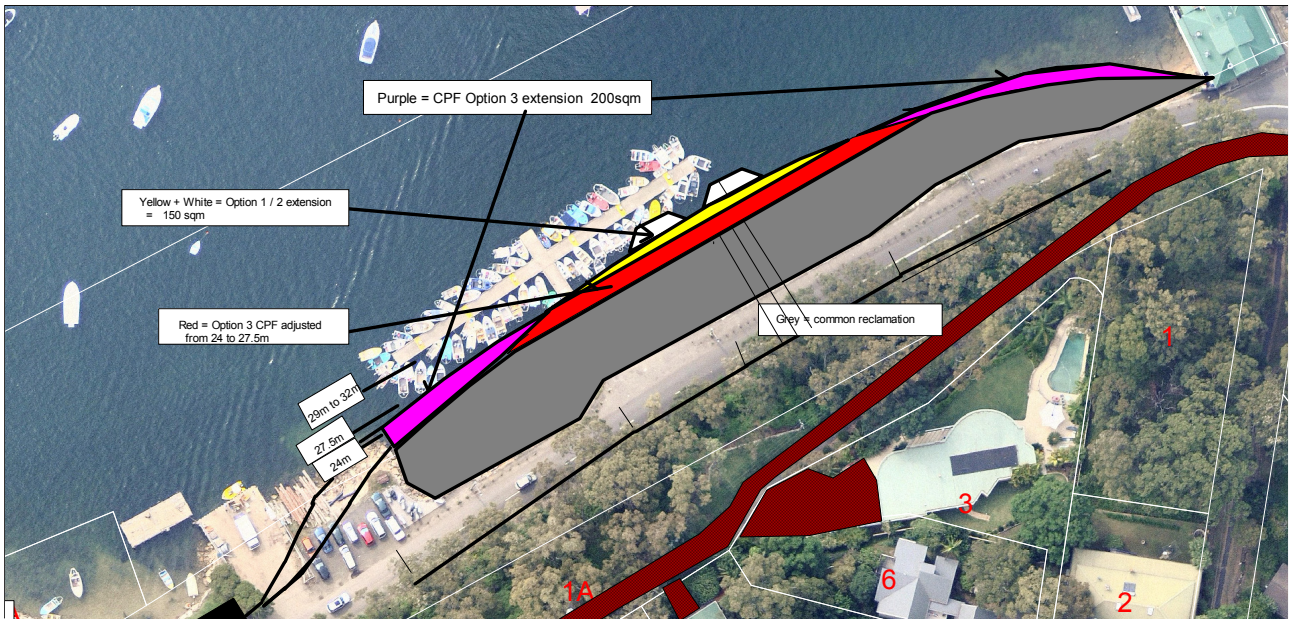
- For the separate CPFG 10 spaces to the west these have the following issues:
  - It introduces car parking in a linear configuration (a further 60 metres) that is not contained within the centralised carpark cell that as a result have poor amenity and are significantly less safe
  - These 'exposed' spaces cannot be screened by landscaping or façade treatment
  - Requires excavation into the toe of the existing steep hillside
  - Adjusting for the need for separate path and dish drain with associated increased width of excavation required and contrary to the CPFG suggested minimal excavation and landscape wall what is envisaged is a 4.5m wide excavation x 4m high involving 500 cubic metres excavation of the hillside toe and a 2.5m minimum high structural retaining wall for at least 60 metres in length. This in turn affects the current vegetated hillside and requires the removal of advanced spotted gum trees. In plan view the area of the hillside toe affected is 300sqm
  - In addition to provide the overall width to park both sides of McCarrs Creek Road there is a need to also adjust the carparking on the north side and thereby encroach onto Rostrevor Reserve, removing current usable open space by up to 100 sqm
  - The combined net effect of these adjustments is approx. 400sqm of environmental and open space affectation over a considerable distance with car spaces that have poor amenity and less safe compared to the centralised cell with its protected and corralled configuration. This is a significant additional environmental and open space impact in another location compared to the minor differences in infill required for the centralised facility
- The resultant effects for CPFG Option 3 are a 39 car space outcome that has a similar cost as Option 1 with marginal difference in extent and volume of infill. If the 10 spaces to the west are considered there is added cost as well as added environmental and open space impacts that tend to counteract the minimal infill proposition.
- In response to the Hyder Addendum 1, BCPRA along with CPFG questioned why the Australian Standard needs to be applied to their carpark layout and that Council has discretion to vary those standards.
- In reply, Council has advised as a minimum Council should apply the standards that have been developed to achieve safety and amenity and all of the options have been assessed on those standards as well as other relevant requirements.

Comparison of Extent of Infill at main Carpark Cell and other Impact at Option 3 Western Carpark Extension (10 spaces)

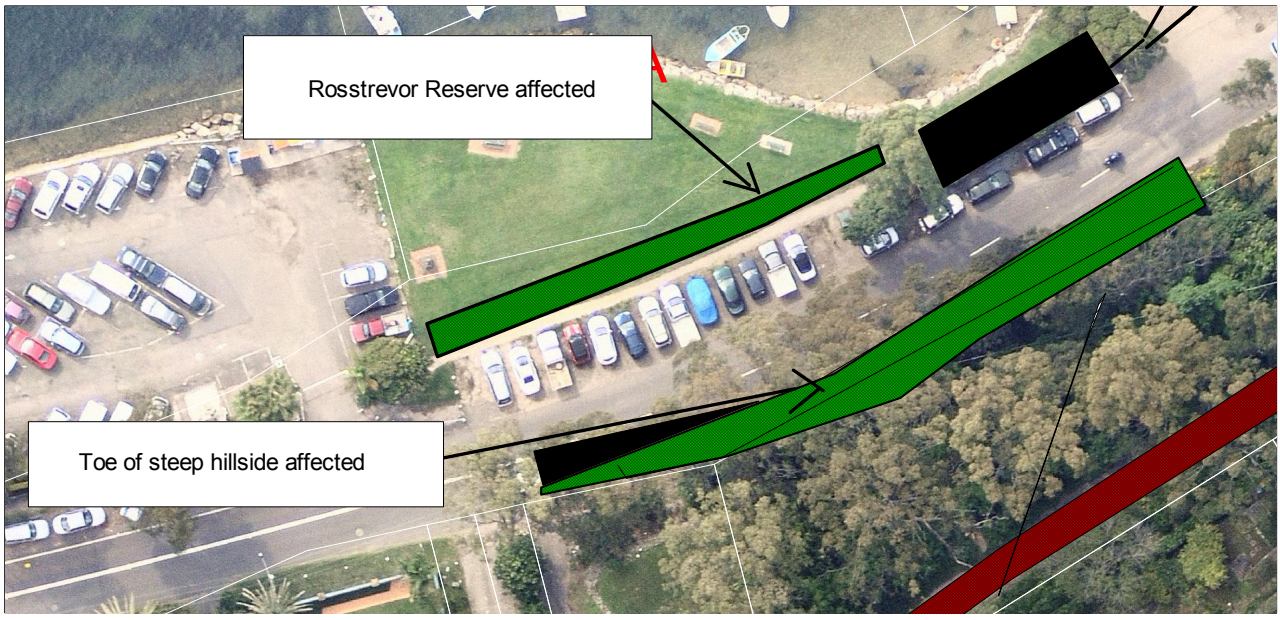
The following provides an outline of Options showing differences in the extent of infill.

- Grey is the common area of infill for all of the options.
- Red is Option 3 adjusted width
- Yellow is the projection of Options 1 & 2 beyond the mid-point of the arc
- White is the set down bays associated with Options 1& 2. Note Option 2 also requires set down bays at the mid-point
- Purple is where Option 3 extends beyond Options 1 & 2

Net result is that there is estimated to be marginally more infill associated with Option 3



In addition, western component of Option 3 showing the effect on the toe of the hillside as well as Rostrevor Reserve – estimated to affect 400sqm



2.5 Demand Management

From the submissions received 'Demand Management' has been suggested in the following forms:

- Improve public transport and encourage more use - Sydney Buses will be approached however it requires a critical mass which would therefore need to include onshore use as well.
- Provide shuttle bus from decentralised locations – this would be better geared to the peak needs of the commercial operations, in particular Pasadena as it is a more transient use rather than full time need by commuters. This would also require co-use of other carparks that are already used for other purposes. It also involves a further transport mode change.
- Expand ferry route to decentralised locations – as above
- Carpark optimisation such as periods of exclusivity - this may better accommodate the daily commuter parking need by providing a 5pm to 9.30am exclusivity for that use over part of the existing carpark as well as the new carpark facility
- Provision of bicycles – this is reliant on secure bike storage (could use under the ramps of the single deck) and good bike lanes/paths (not continuous through to Mona Vale at this stage).
- Encourage better use of car share / car pool scheme – spaces were set aside and Go Get car scheme has been introduced with mixed results
- Further differential pricing for Commuter parking stickers with an escalation of price where more than one car per household.

2.6 Suggested Amenity Improvements Raised by Local Community

Resident only car parking scheme for the local mainland streets – this would be a first for the Pittwater LGA and could be further investigated.

2.7 Against any carpark and against any deck facility – Pause and Reassess

- This report and its analysis has responded to Council's resolution of 15 October 2012. As explained at the public meeting, there is already an adopted PoM with Masterplan that includes an at rod level carpark on McCarrs Creek Road with associated seawall and road alignment. As such, a carpark in this location has already been decided. What is being further considered as per Council's resolution is the layout for that carpark, including the option of a single deck.
- Through the detailed analysis, Option 2 is the preferred option and presents a strong case. How is this then justified in relation to the objections received? This is best addressed by examining the primary reasons for those objections as follows:
    - Not consistent with Pittwater's founding principles and the character of Pittwater
        - Pittwater was formed on the basis of sustainability and to equitably consider the needs of all of its residents including intergenerational need.
        - Pittwater acknowledges and supports the need for infrastructure to service our community. It is fully acknowledged that Option 2 with its single level deck is a more substantial structure which, as a result, is more visible however with the proposed landscaping and timber façade treatment and in the context of the added social and economic benefits Option 2 achieves, it is considered to provide the best overall outcome to address the need for this facility in this location.
        - In relation to the carpark project, the location and layout have already been through an extensive process consistent both via the adopted PoM and the assessment of options with Pittwater Council's principles.

- Unacceptable visual impact with the single level deck(and other stronger sentiments)
    - It is acknowledged that the single deck will be more visible than no deck however the single deck addition provides significant social and economic advantages that need to be considered as a triple bottom line outcome.
    - As indicated above and via the montages produced the single deck will have landscaping as visual amenity as well as a suitable timber façade treatment.
- Not required/other alternatives such as:
        - Car ferry to service offshore
        - Bridge to Scotland Island
        - Commuter bus to pick up at Rowland Reserve, Mona Vale, etc – this relies on a commuter carpark at these locations which is incompatible with current uses.
    - As outlined in this report, numerous alternatives have been raised previously as part of the PoM process and again this time and none of these are as feasible as Option 2 and the overall net community benefit it can provide
- Far too costly and a waste of our rates on providing private parking for offshore residents
    - The adopted PoM has considered the use of carpark user fees from the Church Point precinct to fund the additional carpark facility to provide carpark relief for the precinct
    - Funding for the overall project can be considered in two components:
        - The general community component which includes a contribution toward the reconstruction of the already failed seawall on a new alignment that needs to be carried out even if no carpark is built as well as the cost of the new foreshore boardwalk – the estimated cost of this component is $1.3M
        - The balance of the project which includes the added costs for the balance of the seawall, the road realignment, carpark and internal paths/drainage are funded by user pays derived from the Church Point Commuter Sticker fee as well as Pay & Display income. For the single deck there is also the opportunity for a higher income derived from allocated spaces
    - The funding for the project is predominantly derived from user pays and dependent upon the option chosen can also provide a future dividend to Council
- Offshore residents should have known what they were up for and not impact further on Church Point.
    - Offshore residents are part of our Pittwater Community and it is acknowledged that there are particular added constraints. With 537 properties offshore in the lower part of Pittwater and only water based access, the default need for carparking, boat tie-up and ferry access in a close and sheltered location is a primary need on a daily and ongoing basis. This should not be a reason for not providing carpark relief when user pays predominantly is funding this collective outcome. The project also provides additional safety and amenity improvements for all.

- Why the urgency? – pause and reassess
    - There has already been a number of decades of 'pause' and the PoM and the recent evaluations have provided extensive and rigorous assessment, as such to further pause and reassess is not supported. This does not rule out investigating further transport and demand management initiatives that would be in addition to the carpark project.

- In the context of these objections and through this added dissection and commentary, the Option 2 single deck layout has the following key attributes:
    - It provides an optimum cost effective carpark that provides tangible additional carparking to significantly reduce the current chronic shortage for the benefit of offshore, onshore and visitors.
    - Its location has least impact slotted against the cliff.
    - Its visual impact will be suitably ameliorated by landscape and façade treatments.
    - It involves a new seawall and associated infill as has been the case with much of the road and carpark infrastructure provided already.
    - The subject location is already high activity with commuter vessels, cargo wharf and ferry and close by carparking already taking place.
    - The existing seawall infrastructure has already failed or is inadequate and the existing road alignment is poor.
    - The net cost of the project is being funded from user pays derived from Church Point sticker plus Pay & Display.
    - It is intended that there be a component of public access to the new facility.

3.0 FINANCIAL IMPLICATIONS

3.1 The Church Point carpark fund with its combination of Commuter Parking Sticker and Pay & Display income accumulates of the order of $300,000 per annum. It had an opening balance of $369,000 as at 1 July 2013 and an anticipated closing balance as at 30 June 2014 of $650,000. These seed funds will assist Council with the funding of the redevelopment. In addition, there is a repayment component from the Commuter Wharf income to the carpark fund to service an internal loan for the new wharf facility.

3.2 **Option 1** provides 60 spaces at road level at an estimated cost of $5.4 million dollars with an estimated net cost of $4.1 million attributable to car parking which is to be borrowed and repaid from the Church Point Carpark Reserve on an ongoing basis . This equates to an average net cost per space of $69,000 with a corresponding estimated Commuter sticker fee of $350 p.a. indexed to assist with the repayment of loans

3.3 **Option 2**, the preferred Option, is estimated at $7.4 million dollars with an approximate net cost of $6.1 million attributable to car parking of which is to be borrowed and repaid from the Church Point Carpark Reserve on an ongoing basis. **Option 2** provides 120 spaces comprising 60 spaces at road level and 60 spaces on the single deck. The average cost per space is $51,000 with a user fee of $300 p.a. to $560 p.a. indexed dependent upon the number of allocated spaces (up to 60 proposed). The $300 p.a. user fee is associated with up to 60 spaces being specifically allocated at a 'commercial' rate.

3.4 **Option 3** (CPFG) provides 39 spaces at an estimated net cost of $4.1 million with an average cost per space of $105,000 and an estimated Commuter Sticker fee of greater than $350 p.a. indexed.

3.5 In consideration of the viable **Options 1 and 2**, the **preferred Option 2** requires greater loan borrowings and therefore potentially higher risk, however its ability to provide allocated spaces at a 'commercial' rate enables the 120 space facility to be paid off over a preferred 10 year time frame and provide a future dividend for the community for taking on that added risk.

3.6 Notwithstanding the above, the borrowings associated with either **Option 1** ($4.1 million) or the **preferred Option 2** ($6.1 million) are sizeable loans that will need to be considered in conjunction with Council's other loan borrowings and long term financial planning (LTFP). In addition, asset depreciation and ongoing maintenance and servicing will also need to be covered and are included in the project costs and Council's LTFP. Because of the size of the anticipated borrowings, Council will apply under the State Governments 'Local Infrastructure Renewal Scheme' (LIRS) for a 3% interest subsidy (amounting to approximately $1.05 million dollars based on Option 2) towards the associated borrowing costs.

In order for this project to be constructed and then repaid over a reasonable time frame of 10 years it is vital that Council receives the LIRS subsidy. Accordingly, at the anticipated project construction costs and the user fee rates shown above, the project may be too financially significant without the 3% LIRS interest subsidy. Therefore, in being financially responsible, if Council is unsuccessful in its LIRS application the project must be reassessed and brought back to Council for further consideration on pricing and Options.

4.0 SUSTAINABILITY ASSESSMENT

4.1 Environmental Implications – including current and post the various options

1. For the road and carpark - This is best described via a cross section of the current natural and built environment local to the proposed carpark and the changes as a result of the combined carpark, road realignment, seawall & foreshore boardwalk project relative to the 3 x Options as follows:

   - with all options the seawall would be barely visible under the suspended deck until in close proximity and even then there is a degree of shadowing
   - the cars on McCarrs Creek Road would be similar to current. The difference is that CPFG Option 3 has some low height landscape separation between the boardwalk and road
   - for all options, the carpark to the rear is predominantly screened by landscaping
   - the cliff and hillside behind is unchanged
   - for Option 2 , the 1.4m suspended horizontal 'parapet' of the open deck and ramps/steps are intermittently visible behind/between the landscaping – to ameliorate the appearance of the parapet it is proposed to provide a facade of recycled wharf timbers (grey weathered appearance similar to spotted gum trunks) + community art

2. Cargo Wharf and surrounds at western end with adhoc stacked carparking - cars to be removed and parallel spaces on the western side to be converted to angle spaces as per the PoM, truck standing area to be provided parallel to Cargo Wharf and more usable foreshore recreation space created from the restored foreshore.

3. Mini Mart at eastern end – some added amenity that will eventually be significantly improved once the boardwalk is extended around to the main wharf area to avoid the sharp bend

4. Between southern extent of dinghy navigation channel and the existing road edge - this will undergo the following changes:

    - for all options a new seawall on a new alignment with associated backfill will extend beyond the low tide range and infill over the current intertidal area – this is unavoidable to provide the new road alignment(s). In this regard there has been a survey of sea grasses carried out with the Commuter Wharf project and this will be updated and factored into the environmental assessments.
    - for Options 1 & 2 the seawall comprises piers on a curved alignment with sandstone boulders placed in front of the piered seawall under the boardwalk to a stable height for added for marine habitat
    - for CPFG Option 3 the seawall is proposed to be rip rap however this is non-structural and would need to be converted to a structural gravity wall or piers similar to Option 1 & 2-
    - all options will have a suspended timber boardwalk along the foreshore

5. The temporary boulder seawall (between the Mini Mart and the Commuter Wharf gantry) as well as failed seawall / eroding foreshore (between Commuter Wharf Gantry and the Cargo Wharf) - all options require a new seawall on a new alignment further to the north

6. From the McCarrs Creek Road roadway – you will not see the seawall and the carpark will have landscape screening separation.

7. Upper multiple vehicle access, private driveways and private properties - no change as a result of carpark below and no overviewing of facility. It is noted that the Precinct 1 curve adjustment in conjunction with the Precinct 2 access improvements at the intersection with Pittwater Road improve access and safety at this corner.

In addition to the centralised cell of carparking, the CPFG Option 3 as presented includes 10 spaces to the west of the Cargo Wharf to make up its 60 spaces. This requires construction works to both sides of McCarrs Creek Road over a length of at least 60 metres involving the following:

- to the south there is a need to excavate out the toe of the steep hillside to gain additional width - the adjusted width suggests an excavation 4.5m into the hillside and 4m high with a structural retaining wall at least 2.5m high - this involves about 500 cum of excavation which will require loss of lower slope vegetation and mature trees, a footprint affecting almost 300 sqm as well as 150 sqm of visible retaining works.
- to the north there will need to be reduction in the size of Rostrevor Reserve by at least 100 sqm to shift the existing spaces further into the reserve.
- although the CPFG 10 western spaces are not supported, the net impact of that part of CPFG's proposal is further environmental disturbance over a much longer length and broader extent not required with Options 1 & 2.
- these 10 spaces also result in cars on both sides of McCarrs Creek Road with retaining works and hence creates a visible (unscreened) row of cars where currently there is a vegetated hillside
- the net effect is that the small saving in infill associated with the CPFG Option 3 in the central cell results in an additional environmental impact associated with the 10 spaces to the west.

In summary, all of the options including the suggested CPFG minimum infill layout require a new seawall plus infill over all/majority of the current intertidal area (low tide to base of existing seawall). The difference is therefore within the extent of infill below the low tide level. The following summation by Hyder succinctly captures these perceived differences:

- In relation to the CPFG parallel / parallel layout

  "Despite the appearance of having a significantly decreased extent of filling, this proposed option does not comply with Australian standards in a number of key areas. The seawall needs to be of a structural nature to support the fill behind and traffic loads of McCarrs Creek Road, rip rap could be provided in front of this structural wall to provide habitat to sea life and scour protection if desired. If this design was widened to be compliant then it would be of similar dimensions to the previous Church Point Friends option and would be of equivalent construction cost."

Based on the cost estimates the Option 3 layout offers a much reduced parking provision of 39 spaces when compared to a similar estimated cost to construct Option 1 (60 spaces). The Option 2 layout provides a more efficient and effective parking arrangement considering both vehicular and pedestrian movements relative to the same or less environmental impact.

Visual impact & amelioration measures

All options involve landscape screening between the road and the carpark. A difference is that **Option 3** proposes an additional landscape strip between the road and the boardwalk about 2 m wide.

Option 2 includes a single deck that will have an open 2.8m undercroft (road to underside of slab) with 1.4m parapet. Between the road and the carpark there will be suitable landscaping and facade clad with a suitable treatment such as recycled wharf timbers, cascading plants and public art.

The parapet for the single deck will be more noticeable than no deck however it is considered that the visual amelioration measures will reduce the visual impact to an acceptable level and when considered from the triple bottom line perspectives is a reasonable outcome.

Review of Environmental Factors, Part V Assessment and Preliminary State Agency environmental input.

As part of the PoM process and more recently as part of the Commuter Wharf upgrade there has been State Agency input regarding environmental matters at Precinct 1, in particular the marine environment. In addition a sea grass survey was carried out and the recommendations carried out.

Once a road alignment and carpark layout has been confirmed for Precinct 1 a detailed environmental assessment will be carried out consistent with the Act requirements and State Government Agency input as appropriate

4.2 **Social Implications**

1. The Church Point Plan of Management has recognised a major current social issue being the chronic shortage of carparking at Church Point that is not just a recent trend. This under supply is creating the following generally untenable situations on a daily and ongoing basis:

   For our offshore Pittwater community the lack of car parking:
   - directly impacts on the ability of these Pittwater residents to reasonably access their homes on a daily basis
   - adds to the safety concerns, particularly for female off shore residents who work later at night struggling to find a park

- this community has accepted a user fee for carparking and the proposed carpark will be funded by user fees.

For our on-shore Pittwater community
- local narrow streets regularly clogged with cars
- local and visitor access to the reserve is difficult

2. What social benefits can the McCarrs carpark and associated road realignment project achieve relative to the 3 x options under consideration?

- Fundamentally given the current chronic shortage and pressure for carparking at Church Point, the greater the carpark provision achieved the better able to meet the broad social needs including commuter, recreational, local street amenity, etc. This should have regard to car spaces already removed over time and obviously needs to be assessed / balanced against environmental and economic impacts and amelioration measures to reduce those impacts.
- CPFG Option 3 provides 39 spaces (TBC) which is least number of spaces at a corresponding much higher cost per car space achieved. It is 21 spaces less than Option 1 and 81 spaces less than Option 2. In terms of social benefit benchmarked against car park numbers achieved Option 3 has by far the least social benefit.
- Option 1 as per the adopted PoM Masterplan for Precinct 1 can provides 60 additional car spaces in a safe and convenient layout. This is 21 spaces (54%) more than Option 3.
- Option 2 utilises the same carpark 'footprint' already created by Option1 to add a further 60 spaces on a single deck and thereby provide a total of 120 additional car spaces. This is 81 more spaces (3.1 times) Option 3 and twice that of Option 1 (without deck).

3. Carparking, safety and & user amenity - this is the primary reason for the overall project and as such has a high priority weighting in terms of carpark numbers achieved

On a comparative weighting basis and allocating **Option 2** with its 120 spaces a 100% result

Option 1 with its 60 spaces in comparison is a 50% result but with future capacity to increase to 100%
Option 3 with its 39 spaces in comparison is a 32% result with no future capacity.

If more of the commuter parking can be accommodated in the parking areas then it has the potential to provide parking relief in the local adjoining streets.

4. Landscape / Recreational amenity

- All of the options provide a foreshore boardwalk and pocket recreation area at each end. The CPFG **Option 3** may have a reduced pocket reserve outcome given the sharper road transitions at each end of its carpark layout
- The only difference between the Options relative to the centralised carpark cell is CPFG proposes a 2m wide landscape strip between the road edge and the boardwalk for the majority of the length which is about 200 sqm. At this narrow width and linear nature its recreation utility is limited – it is proposed to provide some seating.
- **Options 1 & 2** rely on interspersed planters. In this regard it is noted that currently there is no landscape separation between the road edge and the current walkway and over the length of the Bayview to Church Point scenic walkway there are also a number of locations without a landscape separation which preserves viewing outlook as a motorist or cyclist.

- A fundamental difference is that the CPFG Option 3 alternative also includes the 10 car spaces to the west of the cargo wharf that are not part of Options 1 & 2, nor are they required by Options 1 & 2 to make up the equivalent carpark numbers. This involves a totally new area of affectation requiring a reduction in the current size of Rostrevor Reserve eroding its usable open space as well as eating into the toe of the steep hillside opposite with loss of vegetation and trees to accommodate these 10 spaces – a collective area of about 400 sqm affected and 500 cubic metres excavation. This tends to defeat the CPFG minimum infill exercise by reducing a more usable open space at Rostrevor Reserve in favour of a narrow linear landscape separation with far less carpark outcome. In this regard the CPFG Option 3 is deemed to have a net detrimental recreational and open space impact.

5. Impact on Cargo Wharf and operations

- The CPFG **Option 3** has an adverse impact on the Cargo Wharf Compound and its operations given that it reduces its length and introduces a more difficult manoeuver for larger vehicles.
- In comparison, **Options 1 and 2**, being more compact, on an arc transition back to the existing road sooner and hence minimal impact.

6. Impact on existing / additional Dinghy Tie ups

- Although not part of the carpark assessment, it should be noted that the Commuter Wharf has been constructed on a compatible arc and was located further out to enable efficient berthing on both sides of the pontoon aisle (rather than only the outer face with multiple fingers) It is however understood that in the vicinity of the gantry once the new road alignment with its vehicle set down is installed there will be a need to adjust the interim berthing arrangement at that point. If necessary some short fingers can be attached to the outer side of the pontoon.
- The CPFG minimum infill layout (unadjusted) proposes additional dinghy spaces against the seawall on a separate floating pontoon. However, with the adjusted carpark width required these proposed additional berthing spaces are optimistic as is the retention of the 90 degree berthing spaces at the gantry. This is further reinforced at low tide where currently there is limited added width with the current arrangement and as such it is difficult to see how the proposed inner boats can be practically accommodated even though they could share the same navigation channel
- Options 1 & 2 with the arc seawall are designed to neatly slot in behind the established navigation channel.

4.3 **Economic Implications (see also Financial Implications)**

Although mentioned in part above, the following provides additional analysis and comparison of the options

1. **Common across all of the Options**, Council is contributing $1.3M toward the total project cost comprising $300k RMS, $500k EI Levy /SRV funding, $500k general fund. This is on the basis that Council is now the owner of this road (declassified to Regional road status and transferred from the State Government to Council) and there is a current need to reconstruct / replace the existing failed/temporary seawall – note, this would need to be provided / spent even if the carpark project did not proceed.

2. **The net estimated total costs of the 3 x Options (less the $1.3M as described above) are as follows:**

- **Option 1** provides 60 spaces at road level at an estimated net cost of $6.1M. This equates to an average net cost per space of $69,000 with a corresponding estimated Commuter sticker fee of $350 p.a. indexed to assist repayment of loan

- **Option 2** provides 120 spaces comprising 60 spaces at road level and 60 spaces on the single deck. The average cost per space is $51k with a user fee of $300 p.a to $560 pa indexed dependent upon the number of allocated spaces (up to 60 proposed). The $300 p.a. user fee is associated with up to 60 spaces being specifically allocated at a 'commercial' rate
- **CPFG Option 3** provides 39 spaces at an estimated net cost of $4.1M with an average cost per space of $105K and an estimated Commuter Sticker fee of >$350 pa indexed

3. The indicative user pays above are subject to final construction cost, loan borrowings/interest rate, allocated spaces and other relevant variables.

Economic comparison/ summary of options

On a weighted economic comparison basis benchmarked against the carpark yield achieved and average cost per car space:

Option 2 not only has the best car park yield with 120 spaces but also the best economic outcome with an overall average cost of $51k per space. Option 2 in fact makes far better use of the footprint already created by Option 1 and for the addition of only half the cost again it provides double the number of car spaces. This also optimises upon the resources already built into Option 1. The additional spaces in the deck component cost an average of $35k per space.

Option 1 is the next best with 60 spaces at an average cost of $69k per space – this is (1.35 times) 35% more expensive per space than Option 2. It is noted that with Option 1 the single deck can be added however if constructed separately there will be an added financial penalty as well as significant disruption to the users of this facility which in turn may cause further cost and amenity implications.

Option 3 has the least beneficial economic result with only 39 spaces achieved at an average cost of $105k per space – this is double the cost of car spaces of Option 2. In addition there is no scope to add any more spaces to this outcome because an upper deck cannot be accommodated without providing additional width which in turn would require constructing another new seawall marginally further out with associated road adjustment etc which would be cost prohibitive having already committed to a new seawall and all the associated works previously.

User pays comparison

Option 2 with its overall superior carpark numbers and allocated spaces can provide the least cost for general Commuter Sticker Parking @ indicative $300 p.a indexed.

Option 1 is next best with an average user fee of $350pa indexed but noting also that only 60 spaces achieved but still scope for 60 more.

Option 3 has the highest general user fee >$350 pa indexed with only 39 spaces achieved and again no opportunity to increase carpark numbers in that location.

Economic Risk analysis

Option 2 has potentially the greater economic risk given that it involves the largest up front loan and ongoing take up of specifically allocated spaces or alternatively higher user fee for all. With a net cost of $6.1M this is 50% more loan borrowing than Option 1 or 3 however from a balanced social and economic basis it provides the best outcomes.

In the medium to longer term of the loan, the financial risk with Option 2 significantly diminishes and with the continuation of the allocated spaces (and associated commercial return) and necessary general user fee for parking there is a positive dividend back to the community that can be applied to further upgrades / renewals into the future to provide added financial sustainability.

Options 1 and 3 cost a similar amount and as such have a similar financial risk however the number of additional spaces achieved in taking on that economic risk are significantly different.

Option 3 with its far fewer spaces at similar cost and impact with no future flexibility/intergenerational equity would make it uneconomic to proceed with this Option.

It is acknowledged that applying funds from the Commuter Sticker parking scheme plus the Pay & Display income toward the carpark outcome reduces the ability to otherwise use those funds on other PoM outcomes. This was considered at length as part of the adopted PoM and the provision of additional carparking and the application of these funds to this outcome was an overriding consideration to provide the necessary carpark relief.

Summation of Technical assessment and Triple Bottom Line Assessment

Option 2 with its 120 spaces clearly provides the overall best social outcome (primarily carpark provision) with the best economic result (significantly less cost per space achieved and potentially the least general user pays fee). Although the upfront loan is more substantial and hence a higher relative risk this option in the medium to longer term more than repays that initial investment not only in superior carpark relief but an additional financial dividend for the community. Option 2 has exactly the same footprint as Option 1 which is only marginally different to the adjusted Option 3. The primary differences are that Option 2 (and Option 1) do not rely on another separate location (the 10 spaces to the west) to make up the carpark numbers and the knock on added environmental and open spaces disturbances/reductions as is the case with Option 3. Option 2 (and Option 1) instead rely on a marginal increase of infill at the apex of the curve to achieve a fully compliant compact cell of optimal carparking with added road user and pedestrian safety and amenity benefits. The single deck is the major difference and has generated both support and objection. As outlined above there is already landscaping proposed between the road edge and the carpark for all of the options which provides a degree of screening for the lower and upper levels. With the single open deck there will be a façade treatment that will further ameliorate the visual impact and incorporating recycled wharf timbers (from ongoing works on Pittwater's 27 public wharves) along with an overall maritime theme that can showcase community art are seen as reasonable measures to reduce visual impact – see montages.

Option 1 with its 60 spaces is the next best however it is significantly short of what Option 2 can provide from a triple bottom line. Option 1 has half the number of spaces and as such has less social benefit. Although it is 2/3rd the net cost of Option 2 it has an average cost per space that is 35% more costly. A single deck can be added to Option 1 to convert its performance to that of Option 2 however if constructed at a separate time this will add to the cost as well as involve significant user impacts (need to be accommodated somewhere else).

Option 3 with its 'minimum infill' is acknowledged as a worthy objective. However it delivers by far the least number of car spaces at a much higher cost per space and as such from a social and economic standing provides the least beneficial outcome. As proposed this option has a number of technical non compliances and other knock on impacts. In particular once adjusted this option relies on trading a marginal difference in the new seawall alignment / backfill and a thin additional landscape strip for the added environmental disturbance and open space reduction associated with a much expanded carpark influence being the 10 spaces to the west. In net environmental terms the added infill once the road adjoining the central cell is re-established will be hardly noticeable however the impact to create the compensatory 10 spaces will have a much greater impact. A further objective of this option is to preclude any consideration of a single deck – whilst this will reduce the visual impact of Option 2 (noting landscape screening is already proposed for all options) it will basically consign future residents and visitors with at best a 39 space facility at high cost all round. This is not considered to be either sustainable to commit to in the first place or does not provide intergenerational equity and attendant inbuilt flexibility.

4.4 **Governance**

The 2009 adopted PoM for Church Point is the result of extensive technical, agency, community and Council input involving a Working Group, public meetings, community engagement, independent peer review and democratic process. Both Pittwater Council and the Minister for Lands signed off on the adopted PoM under both the *Local Government Act* and *Crown Lands Act*. This demonstrates a high degree of governance and engagement.

The most recent comparison and evaluation of Precinct One Carpark Option again shows a high degree of transparency, consultation and engagement.

Despite the prior decades of lack of action and that a comprehensive adopted PoM has been in place since 2009 that fully supports the need for additional carparking at the McCarrs Creek Road location, some submissions received have used the terms ‘pause and reassess”, ‘why the urgency?’ , ‘test other options’ and that ‘any carpark is unwarranted’ and ‘no support for deck’. As a general comment there has been abundant analysis and scrutiny over many years and confirmation of the carpark option to take forward needs to be decided to provide certainty and added transparency for the future, consistent with good governance principles.

Due to the volume of information, **Attachment 1** provides a comprehensive list of source documents and other pertinent information to be tabled at the meeting.

5.0 EXECUTIVE SUMMARY

5.1 The shortage of car parking at Church Point is a long standing issue. The adoption of a Plan of Management and associated Masterplan(s) in 2009 provided a way forward to a range of issues, including provision of additional carparking in a managed and transparent manner. This report specifically addresses Council's resolution of 15 October 2102 to compare and evaluate carpark layout options for the Precinct One carpark at the start of McCarrs Creek Road. The 3 x options are:

- **Option 1** - a 60 carpark facility at road level with a curved road realignment as per the Masterplan layout
- **Option 2** - a 120 carpark facility (as per Option 1 plus single deck over)
- **Option 3** - alternative proposed by Church Point Friends Group (CPFG) suggesting 60 spaces but adjusted to 39 spaces based on technical non-compliance and like for like comparison.

5.2 To assist the evaluation process a Design Group was re-established to include members of the local on-shore and off-shore resident associations plus the CPFG along with Council's Mayor, General Manager and other staff. Hyder Consulting, a specialist engineering company was engaged to provide an independent critique of all of the options, including as an Addendum Report the latest CPFG parallel / parallel alternative.

5.3 The Design Group met on three occasions and there was an exchange of comments, issues raised and replies for consideration. As part of the broader engagement process Council established a specific web page link to facilitate comments including Q&A facility; sent an information brochure to local on-shore and off-shore residents and held a public Meeting on Parking at Church Point that was well attended. Council is aware that some of the Resident Associations and CPFG held their own mini forums. SIRA and West Pittwater also conducted a survey of off-shore residents seeking feedback on various carpark options and fee structures as well as 'Pause and Reassess'. SIRA and West Pittwater have submitted the results of their survey.

5.4 Based on the technical analysis and triple bottom line assessment of options contained in this report and prior, the following is evident:

- As mentioned above, **Option 3 as submitted** contained a number of technical non-compliances and other deficiencies and once adjusted the proposed 60 spaces reduced to 39 spaces on a like for like comparison. The overall width of Option 3 also increased from proposed 24m to adjusted 27.5m.
- **Social impact / benefit** - using provision of carparking in the context of the chronic shortage at Church Point as a primary social indicator, Option 2 with its 120 spaces provides the highest social benefit. Option 2 has 60 more spaces (double) that of Option 1 and 81 more spaces (over 3 times more) than that of Option 3 (as adjusted). Option 3 also suffers from not being able to provide flexibility (no deck possible) for future carpark provision and as such has poor intergenerational equity
- **Economic impact / benefit** - Option 2 with its significantly lower cost per car space and potentially lowest user fee (subject to the number of allocated spaces) provides the highest economic benefit. Cost per space for Option 2 is 26% less than Option 1 and less than half the cost per space of Option 3. Option 3 also suffers from the constrained footprint that does not provide future flexibility to create additional spaces without a major injection of additional funding to relocate seawalls, infill and adjust roadway. Option 2 also provides scope for a future community economic dividend which further adds to its economic viability.
- **Environmental impact / amelioration measures** - all of the carpark options result in an environmental impact that needs to be considered as part of the triple bottom line impacts/ benefits. All Options involve a new seawall on a new alignment with a reconstructed road and carpark to the south (behind). All options involve infill over the current intertidal area. As per Hyder's summation, Options 1 &2 with the arc alignment has a variable width of infill with more in the middle and less at the ends. Option 3 with its straight alignment has a constant width of infill. In net terms the volume of infill difference between options is minimal based on Hyder's calculations for the previous option comparison which is similar to the CPFG latest alternative as adjusted. On this like for like comparison there is little environmental impact difference. Environmental amelioration measures include placing sandstone boulders for marine habitat in front of the structural wall. As a point of difference, Option 3 proposes a 2m wide landscape strip between the road edge and the boardwalk. Option 3 also proposes 10 spaces further to the west on McCarrs Creek Road to make up for its shortage of car park numbers in the main cell which in turn introduces environmental disturbance of the toe of the steep hillside and open space reduction from Rostrevor Reserve. Apart from these 10 spaces not being supported and could be common to all Options, these added environmental (and economic impacts) at this separate location tend to far outweigh the marginal difference in infill at the centralised cell

5.5 The public submissions received were in three primary categories:

- Support for one (or more) of the options
- None of the options/alternatives proposed
- Pause and Reassess or more information required.

Of the 89 respondents indicating support for a carpark option:

- 12% supported Option 1
- 67% supported Option 2
- 20% supported Option 3

In relation to the 45 responses for 'none of the options and/or other alternatives' – the majority of these were from on-shore respondents and suggested a number of alternatives. Of these:

- 16 did not support any option or sought delay (pause and reassess) for more information/other
- 11 suggested alternate locations such as Rowland Reserve, Mona Vale with shuttle service
- 6 suggested either decking or undergrounding the current Church Point carpark
- 6 recommended demand management measures
- 4 recommended a bridge or car ferry to Scotland Island or opening up Western Foreshore access
- 2 indicated use of Pasadena for parking.

It is noted that the adopted Church Point PoM already includes a carpark facility and as such, the 'no carpark' is not one of the options intended to take forward. In addition, a number of the suggested alternatives had already been considered and these were not included in the adopted PoM because they were not feasible, affordable or practical. Alternatives suggested but already ruled out included bridge to Scotland Island, car ferry to Scotland Island, deck or underground main carpark, use of Rowland Reserve, Bayview Park or Mona Vale Town Centre, shuttle bus, expanded ferry service.

Given the long timeframe over which the PoM and more recently the evaluation of options has been considered as well as the high level of technical and triple bottom line analysis applied and the community engagement undertaken, it is considered that pause and reassess has already occurred.

The BCPRA pro-forma petition indicated 112 submissions against the deck option – this however was based on a flyer that had inaccuracies and was prior to the Council Brochure and Community Meeting.

The Offshore Survey of residents indicated 258 (66%) support for Option 2, 57 (14.5%) for Option 1, 18 (5%) for Option 3 and 60 (15%) Pause and Reassess. When considering only whose who indicated support for one of the options, ie 333 respondents, the feedback from the SIRA Survey indicated7 7% support for Option 2, 17% for Option 1 and 5% for Option 3. Given than Option 2 sits immediately over the footprint created by Option 1, the combined support for Option 1 + Option, ie already adopted PoM layout, is 95% and 5% for the alternative CPFG Option 3.

5.6 Having regard to the lengthy and engaged processes already conducted to date as part of the PoM and more recently it is not considered that pause and reassess be supported. Further, the adopted PoM considered a range of alternatives and management measures and this was distilled down to the adopted Masterplan including the carpark layout - as such the suggested no carpark alternative is not supported nor are the further alternatives suggested.

5.7 The three options on the table are therefore the ones that have been compared and evaluated as per Council resolution of 15 October 2012. Based upon the technical evaluation, triple bottom line assessment and community feedback this report recommends that Option 2 singled deck carpark be endorsed as the carpark layout to take forward to the next stage of detail design and detail assessment plus survey / EOI of users with a further report to Council.

5.8 In recommending the Option 2, it is acknowledged that there is strong support as well as strong objection to this carpark facility and as such the technical and triple bottom line assessment has provided a way of comparing the net benefit of often competing views. The amelioration measures proposed with Option 2 are intended to reduce those concerns to a reasonable and hence acceptable outcome.

5.9 In addition to Option 2, further demand management, car park optimisation and transport alternatives are to be further investigated

---

RECOMMENDATION

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 apply 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.

Report prepared by

Chris Hunt
DIRECTOR, URBAN & ENVIRONMENTAL ASSETS

ATTACHMENT 1

SUPPORTING DOCUMENTATION referenced in this report (not attached due to volume constraints)

- **Report to Council 16 November 2009 regarding the adoption of Management Plan and associated Masterplan for Church Point**
- **Adopted Church Point Plan of Management 2009 with associated Precinct Masterplans Nov 2009 + Appendices**
- **Bayview Church Point Residents Association letter and design submission 2006 showing single deck carpark at McCarrs Creek Road (almost identical to subsequent adopted PoM layout)**
- **Minutes and presentation notes associated with recent 3 x Design Group Meetings**
- **Hyder Review of Seawall Options Dec 2012**
- **Hyder Carpark Options Evaluation Report – compared PoM Options 1 & 2 and CPFG 2nd Option (45 / parallel)**
- **Crozier Taylor Geotechnical Reports**
- **Hyder Report Addendum 1 – Evaluation of CPFG Minimum Infill Masterplan with parallel/parallel layout**
- **Council Brochure to local residents regarding carpark options under consideration and invitation to Public Meeting**
- **6 November 2013 Public Meeting Presentation Notes and Minutes of the Meeting**
- **Submissions received from Members of the Design Group made up of BCPRA, CPRA, SIRA, WPA + Church Point Friends Group – as such submissions from these sources have been grouped as part of the Design Group process**
- **Submissions from the public (separate to Resident Associations & Church Point Friends Group responses)**
- **Pittwater's Web Page information including Question & Answer – see Attachment 2 of this report**
- **BCPRA Flyer & associated pro forma petition – whilst the pro-forma petition solicits a response of strong opposition to proposed 2 storey carpark it was aligned to a flyer that has some incorrect and misleading information.**
- **SIRA & West Pittwater's survey of Offshore Residents and tabulated results– note this was not a Council conducted survey however the structure of the survey is considered to be a reasonable approach and information is therefore received on that basis as indicative feedback**

ATTACHMENT 2

Your Questions Answered – see also Pittwater Web Page

This is included given that it provides a running list of questions raised and the responses provided that help to describe the options, commentary on other options, the evaluation process and other relevant information.

PITTWATER COUNCIL

Your Questions Answered

If you have a question regarding the Church Point project which is not answered by our website, please email it to churchpoint@pittwater.nsw.gov.au. We will publish questions and accompanying answers within three working days of being received.

Note: Click on the question, to open the answer below the question

I read somewhere that the decked car park option will be 9 metres high. Is this correct?

The original response to this question incorrectly stated that the total height of Option 2 - the decked car park - would be around 7 metres. The correct height of this option would be closer to 4.6 metres in overall height. We apologise for the error.

ORIGINAL RESPONSE - Under the decked car park option, the total height of the car park will be around 7 metres. The height of the ground level area of the car park would be 2.87 metres and the upper deck approximately 4 metres which includes safety barriers and timber covering. The car park would be constructed using natural materials and also landscaped so it blends into the surroundings as much as possible.

Why aren't there any images of Option 3 so we can see what it looks like?

Option 3 was submitted by the Friends of Church Point in September 2013 as their preferred design option for the new car park, replacing an initial design which was costed and analysed by an independent consultant in April 2013. Digital images of this option are not currently available. The Council has engaged an independent consultant to assess the costs and technical detail of this latest option.

How much will each car space cost ratepayers?

Depending on which option the Council decides upon, each car space will cost from $51,000 to $76,000 to construct. The Council has pledged $1.3 million for the construction of any new car park. The remainder of the funds will come from a loan which will be paid by users of the car park through a parking permit scheme. Under Option 2 up to 60 car spaces could be leased on an annual basis for $4500 each to provide dedicated parking for users. Casual users would be charged between $300 and $560 a year, indexed to CPI.

Is the current option submitted by Church Point Friends the same option analysed in the Hyder Report?

There appears to be some confusion about Option 3 for car parking.

Church Point Friends (CPF) have submitted three options during a Design Group meeting process over the last 12 months. The second design (45 degree/parallel layout) was submitted in April and assessed by an independent engineering firm Hyder Consulting against the adopted Plan of Management Masterplan concepts.

CPF advised Council a week before the last Design Group meeting held on 20 September that they were withdrawing that design and have presented Council with another alternative design (parallel/parallel layout). In order to ensure that fair comparisons can be made between the options the latest CPF option has assessed by Hyder.

View the latest Hyder report on Option 3 'Car Park Options Addendum 1'

Can you advise if building a second level on the current car park is still an option?

This was considered when the Church Point Plan of Management was prepared and was ruled out for the following reasons:

The Lands Department are not receptive to the use of Church Point Reserve for extra parking as it is Crown land.

A decked car park in this location will be more visually obtrusive and create significant view loss. Placing the car park underground would be prohibitively expensive.

The high water table at this location would create engineering issues and further costs. Over 150 current car park users would be displaced during its construction. A temporary car park would have to be found during the 12 month construction period. Trees and landscaping on the main reserve would be removed. Reconstruction of the seawall and road realignment would still be necessary, further adding to the costs.

The options being considered are outlined in the leaflet distributed in October to offshore and onshore residents in the Church Point area.

What about the option of creating more car parking at Rowland Reserve?

Rowland Reserve is a regional park with a boat ramp financed by the NSW Government,as well as a highly popular dog exercise area. It is used extensively by dog-owners and boat-owners, particularly during the weekend and holiday periods. At these times it is often parked out.

Commuter parking at this location would conflict with these well-established uses and not be feasible for this reason. It would necessitate a shuttle bus service to Church Point or the creation of another boat tie-up facility for users.

There would also be a significantly longer and more hazardous boat journey from Rowland Reserve. To Scotland Island the shortest distance is 2.7 kms and to Tennis Wharf 4 kms in exposed water that can generate large swells . In comparison the shortest journey by boat from Church Point to Scotland Island is around 500 metres in sheltered waters and to Tennis Wharf 1.5kms.

Why can't the option of a car ferry be looked at?

Roads on Scotland Island and other offshore communities are not at the standard required to cope with vehicles and to bring them up to the required standard would need many millions of dollars in funding.

Added to this would be the cost of purchasing or leasing a car ferry and operating it. Holding areas would also need to be built both offshore and onshore to accommodate waiting vehicles. Infrastructure investment and construction of this size is simply beyond the capacity of the Council and would have other significant impacts.

How will the new car park be funded?

The car park project will be funded by two sources:

> The car park and road realignment will be funded by a loan that will be fully repaid by users through the Church Point parking permit scheme as well as a contribution from pay & display fees. There is no rates funding involved.
>
> Other funding is from RMS ($300,000) and Council ($1 million) which is specifically for the cost of replacing the already failed section of existing seawall/pathway and the proposed foreshore public boardwalk. These are projects not directly associated with the car park that need to be provided whether the car park proceeds or not. This funding will apply to all three options.

To summarise:

- the estimated net cost for Option 1 with its 60 car spaces is $4.1 million, equating to $68,000 per space
- the estimated net cost for Option 2 with its 120 car spaces is $6.1 million, equating to $51,000 per space. This demonstrates the cost effectiveness of doubling the car park numbers for only half again the initial capital cost. This option also has the potential to offer allocated spaces at a higher fee which in turn helps pay off the loan faster and keep other user fees down.

Preliminary assessment by independent consultants Hyder has put the cost of Option 3 with approximately 39 spaces at $4.1 million and as such the cost per space at around $105,000. The reduction in spaces suggested by the Hyder assessment is for Option 3 to meet required safety standards for both construction and users. This option originally proposed a 60 space car park.

> View the latest Hyder report on Option 3 'Car Park Options Addendum 1'

Will the new car park be for Church Point parking permit-holders only?

When the Council took over care and control of Church Point Reserve, a specific requirement of the Lands Department was that there would be no discrimination between Pittwater residents and visitors using predominantly a Crown Reserve. In short, the same parking rule and fee must apply to all.

As a result the standard Pittwater parking stickers do not apply in the Church Point precinct. Everyone uses pay & display to park in the Church Point precinct at an hourly rate of $3 with a maximum daily rate of $36. On a yearly basis that would equate to $13,140 per annum. More recently a Church Point parking sticker was introduced to take account of regular users of the existing car park and make it more affordable for them. This parking sticker is the alternative to pay & display. The current fee for this sticker is $291 per annum.

How was the figure of $300 pa plus CPI determined as a fee for Church Point parking permits even if nothing extra was built?

The $300 pa is the rounded fee from the current $291 per annum and approximates the 2014/15 fee for a Church Point parking permit (including 2.9% CPI indexation). This proposed $300 annual fee is subject to Council consideration and not adjusted to reflect the possible car park project repayment requirements.

Why do entry and exit turning circles need to be larger than 12m diameter, the traffic code standard for a moderately large car travelling at low speed and adopted by Ballina Council? I understand Option 3 has larger turning circles but is deemed inadequate in the Hyder assessment. Why?

The turning circle of 8 metres put forward by the independent assessment from Hyder is based on the Australian Standard (AS2890.1.B99) for Australian roads. It takes into account the fact that turns on roadways and ramps should not have a radius less than 8 metres so that the angle turned by the inner front wheel is less than 30 degrees.

It has always been understood that 20 cars would come off the existing Reserve once precinct 1 parking was complete, and another 30 cars would come off when alternate parking were identified. Please confirm how many cars come off the Reserve in each option.

The Church Point Plan of Management states: "Future additional carparking arrangements outside of the study area, such as the potential extension of Holmport Marina will be offset by the removal of parking spaces in the Church Point Reserve (total 30 spaces) which will revert to 'green' space and further increase the open space across the precinct as indicated on the Master Plan." There is no reference in the plan regarding a further 20 spaces coming off. There is reference to 20 x 4hr limited spaces.

Will the area East of Cargo wharf, currently used for carparking, be developed as a landscaped area integrated in the waterfront walkway as indicated on the masterplan?

Yes, once a decision on the car park has been made the space to the east of the Cargo Wharf can be developed as a landscaped area and integrated into the waterfront walkway.

What are the details of the waterfront boardwalk? Will it be an inviting place for passive recreation?

Yes it will be. The intention is to incorporate a maritime theme utilising wharf timbers, bollards and seating. There is also a future option to connect the eastern end of the commuter wharf directly to the main wharf which would provide further public space. The foreshore across the frontage to the main reserve will have the seawall rebuilt and will be marginally expanded to create a more usable park that links Bayview to the Church Point walkway.

How is the need for increased recreational amenity at the point being balanced against increased carparking?

The Church Point Plan of Management has identified three precincts that provide a balance between the two. The precinct approach also recognises the particular unique attributes and importance of the various spaces and that a one-size-fits-all approach does not work. Details of each precinct and how each can be planned as public space are contained in the Church Point Plan of Management. The intention is to provide in each precinct upgraded and expanded recreational spaces and social meeting places.

Car parking has been identified by the plan as essential to the needs of commuters and visitors to this area. The McCarrs Creek Road location was specifically selected because car parking can be placed against the existing cliff on the non-waterfront side of the road and as such is the least obtrusive and preserves views from the road to the water, while still providing the necessary safety, amenity and feasible increase in car park numbers.

On the understanding that community art involves integrating art in infrastructure, how will this be done at Church Point?

The design statement included in the leaflet mailed to local residents indicates that the car park will be integrated as much as possible into the surrounding environment which has a mix of natural and built forms. There is opportunity for community art to be incorporated at suitable locations across the precincts. In relation to the car park, the Option 2 single deck will involve a combination of landscaping and facade treatments including the potential reuse of recycled timber from Pittwater wharves. Community artworks that reflect the maritime history of Church Point could also be incorporated into the facade.

Will there be an independent planning/ design evaluation carried out before selection of an option?

No - this has already occurred as part of the latest design evaluations. Hyder Consulting was engaged during the Design Group meeting process in 2013 as independent experts to analyse alternate design options put forward by the Church Point Friends. Council will now consider the options still on the table at its December meeting. If one of the options is chosen then this will move forward to the detail design and implementation stages.

How will Council control non resident demand for parking spaces if parking is also available on a pay and display basis?

The Church Point precinct requires everyone to pay for parking and this will continue. The elected Council will set the parameters that will apply with any new facility. Any loan for the new facility will be repaid by a combination of commuter parking permit fees and pay & display. Dependent upon the option chosen there is potential for leased allocated spaces.

Onshore residents now have to pay $3/hr to park at their local waterfront. Will Council address this inequity as part of the overall plan?

Part of the conditions set down by the state government for the Council to manage Church Point Reserve has been that the same rules for parking apply to all irrespective of where they live. The only concession made at Church Point was for longer term commuter parking recognising essential need. The current $3 an hour rate per hour is consistent with pay & display parking at other reserves in Pittwater and is to assist with demand management of limited spaces.

Given the sensitive nature of this location why is Council not looking to exercise the same level of discretion in adopting parking codes as it has elsewhere in the Mona Vale commercial areas where traffic volumes are higher eg angle parking along Park Street and Pittwater Road?

Pittwater Road at Mona Vale is a main road under the jurisdiction of the state government (Roads & Maritime Services). Parking here is on a multi-lane road and in the past was adjusted to a 60 degree layout to obviate the need to cross the centreline to reverse park. Similarly Park Street has a combination of angled parking and 90 degree parking with wider traffic lanes that was put in place several years ago.

In comparison, the McCarrs Creek Road car park would be a new facility and must meet current Australian Standards. As a result Option 3 was independently reviewed in light of those standards and the number of car spaces would have to be reduced.

What is the overall height of the proposed two storey car park inclusive of pole lighting?

Subject to a detailed design, Option 2 would have the following height dimensions:
- Road to underside of supporting beams (open) = 2.4m
- Beam and slab thickness = 0.6m
- Parapet height = 1.2m
- Total height of structure above road level = 4.2m
- Optional dispersed timber upstands = +0.5m
- Lighting to be appropriate height and location with controlled directional light spill - details to be confirmed

---

Will the new car park be for Church Point parking permit-holders only? Could you clarify whether permit-holders (predominantly offshore residents) will have exclusive use of the proposed McCarrs Creek carpark at night, as they have been advised by their resident groups?

The exclusive use of car parking at Church Point is a matter that will be determined by elected representatives of Council. Details concerning possible exclusive use of the car parking facility for offshore residents at night (5pm to 9am) will be explored in the report to Council on 2 December 2013.

What is the projected growth (short, medium and long term) for on-shore and off-shore residents in the vicinity of the areas that are being 'affected' by the proposal?

There are 537 properties on Scotland Island and the lower Western Foreshores. This represents about 1,300 Pittwater residents who solely rely on boat/ferry access to and from their homes.

In addition, in northern Pittwater there are a further 400 offshore residents who have water access only to their homes.

Population growth within Pittwater and Sydney in general will continue to increase exponentially and this also increases visitor numbers to popular destinations such as Church Point which adds to the pressure on already chronic shortage of car parking.

If the Councils options are approved, how long is it expected that the additional car spaces will alleviate the car space issue?

There is already a chronic shortage of carparking at Church Point and this has been the subject of ongoing debate over the past 25 years. The lack of car parking is recognised in the adopted Plan of Management for Church Point as a primary concern. The additional car spaces in the proposed carpark at the start of McCarrs Creek Road are geared to alleviate the current situation.

The Council options with their 60 space and 120 space facility will provide a 14% and 28% increase in overall carpark numbers for the precinct respectively. There is also scope to accommodate bicycles under the access ramps as an alternative form of transport. Additional demand management strategies will complement the extra parking.

Demand for parking is not just from commuters but also from visitors and can also be seasonal. There is also the knock on impact on local narrow streets that are regularly parked out. The additional spaces may assist in providing some relief for these on-shore residents and their visitors.

What consideration has been done for the environment for the construction of the car park? What impacts will it have in the short, medium and long term?

The McCarrs Carpark project has been considered from a triple bottom line, being social, environmental and economic aspects.

A Review of Environmental Effects and Part V Assessment under the EP&A Act will be carried out for the project and this will examine the impacts and measures to be taken both during and post construction for the life of the project. At present there is a failed seawall resulting in erosion of the foreshore and continuing loss of access that needs to be addressed.

The construction phase will involve a new seawall on a new alignment, including infill from the existing road edge out to the new seawall. During construction the Pittwater waterway will be protected by the use of a floating sediment 'barrier curtain'. As part of the Commuter Wharf project the sea grass has already been mapped and this also identified that there will be no sea grass affected by the seawall project. Sandstone boulders will be placed along the lower part of the new seawall to a stable height to provide large habitat areas for marine life.

The carpark construction component will not affect the existing cliff face or vegetation above. The car park will be screened from the road with suitable landscaping. If the single level deck is added it will also be behind the proposed landscaping and have a suitable facade such as recycled wharf timbers that could also include a community art component.

Following construction the foreshore will not only provide parking, but also a much improved foreshore walkway and improved safety for motorists and pedestrians. As was the case with the Bayview to Church Point scenic walkway and the changes required for its construction, the medium and longer term changes were positive and the same result is envisaged for the McCarrs location.