

SIRA

**Discussion paper on
Church Point Parking Permit Fees**

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REPORT ON CHURCH POINT PARKING PERMIT FEES

EXECUTIVE SUMMARY

Background

In 2013 the Offshore Associations surveyed their communities regarding parking infrastructure options for Church Point opposite the Commuter Boat Wharf. The survey included indicative fees for the Church Point Parking Permits (CPPPs) which were proposed by Council in their 2013 community consultation process (see Appendix 1) which led to the December 2013 Council decision to proceed with the Deck Option

There were 383 people who responded to the survey and 65.6% supported the Deck Option. This support consisted of (a) 44.3 % who supported it at the lower annual fee of \$300 with the inclusion of 60 privately spaces, and (b) 21.4% who supported it with a higher fee of \$560 with no privately leased spaces.

Current Developments

Recently senior Council staff stated they will be recommending that the annual CPPP fees be **increased to \$500** once construction commences. Our mandate is to support the lower original fee (plus CPI) and we will be arguing for this. If we are not successful we will have to seek a new mandate.

This Discussion Paper outlines some of the history regarding the level of the CPPP fees. It summarises and cites relevant key documents to enable a more informed and transparent discussion of this matter.

In all previous documentation the **major factors and assumptions** affecting the level of the CPPP fees are:

- A. The **cost of construction** of the new infrastructure
- B. The amount of **contribution from Council** for works in this so-called Precinct 1 at Church Point
- C. The amount of **accumulated funds** in the Church Point Reserve Cost Centre
- D. The ongoing **contribution from the Pay and Display and Parking fines**
- E. The number of higher-priced **privately lease parking spaces**
- F. The ongoing **contribution of the Church Point Commuter Boat Wharf fees**
- G. The **length of the loan** needed to fund the residual amount
- H. The **rate of the loan** needed to fund the residual amount

Each of the above factors are examined in this paper. The factors which have changed since 2013 are the length of the loan and rate of the loan following receipt of the LIRS loan subsidy (see below).

The financial analysis following indicates that even with a shorter loan period of 10 years the project can be undertaken at the advertised 2013 fee IF:

- a) **all the major factors (financial assumptions) remain as documented and understood, and**
- b) **Council does not increase the fee for additional reasons such as:**
 - i. To **decrease** (i.e. offset financially) **the number of privately leased spaces**
 - ii. To **discourage and manage demand**
 - iii. To fund **other infrastructure improvements at Church Point**
 - iv. To compensate for a **particular community group receiving** a private benefit from a public asset
 - v. To provide an additional **general income** source for Council
 - vi. To cover depreciation and thus accrue income for **future replacement**
 - vii. To contribute to the **maintenance and management of facilities** at Church Point

Following the financial analysis table (page 8), it is argued that, with the possible exception of (i) and (vii), all of the above are unacceptable and an unfair impost upon those who live in the Offshore communities.

Recommendations:

The Offshore Community Associations with the support of Pittwater Councillors seek to ensure that:

1. The purpose of the Church Point Parking Permit fees is solely to contribute to the funding of the additional parking infrastructure at Church Point (with possibly a contribution to maintenance).
2. If the reason for higher fees is to decrease the number of privately leased spaces, the Offshore communities be given time to re-survey residents to determine their support.
3. Council confirms the principle of transparency and partnership with the Offshore communities in relation to present and future negotiations regarding the setting of the CPPP fees.

DISCUSSION PAPER

Background

In the development of the economic model for the Church Point Plan of Management (CPPOM) in 2009, the need for income to fund planned additional infrastructure became the primary rationale for the introduction of fees. The following were the Fees from the 2009 CPOM (pages 72-75) for the Commuter Boat Wharf Permits and Vehicle Permits (for *Without Deck* and *With Deck* Options).

CPPOM	Assumed No. of Permits Sold	First Year Fee – Indexed to rise at 2.9% per annum	
		Without Deck	With Deck*
Boat Permit	140	\$285	\$285
Vehicle Permit	455	\$575	\$275
Total		\$860	\$560

*Assuming 60 leased spaces

Since the above fees were calculated four things have changed (see details below):

1. Payments from Fees, Fines and Parking Machines have been accruing, minus some costs
2. The actual cost of the Commuter Boat Wharf construction was less than half that projected
3. The take up of both vehicle and boat permits is higher than projected
4. Estimated construction costs have been increasing annually by construction cost price index (CCPI)

In the 2013 Offshore survey, the indicative fees used were those quoted by Pittwater Council during its Community Consultation process in the latter part of 2013. Specifically, in Pittwater Council's "*Parking at McCarr's Creek Road – Church Point*" pamphlet (See Appendix 1 and note: they were not described in the pamphlet as "indicative fees" just as "fees") and, as stated by Council at their public meeting held at Pittwater RSL in October 2013, these were the fees:

- Option 1 (60 space Without Deck) - \$350
- Option 2 (120 space With Deck) – Either \$560 or \$300 (with 60 spaces leased at \$4,500 per annum).

These fees were also those set out in financial loan scenario spreadsheets provided by Council to SIRA during our ongoing consultation with Pittwater Council staff from 2010 to 2013.

It is important to note that these fees were based upon a 20 year loan scenario (as explicitly stated in the above pamphlet), which is no longer an option for Council (see below). But it is also important to note that these fees were set prior to the successful application of the NSW State Government LIRS loan subsidy.

A. PROJECT COST

In the "*Parking at McCarr's Creek Road – Church Point*" pamphlet (reproduced as Appendix 1), which was produced and widely distributed by Pittwater Council in late 2013, the construction costs were:

- Option 1 - \$5.4 million, including \$1.3 million from Council
- Option 2 - \$7.4 million, including \$1.3 million from Council

There are two sources of cost estimates:

- (i) Those set out in the original CPPOM (see Appendix 2) - which in the following financial analysis have an annual construction cost index increase applied.
- (ii) Those set out in the April 2013 Hyder Report "*Review of Parking Options for Church Point*" - which in the following financial analysis also have an annual construction cost index increase applied.

A.1 CPPOM Costings

Costings were set out in the *Economic Model for Implementation* (reproduced in full in Appendix 2) in the *Church Point Plan of Management* (CPPOM) November 2009. These tables include an amount of \$1,102,500 as an estimated cost for the construction of the Commuter Boat Wharf for both With and Without Deck Options. The Expenditure Table for Option 1 also includes an amount of \$465,696 for Landscape works in nearby Rostrevor Reserve.

If you deduct these amounts, the estimated costs in the CPPOM for the two options are:

- Option 1 - \$4,085,755
- Option 2 - \$5,739,505

The amount that cost estimates increase each year in the Construction Industry varies from year to year depending upon the supply of, and the demand for, suitably qualified construction companies. In the analysis below, a 4% per annum increase in the above amounts for 6 years up to 2015-16 has been applied (note: CPI is normally about 3%).

The cost estimates for 2015-16 are:

- Option 1 - \$5,169,784
- Option 2 - \$7,262,305

For the Deck Option the details of this annual increase are set out in the following table:

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Construction	5,739,505*	5,969,085	6,207,849	6,456,163	6,714,409	6,982,985	7,262,305
5% annual increase	229,580	238,763	248,314	258,247	268,576	279,319	290,492
Cumulative Increase	229,580	468,344	716,658	974,904	1,243,480	1,522,800	1,813,292

*From the November 2009 CPPOM

A.2 Hyder Consulting Pty Ltd Costings

In April 2013 Hyder Consulting produced costs for three parking options at Church Point. The costing for the Deck Option is set out in Appendix 3 and shows an amount of \$662,000 as an additional 10% contingency cost (also not in the CPPOM). The costing given in this report (including the 10% contingency) was:

- Option 1 - \$5.43 million
- Option 2 - \$7.26 million

For the Deck Option details of an annual 4% increase in Hyder costings are set out in the following table:

	2012-13	2013-14	2014-15	2015-16
Construction	7,276,000*	7,567,039	7,869,721	8,184,510
5% annual increase	291,040	302,682	314,789	327,380
Cumulative Increase	291,040	593,722	908,510	1,235,891
*From the April 2013 Hyder Report				

Both the CPPOM and the Hyder costings were arrived at through a robust process of quantity surveying. As shown in the above tables, the figures for the 2015-16 estimates are \$7,262,305 (CPPOM) and \$8,184,510 (Hyder). Much of this difference is explained by the fact that the Hyder costing includes a 10% contingency which was not in the CPPOM estimate (\$662,000 as at April 2013, indexed to \$744,660 for 2015-16). If you subtract that addition the two estimates differ by only \$177,545 (i.e. Hyder estimate being 2.5% cheaper).

Note: Hyder costings are used in the Loan Scenarios set out below

A.3 Deck Option Timber Cladding

In the lead up to the public consultations in 2013 regarding the options for Church Point parking, the possibility of cladding the Deck Option in wharf timbers was proposed. Images of that proposal were widely distributed. This was an aesthetic addition, but in the interest of comprehensiveness an arbitrary amount of \$300,000 is included in construction costs in the loan scenarios below.

B. Council Contribution - Sea Wall and Boardwalk

The CPPOM notes that, regardless of any additional parking infrastructure being constructed in Precinct 1, the reconstruction of the degraded seawall between Cargo Wharf and the Church Point Waterfront Café would still be necessary. In the CPPOM the section "The Planning Context" page 35 states "The seawall stretching from the general store to cargo wharf is in a state of disrepair with sections beginning to fail and fall into the estuary." Recognising the responsibility that Council has, on page 72 of the CPPOM an amount of \$500,000 as a contribution to the seawall was allocated in 2009 as income from Council from the CIP (Capital Improvement Program) as an Environmental levy for Seawalls (see Appendix 2).

This was in addition to three further contributions from CIP to the works in Precinct 1 totalling \$1,490,493:

- \$465,656 for proposed works in Rostrevor Reserve;
- \$300,000 for the Commuter Boat Wharf;
- \$224,717 for the partial funding of the extended car park –from CIP.

In the 2013 “*Parking at McCarr’s Creek Road – Church Point*” Council pamphlet the Council Contribution from CIP (for the seawall and boardwalk) was \$1,300,000. Indexed over two years up to 2015-16 that amount would be \$1,504,912. This is the figure used in the Loan Scenarios below.

C. Church Point Reserve Cost Centre

In 2009-10 Council created the “Church Point Reserve Cost Centre”. This cost centre accrues income from Church Point Parking and Commuter Boat Permit Fees; from Pay and Display Income at Church Point; and Parking Fines from infringements at Church Point. Since its establishment, expenses paid from this Cost Centre have been the major carpark works undertaken by Council in 2010-11 and 2011-12; and the construction of the Commuter Boat Wharf in 2012 (see below).

A Combined Income and Expenditure Statement is provided by Council each year for this cost centre (see Appendix 4). The figures are set out in the table below.

Note: From 2012-13 onwards an additional source of income received is the Commuter Boat Permit fees (approx. \$210 x 220 = \$46,200). This figure has not yet been included in the “Income and Expenditure Statements” provided by Council and needs to be corrected as the expenditure for the Commuter Boat Wharf certainly came from the Church Point Reserve Fund.

To extend the analysis out to 2015-16, when it is anticipated that the actual works will commence, it is assumed that the trend of increasing income will continue in 2014-15 and 2015-16. The expenditure in this period is not anticipated to be significant. To be conservative we have assumed an additional expenditure of \$25,000 each year. Thus, an estimate of the equity in the “Church Point Reserve Cost Centre” by the end of 2013-14 is \$775,751 and at the end of 2015-16 is **\$1,503,571**. See the table below:

Income	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Fines	15,850	8,503	139,896	14,331	330,000	350,000
Parking Machines	77,399	105,963		142,979		
Parking Stickers	148,795	156,700	150,545	156,630		
Sub-Total	242,044	271,166	290,441	313,940		
Boat Stickers	-	-	46,000	46,000	48,000	50,000
Total	242,044	271,166	336,441	359,940	378,000	400,000
Expenditure						
Carpark Works	76,398	33,725	-	-		
Commuter Wharf	-	323,897	-	-		
Other	-	-	-	-	25,000	25,000
Total	76,398	357,622	-	-	25,000	25,000
P/L	165,646	-86,456	336,441	359,940	353,000	375,000
Equity	165,646	79,190	415,631	775,571	1,128,571	1,503,571

D. Ongoing Pay and Display and Parking Fines Contributions

It is presumed on the basis of previous contributions to the Church Point Cost Centre that the funds raised from the Pay and Display (P&D) and Parking Fines would contribute to the servicing of the loan. Without this contribution the fees would need to increase significantly.

One reasons for the inclusion of the Parking Fines income is that anecdotally many people are of the view that a significant portion of the fines are from Offshore community members. To verify this we would need some historical data from Pittwater Council compliance branch.

The ongoing contribution of the P&D income to service the loan pivots upon the question of whether there will be any P&D parking in the new infrastructure. If this does not happen then the justification for using this income to contribute to the loan is weakened. Conversely, if there is no contribution to the servicing of the loan from P&D then reasonably there should be no P&D parking allowed in the new infrastructure. The area should thus being entirely exclusive to CPPP holders, some Private Leased spaces (if any) and some required Disabled Parking spaces.

The possibility of there being P&D allowed during daylight hours (6am to 6pm) in the new infrastructure and some relative contribution of P&D to servicing the loan is an option to be considered.

E. Privately Leased Parking Spaces

The proposal for 60 exclusive spaces in the new infrastructure leased for \$4,500 per annum was put forward in the CPPOM in 2009. Since then the proposed annual fee has risen to \$4,900. In the 2013 survey conducted by the Offshore Associations 74 people expressed interest in leasing one of these privately leased spaces, of those 56 currently had Church Point Parking Permits **AND** park at Church Point.

This proposal has its supporters and detractors. In its favour it helps keep the general fee lower. For example, in the financial analysis given below, without the 60 leased spaces the general fee would need to increase by more than 250%.

The concerns about this include: the social equity of such a proposal; if the predicted demand is not taken up general fees would need to be higher; people who presently do not park at Church Point will take up this offer and bring more vehicles to Church Point; once the loan for the construction has been paid off will this arrangement continue indefinitely.

Recently discussions have been held that if the proposal for the Decked Option proceeds, then the Offshore Associations should survey their residents to determine their possible willingness to accept higher general CPPP fees in exchange for fewer privately leased spaces.

F. Commuter Boat Wharf

The new Commuter Boat Wharf was constructed at a significantly less cost (approx. \$534K) than estimated in the CPPOM (\$1,102,500). It did not include the “fingers” which are a later option. The cost of construction was met from two sources. Council received two grants (approx. \$210K) and \$323,896.54 was paid from the “Church Point Reserve Cost Centre”. This was in part a consequence of not constructing the proposed “fingers”, it is also a good indication that the original cost estimates were conservative. Note that recently an addition State Government Grant has been obtained to fully fund two of these “fingers”. Arguably, once the above amount of \$323,896 (plus some allowance for interest) is paid back these fees should cease or at least be reduced to make some contribution to ongoing maintenance. At the current rate of repayment (approx. \$50K per annum) this could be/should be around 2019 or 2020.

G. Loan Period

Until the last few years all discussions about the loan period were based on a 20 year loan. For example, on page 71 of the CPPOM *“All borrowing options have been **based on a 20 year loan** scenario at current rates of commercial loan borrowings, current yearly CPI rates and relative construction / design contingencies.”* Similarly in 2012 and 2013, at meetings held at Council and via email, several versions of a spreadsheet were shared that modelled the borrowing and repayment plan to finance the proposed additional construction works in Precinct 1. These discussions and documents were based on a 20 year loan period that made possible a \$300 per annum indicative fee for the Deck Option.

We understand that in recent years Council has adopted a practice of only taking out loans for a maximum 10 year period. In addition, this is a condition of LIRs (see next section). Thus the loan period now being considered is 10 years. The good news is that the low loan rate subsidised by the LIRs scheme means the project can still be undertaken at the same rate as calculated for a 20 year loan.

H. Loan Rate and the NSW Government Local Infrastructure Renewal Scheme (LIRS)

Council is able to access loans at a rate considerably lower than standard commercial loans or mortgages. Most recently the rate for a loan greater than \$1 M has been marginally above 4%

Council have been successful in their application for the LIRS loan offset. The arrangement is somewhat complicated in that Council actually borrows the amount at the + 4% rate and then receives the 3% subsidy as an offset payment. To simplify in the following analysis we have set the loan rate at 1.5%.

I. A Simple Financial Analysis

Constructing financial loan packages requires determining the principal amount, interest rate, loan period, number of payments in that period and as an option **the amortisation formula for the loan (e.g. having lower repayments at the beginning which rise by a percentage each year)**. A standard rising repayment schedule is set out on the bottom row of the following table.

To manage risk a fixed rate is preferred. Council is normally able to obtain loans at a lesser than normal commercial loan rate - approx. 4.5% per annum. Thus with a 3% LIRS loan subsidy this rate would be 1.5%.

As discussed above the Loan Scenarios in the following table contain several assumptions:

- A. The **cost of construction** of the new infrastructure
- B. The amount of **contribution from Council** for works in this so-called Precinct 1 at Church Point
- C. The amount of **accumulated funds** in the Church Point Reserve Cost Centre
- D. The amount of ongoing **contribution from the Pay and Display and Parking fines**
- E. The number of the higher priced **privately lease parking spaces**
- F. The ongoing **contribution of the Church Point Commuter Boat Wharf fees**
- G. The **length of the loan** needed to fund the residual amount
- H. The **rate of the loan** needed to fund the residual amount

As set out in the following table there are 7 Loan Scenarios (see accompanying Excel spreadsheet). The variable for each scenario is the change in number of privately leased spaces.

For those interested in examining the effect of altering any of the above assumptions upon the fee amount there is a spreadsheet accompanying this document that allows you to do so.

FINANCIAL ANALYSIS AND LOAN SCENARIOS

CONSTRUCTION COST ESTIMATE FOR DECK OPTION	
Estimates in the April 2013 Hyder Report (including 10% contingency)	\$7,276,000
Estimate in June 2016 with 4% increase per annum	\$8,184,510
Estimate of Wharf Timber Cladding	\$300,000
SUB-TOTAL	\$8,484,510
Council CIP Contribution to the construction of the seawall and boardwalk (\$1.3M indexed at 5% per annum over 3 years)	\$1,504,912
Equity in Church Point Fund at end of 2015-16	\$1,503,571
BALANCE	\$5,476,026

Loan Scenarios	①	②	③	④	⑤	⑥	⑦
	Number of Privately Leased Spaces						
	60	50	40	30	20	10	0
Annual repayment on a 10 year loan with NSW Government (LIRS) Loan subsidy of 3% – i.e. Loan at 1.5% fixed rate ¹	\$590,041	\$590,041	\$590,041	\$590,041	\$590,041	\$590,041	\$590,041
Leased spaces at \$4,900 each	\$294,000	\$245,000	\$196,000	\$147,000	\$98,000	\$49,000	\$0
Pay and Display and Fines (as per 2013-14 amount)	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000
220 Boat Permits at \$230 each	\$50,600	\$50,600	\$50,600	\$50,600	\$50,600	\$50,600	\$50,600
Contribution to ongoing maintenance of the new infrastructure	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
BALANCE	\$153,441	\$202,441	\$251,441	\$300,441	\$349,441	\$398,441	\$447,441
Cost per CP Parking Permit over 10 years for 600 Permits	\$307	\$405	\$503	\$601	\$699	\$797	\$895
If repayment is graduated to rise at 3% per annum for the first 5 years (as proposed in the CPPOM), the first year Permit Fee is...	\$196	\$294	\$392	\$490	\$588	\$686	\$784

¹ Using Excel PMT Function

Reasons for Charging Higher Fee and Arguments Against

The financial analysis above, if all assumptions hold, may establish the necessary conditions for being able to keep fees at the 2013 advertised rate (or lower), but **they do not establish a sufficient condition for doing so**. This is because the proposers of higher fees in Council may argue that there are other reasons that determine why the fees should be higher than those needed to simply finance the project. Each of these possible reasons and an initial response to them are outlined below:

Reasons for Higher Fee	Arguments Against
To decrease (i.e. offset financially) the number of required privately leased spaces	While this may be acceptable to some, it has not yet been tested in a community consultation process
To discourage and manage demand	Parking at Church Point is not a discretionary expense for Offshore community members who need to access their homes. That is, there would likely only be a minor demand management effect and a major economic impost (Note: This might be an acceptable argument for charging higher fees for CP Permits for non-local residents.)
To fund other infrastructure at CP	These other infrastructure improvements will be for the benefit of all users of Church Point and should not be subsidised by the Offshore communities CPPP fees.
To compensate for a particular community group receiving a private benefit from a public asset	There has been at least a 70 year precedent of free parking for local residents at Church Point, and also many examples of resident groups across Australia that park free in valuable public spaces in order to access their homes.
As additional consolidated income for Council	This would be a very discriminatory and indeed predatory, taking advantage of a group of residents' need to access their homes to raise general revenue
To cover depreciation and accrue income for future replacement	Future beneficiaries should pay for future infrastructure
To fund (or contribute to) maintenance and management of facilities at CP	As with all such Council assets any maintenance should be borne by the general asset maintenance budget.

To summarise, it may be the case that the first and last reasons above may be acceptable, though particularly the first would require a further survey to ensure general support. But all the other reasons for increasing fees above the level necessary to fund the construction are neither fair nor acceptable.

Future of CPPP Fees after Repayment of Loan

Once the loan is repaid (10 years) there are at least five options:

- a) Fee payments cease
- b) Fees continue but are reduced to only cover ongoing maintenance
- c) Fees continue but are reduced to only cover depreciation (i.e. for future replacement)
- d) Fees continue but are reduced to only cover (b) and (c) above
- e) Fees continue at their existing level to cover (b) and (c) above and as a revenue stream.

Once constructed, this infrastructure will become a Council asset that will extend past the loan period and continue generating income for the life of the asset.

The following argument has been strongly put by local residents with significant professional financial management backgrounds: *Council is treating this project like a private sector commercial transaction to ensure every dollar is recouped over 10-15 years. The Commuter Boat Wharf and the proposed new carpark like many public assets should be viewed over a longer time frame. The previous Commuter Boat Wharf, that was less structurally sound, survived more than 30 years. The debt funding arrangement Council has with the borrower should be divorced from the arrangement it has with the Pittwater residents. Council will benefit long term from these Pittwater assets and should not place such a significant financial burden on Offshore residents.*

The only answer to this very reasonable argument may be that, given the controversial nature of the project, without the willingness of Offshore residents to contribute financially in a significant way this project would not proceed.

Summary and Recommendations

The surveys the Offshore Associations undertook in 2012 and 2013 to determine the community's views in relation to infrastructure options for Church Point included indicative fees for annual parking permits. These fees were those proposed by Council in 2013. In recent discussions with Council staff they have indicated that Council are considering charging higher fees.

The above table has set out a Financial Analysis with different loan scenarios which indicates that the project can indeed be undertaken at the advertised 2013 fee rate. This analysis also examines the effect on fees with 60, 30 or 0 leased spaces.

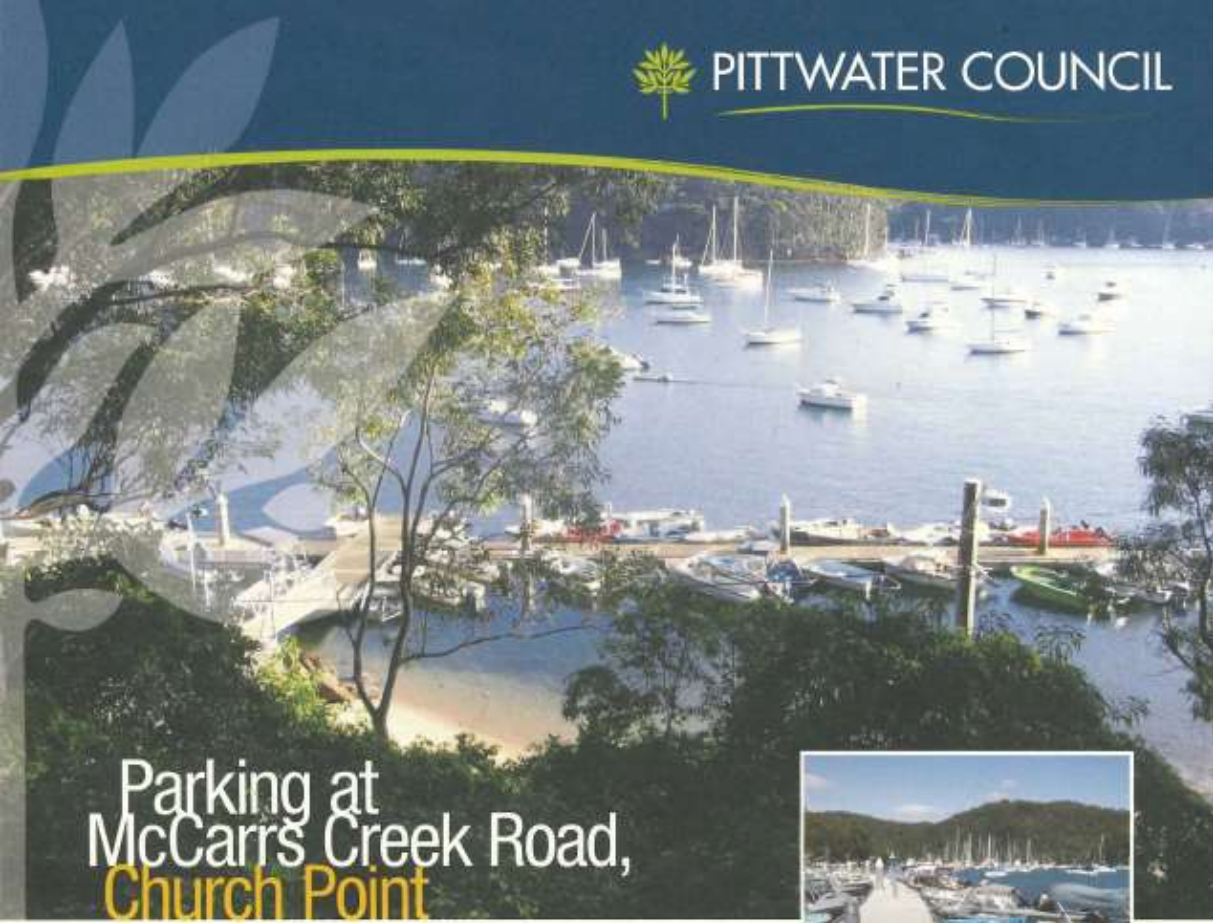
It is recommended:

The Offshore Community Associations with the support of Pittwater Councillors seek to ensure that:

1. The purpose of the Church Point Parking Permit fees is solely to contribute to the funding of the additional parking infrastructure at Church Point (with possibly a contribution to maintenance).
2. If the reason for higher fees is to decrease the number of privately leased spaces, the Offshore communities be given time to re-survey residents to determine their support.
3. Council confirms the principle of transparency and partnership with the Offshore communities in relation to present and future negotiations regarding the setting of the CPPP fees.

APPENDIX 1

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PITTWATER COUNCIL

Parking at McCarrs Creek Road, Church Point

In 2009 Pittwater Council adopted a Plan of Management for Church Point. Since then we have been working with residents to decide how to create more parking in Church Point. To help resolve parking problems, a new car park could be located on McCarrs Creek Road near the commuter wharf.


We are now at a point where a decision needs to be made on the most feasible option.

Over the last year a working group made up of residents associations from Church Point, Bayview, Western Foreshores and Scotland Island, Councillors and Council staff has examined several design ideas.

They have looked at design options from a community, safety, financial and environmental point of view.

Pittwater Council will contribute \$1.3 million to any new car park. Additional funding would be through a 20 year loan, serviced by funds from a Church Point parking permit scheme.

Three options have been put forward by the working group after considering numerous ideas over the last 12 months.



It's now time for the wider community to have their say.

Inside this leaflet are more details of the three options and ways for you to comment. The closing date for comments is Monday 5 November 2013. You're also invited to a community forum at Mona Vale Memorial Hall on Tuesday 29 October between 6.30pm and 8.30pm to discuss the options in more detail.

For more information about the Church Point car park project, visit www.pittwater.nsw.gov.au/churchpoint
If you have any questions about the project, please email churchpoint@pittwater.nsw.gov.au or phone 9970 1111.

pittwater.nsw.gov.au/churchpoint



Design statement

The underlying principle of any preferred design is that the car park must harmonise with the Church Point environment. All three options proposed will take account of natural and manmade features of the Church Point area, such as low-level development, the new commuter wharf, the existing seawall and the proximity of the wharf to the surrounding cliff face. Construction methods and materials used will where possible blend into the natural surroundings.



Option 1

Proposed by Pittwater Council

- A 60 space car park with four disabled spaces
- The parking would be front/rear to kerb
- Between 28-32 metres of infill from the cliff
- The construction cost would be \$5.4 million, including \$1.3 million from the Council
- \$4.1 million would be borrowed through a 20 year loan
- An annual parking permit fee of \$350 would be applied to users.
- This design meets safety and access requirements and is approved by the Church Point Plan of Management

Option 2

Proposed by Pittwater Council

- A 120 space car park with four disabled spaces and an upper deck
- The parking would be 90 degrees, front/rear to kerb
- Between 28-32 metres of infill from the cliff
- The construction cost would be \$7.4 million including \$1.3 million from the Council
- \$6.1 million would be borrowed through a 20 year loan
- If 60 spaces are not privately leased, an annual fee of \$560 would be applied to users
- If 60 car spaces are reserved for private use at an annual fee of \$4,500 each, the annual fee for other users would be \$300
- This design meets safety and access requirements and is approved by the Church Point Plan of Management.

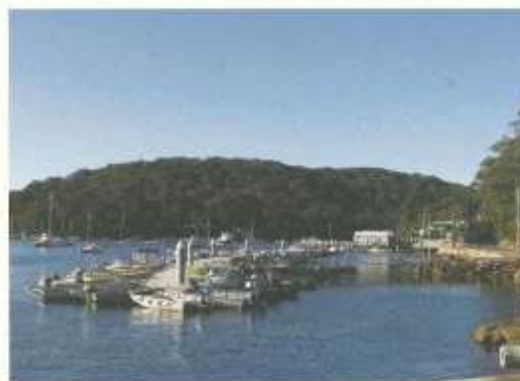
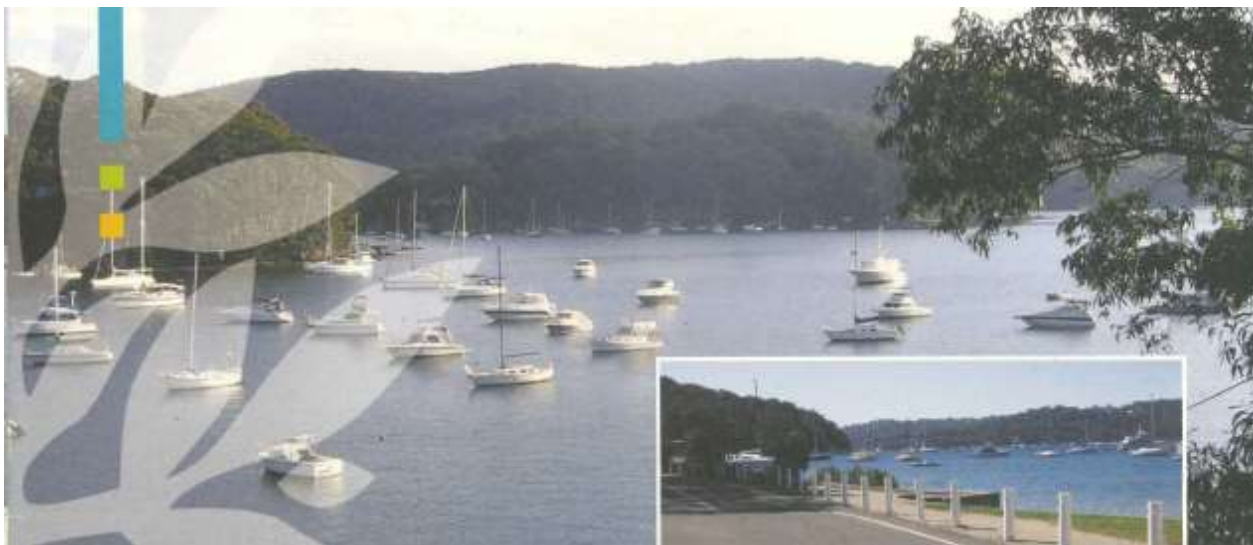


Option 3

Proposed by the Friends of Church Point

- A 60 space car park requiring excavation into the western cliff face to provide 10 of the 60 spaces
- Parking would be parallel
- Provides a landscape strip between the road and pedestrian pathway
- Least extent of infill – around 26 metres from the cliff
- Construction is currently not costed. The Council will contribute \$1.3 million
- The annual fee for users is currently not costed
- Would need modifications to meet required safety standards for construction and motorists.





Have your say

All three options are open to comment from residents in the Church Point, Bayview and offshore communities until Monday 5 November 2013. Public feedback will be taken into account before the Council considers a preferred option.

The Council must make a decision based on:

- current and future needs
- the financial viability of each option
- the impact on the local environment
- disruption to the community during construction
- the safety of motorists, pedestrians and construction workers
- ongoing costs, including loan servicing and user fees

You can comment:

- Online at www.pittwater.nsw.gov.au/churchpoint
- By email at churchpoint@pittwater.nsw.gov.au
- By mail to PO Box 882 Mona Vale NSW 1660 marked 'Church Point'

All comments must be in writing and received by the closing date of **Monday 5 November 2013**.

For more information about the Church Point car park project, visit www.pittwater.nsw.gov.au/churchpoint. If you have any questions about the project, please email churchpoint@pittwater.nsw.gov.au or phone 9970 1111.

Pittwater Council

Customer Service Centres:

1 Park Street, Mona Vale

Mon-Thurs 8.00am-5.30pm **Fri** 8.00am-5.00pm

59A Old Barrenjoey Road, Avalon

Mon-Thurs 8.30am-5.30pm

Friday 8.30am-5.00pm

Ph: 9970 1111 (24 hours)

Fax: 9970 1200

Email: Pittwater_council@pittwater.nsw.gov.au

Web: www.pittwater.nsw.gov.au

Mall: PO Box 882, Mona Vale NSW 1660



APPENDIX 2

From the **Church Point Plan of Management – Management Strategies** (Pages 71 to 75)

6.4 Economic Model for Implementation

Indicative costs for works implementation in accordance with the Master Plan have been developed for each of the precincts as follows:

- ① Precinct 1 – McCarrs Creek Road
- ① Precinct 2 – Village Square
- ① Precinct 3 – Church Point Reserve

For each Precinct indicative works expenditure and potential total income have been identified. Figures are indicative only and as such are subject to confirmation during the detailed design and construction phases. It should be recognised that the commencement and completion of any proposed works are dependent on available resources and funding.

6.4.1 Funding Strategy

The delivery of the Master Plan works depends upon available funding. The funding principles outlined in the Plan of Management are and subject to alteration as detailed cost planning is developed.

Simplistically funding is to be sourced from the following specific areas:

- Council Funding (CIP / General Fund);
- Sale of Council Land (Lots 15 & 15a);
- Pasadena Easements Funds;
- Grant Funding (i.e. NSW Maritime, NSW Department of Transport);
- State Government Contributions (Land and Property Management Authority);
- Borrowings;
- Commercial use permits; and
- Community contribution (user-pays system).

The economic funding model is based on the following principles:

- There is a need to provide surety to both Council and residents (stakeholders) that the overall scheme is achievable in the long term.
- The PoM is a long term strategic direction that will have a segmental, piece by piece works approach based on ongoing consultation with all stakeholder groups, available funding and approval by elected Council.
- Each area of development (precinct) has been broken up into segmented works projects requiring an estimated budget and process of development.
- Cost estimates of works have been developed utilising the 1:500 masterplans and more detail precinct plans. Cost estimates were prepared by a practicing qualified Quantity Surveyor and are indicative of costs only. Further estimates based on more detail plans prepared as outlined in the PoM may change estimates and necessitate further economic modelling and fee structures should Council proceed with any selected works items.
- Modelling has been based on reasonable financial exposure of Council's Capital Works Program relevant to equity to the residents of Pittwater and Council's overall financial position. Modelling as presented has also considered the reasonableness of charges as discussed with Council by user groups (Offshore residents).
- Works provided for the use by all ratepayers, local residents and residents of NSW have been costed to Council or the State/Federal Governments through the use of grant funding to capitalise the scheme.
- Requests to consider a flat fee levy across all Offshore residents has been investigated but is unable to be introduced due to the inequitable levies required under an advalorem levy system as required under legislation as administered by the Department of Local Government and Local Government legislation.
- Cost estimates represent options for both construction of the proposed carpark area (in Precinct One) without a suspended carpark and the proposed carpark with a suspended carpark given the still investigative nature of the carpark proposal.

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- All borrowing options have been based on a 20 year loan scenario at current rates of commercial loan borrowings, current yearly CPI rates and relative construction / design contingencies.
- Projected grant funding for the project is relatively high but relies on Pittwater's status as Sydney's second largest estuarine water body and subject to funding from state government bodies such as the Department of Waterways and the Department of Transport in relation to construction of water transport facilities and boating recreational facilities.
- Each precinct relies on a standalone budget forecast and set of planning guidelines for its ongoing development and ongoing consultation with stakeholder groups and referral to elected representatives.
- No part of the development scenario will proceed until it has been liaised at a detail level with local residents, stakeholder groups and approved by Council's Senior Management Team and elected Council.

Sale of Council Land (Lots 15 & 15a)

Within the preliminary funding strategy the sale of Council Land (identified as Lot 15 and 15a in DP10583, known as 2199 Pittwater Road, Church Point) specifically provides funding for works in Precinct 3, Church Point Reserve. The proposal is subject to further detailed analysis and design development including community consultation / public exhibition as part of the approval process.

A current market valuation of the land has been commissioned to provide a reasonable basis for the indicative costings within the Plan (valuation completed 31st March 2009). The subject land has been valued assuming a '2(a) Residential A' zoning with allowance for a single dwelling on each of the 2 lots. The valuation suggests a net realization in excess of \$1 million for both lots.

For the purposes of this Plan of Management and the presentation of indicative costings an approximate net value has been incorporated. It should be noted however that the final sale price will be subject to many variants and as such the included valuation rate and subsequent costings are preliminary only.

Borrowings

Borrowings will be serviced by the establishment of a 'user-pays' system for vehicular and boat parking. Alternative financial solutions including the establishment of a 'levy' have been reviewed. Preliminary investigations of the levy proposal suggest an increase in local rates of approximately \$600-\$1000 per year would be necessary to finance the proposed works. Although legally possible, the Department of Local Government will not allow such excessive increases in local rates and as such the levy proposal has been deemed unworkable. The user-pays system is preferred and initial costings have been prepared based upon this structure.

Proposed works would be phased (refer Planning and Works Strategy) and specifically the implementation of the 'user-pays' system (permits and licences) would be implemented prior to construction works commencing to establish 'take-up rates' and finance design development costs.

The preliminary calculations of annual fee charge included in the draft Plan of Management are based upon an estimated number of car permits and boat tie-up licences. The estimated number of car permits has been calculated with reference to the proposed number of car spaces available with a buffer of 50 permits. A total of 455 permits. The buffer allows for variation in the take up of permits and / or changes in the final design parameters.

The estimated number of boat tie-up licences relates directly to the proposed number of tie-up bays at the Commuter 'dinghy' wharf. A total of 140 licences. Preliminary numbers may be adjusted in the detailed design phase when berth sizes and tie-up methods are refined. This would ultimately impact on the annual fee charge proposal.

It should also be noted that the preliminary costings do not include revenue raised from permit charges for:

- non-powered watercraft, kayak, sail board tie-up / storage facilities;
- commercial charter operators, transport operators (water taxis and ferries) utilizing the Commuter 'ferry' Wharf; and
- commercial use (Contractors) utilizing Cargo Wharf.

Permits would be provided in accordance with Council fees and charges. The fees and charges will be

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reviewed annually as per Council's Management Plan.

All monies collected via permit / licence agreements within the Church Point Study Area will be held by Council in a specific account and only expended on capital works as detailed in this Plan of Management.

6.4.1 Costings – Precinct 1: McCarrs Creek Road

The following table identifies the estimated cost of capital works (Expenditure) and anticipated Council funding & borrowings (Income) for Precinct 1, McCarrs Creek Road.. All figures are indicative only.

Precinct 1: Scope of Works - Expenditure

Rostrevor Reserve (inc Cargo Wharf surrounds)			
Landscape Works – hardworks / beach access / softworks	a	\$	423,360
Design Development (10% of Contract Works)		\$	42,336
Sub - Total		\$	465,696
Western Carpark / McCarrs Creek Roadway Re-Route / Seawall Realignment			
Preliminaries / Site Preparation / Seawall & boardwalk / Road re-route, carpark,	b	\$	3,714,323
citaworks / Outbuildings / Landscaping @ 100%	c	\$	371,432
Design Development (10% of Contract Works)			
Sub - Total		\$	4,085,755
Commuter 'dinghy' Wharf			
Preliminaries / Site Preparation / Floating pontoons / Fixtures and Fittings	d	\$	1,002,273
Design Development (10% of Contract Works)	e	\$	100,227
Sub - Total		\$	1,102,500
TOTAL EXPENDITURE		\$	5,653,951

Precinct 1: Scope of Funding - Income

Council Funding from CIP - Rostrevor Reserve	funding for a	\$	465,696
Council Funding from CIP – Commuter 'dinghy' Wharf	partial funding for d,e	\$	300,000
Ticket System Funding – Dinghy Commuter Wharf	partial funding for d	\$	316,017
Council Funding from CIP - Environmental levy for Seawall	partial funding for b, c	\$	500,000
Council Funding from General Fund at 10% of Western Car park / McCarrs Creek Road / Seawall	partial funding for b, c	\$	408,575
Borrowings - Precinct 1 Western Car park / McCarrs Creek Roadway Re-Route / Seawall – 455 permits (incl 50 buffer)	partial funding for b, c	\$	3,177,179
Borrowings - Precinct 1 Commuter 'dinghy' Wharf – 140 licences	partial funding for d,e	\$	486,483
TOTAL INCOME			5,653,951

Note: The above costs do not include ongoing Management and Maintenance of the Church Point Study Area

It is proposed the funding of Precinct 1 works will be facilitated by various Council funds and substantial borrowings. The repayment of borrowings will be offset by an annual fee charge to users (refer Funding Strategy) with an identified cost per space. Fee charges have been identified for the following:

- Church Point Reserve, Western car park, McCarrs Creek roadway (estimated 455 car permits – including 50 permit buffer)
- Commuter 'dinghy' Wharf (estimated 140 boat licences)

Initial fee charges have been identified as either a flat rate annual fee over 20 years or as a first year annual fee rising by an index of 2.9% over 20 years. All fee charges will be reviewed annually relative

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to interest rate changes and in accordance with Council's Management Plan. Note: Annual fee charges are indicative only and will need to be confirmed at completion of works.

Initial Annual Cost per Space for 20 years

First Year Fee

(rising by index of 2.9%)

Extended car park / McCarrs Creek roadway reserve re-route	\$ 575
Commuter 'dinghy' Wharf	\$ 285

6.4.2 Costings – Precinct 2: Village Square

The following table identifies the estimated cost of capital works (Expenditure) and anticipated funding (Income) for Precinct 2, Village Square. All figures are indicative only.

Precinct 2: Scope of Works - Expenditure

Deck Boardwalk and Wharf Construction	
Construction of deck, pontoons and boardwalk	\$ 1,707,773
Wharf Buildings	\$ 77,175
Design Development (10% of Contract Works)	\$ 178,495
Sub - Total	\$ 1,963,442
Thomas Stephens Reserve & surrounds	
Preliminaries / Roadway Improvements / Parking area /	
Hardworks / Landscaping	\$ 640,501
Design Development (10% of Contract Works)	\$ 64,050
Sub - Total	\$ 704,551
TOTAL EXPENDITURE	\$ 2,667,993

Precinct 2: Scope of Funding – Income

Council Funding from CIP		1,111,900
Funding From The Rezoning and Sale of Council Land at Church Point		200,000
Pasadena Easement Funds	Subject to Confirmation	1,250,000
Grant Funds - NSW Maritime ie 'Better Boating Programme' (\$ for \$)	Subject to Confirmation	1,000,000
Grant Funds - NSW Department of Transport (\$ for \$)	Subject to Confirmation	1,000,000
Land and Property Management Authority - Contribution General Store Lease	Subject to Confirmation	217,993
Council Funding from CIP (for Upgrade of Thomas Stephens Reserve)		190,000
TOTAL INCOME		2,667,993

6.5.4 Costings – Precinct 3: Church Point Reserve

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The following table identifies the estimated cost of capital works (Expenditure) and anticipated funding (Income) for Precinct 3, Church Point Reserve. All figures are indicative only.

Precinct 3: Scope of Works – Expenditure

Church Point Reserve – Carpark / Foreshore / Bennetts Point Parkland	
Carpark upgrade	\$ 330,750
Foreshore works & creation of Bennetts Point Parkland	\$ 330,750
Upgrade / conversion Amenities building	\$ 220,500
Lighting	\$ 137,813
Sub - Total	\$ 1,019,813
TOTAL EXPENDITURE	\$ 1,019,813

Precinct 3: Scope of Funding – Income

Net Proceeds from Rezoning and Sale of Council Land	
- Land Sale (2 Allotments at net value of \$1,400,000) less	\$ 1,494,813
- Precinct 2: Village Square Funding	-\$ 100,000
- Design Development - Architect	-\$ 15,000
- Design Development - Natural Reserves	-\$ 5,000
- Design Development – DoP Submission Natural Reserves	-\$ 5,000
- Design Development - Survey	-\$ 5,000
- Design Development - Bushfire	-\$ 5,000
- Design Development - Drainage Infrastructure	-\$ 10,000
- Design Development - Rezoning Application Fees	-\$ 10,000
- Design Development - Legal Costs	-\$ 10,000
- Design Development – Miscellaneous	-\$ 10,000
- Works Proposal - Upgrade of Pedestrian Access way from Pittwater Rd to Quarter session Rd	-\$ 50,000
- Works Proposal - Heritage Assessment/upgrade of Church Point Cemetery	-\$ 100,00
- Works Proposal - Upgrade Public Roadway (seal and drain) Upper McCarrs Creek Rd	-\$ 150,000
Total Net Proceeds for Rezoning and Sale of Council Land	\$ 1,019,813
TOTAL INCOME	\$1,019,813

6.5.5 Capital Works and Funding Summary

The following table provides a summary of the estimated cost of capital works and anticipated income / Council funding for the Church Point study area (Precincts 1, 2 and 3). All figures are indicative only.

Refer individual Precinct Scope of Works and Costings breakdown for further details.

Precinct 1 – McCarrs Creek Road	\$ 5,653,951
Precinct 2 – Village Square	\$ 2,667,993
Precinct 3 – Church Point Reserve	\$ 1,019,813
Total Expenditure	\$ 9,341,757
Precinct 1 – McCarrs Creek Road	\$ 5,653,951
Precinct 2 – Village Square	\$ 2,667,993
Precinct 3 – Church Point Reserve	\$ 1,019,813
Total Income	\$ 9,341,757
Precinct 1 (including E I Levy)	\$ 1,674,271
Precinct 2	\$
Precinct 3	\$
Total Council Funding	\$ 1,674,271

6.5.6 Costings - Suspended car park proposal

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The proposal to construct a suspended car park over the western car park on McCarrs Creek Road is the subject of further investigation and detailed review. The proposal, though only preliminary, will have a fundamental impact upon the financial forecasting. To ensure a thorough understanding of the impact on annual costs to users an indicative costing incorporating the option has been prepared.

The following table identifies the estimated cost of capital works (Expenditure) and anticipated Council funding & borrowings (Income) for Precinct 1, McCarrs Creek Road when incorporating the construction and funding of a 60 space suspended car park over the proposed western car park on McCarrs Creek Road. All figures are indicative only.

Precinct 1: Scope of Works - Expenditure

Rostrevor Reserve (inc Cargo Wharf surrounds)		
Landscape Works – hardworks / beach access / softworks	a	\$ 423,360
Design Development (10% of Contract Works)		\$ 42,336
Sub - Total		\$ 465,696
Western Carpark / McCarrs Creek Roadway Re-Route / Seawall Realignment		
Preliminaries / Site Preparation / Seawall & boardwalk / Road re-route, carpark, siteworks / Outbuildings / Landscaping @ 55%	b	\$ 2,042,877
Design Development (10% of Contract Works)	c	\$ 204,287
Sub - Total		\$ 2,247,165
Commuter 'dinghy' Wharf		
Preliminaries / Site Preparation / Floating Pontoons / Fixtures and Fittings	d	\$ 1,002,273
Design Development (10% of Contract Works)	e	\$ 100,227
Sub - Total		\$ 1,102,500
Suspended Carpark		
Works for Seawall & boardwalk / Road Re-Route, carpark, siteworks / Outbuildings / Landscaping @ 45%	f	\$ 1,671,445
Design Development (10% of Contract Works)	g	\$ 167,145
Suspended Car park Works	h	\$ 1,653,750
Sub - Total		\$ 3,492,340
TOTAL EXPENDITURE		\$ 7,307,701

Precinct 1: Scope of Funding – Income

Council Funding from CIP - Rostrevor Reserve	funding for a	\$ 465,696
Council Funding from CIP – Commuter 'dinghy' Wharf	partial funding for d,e	\$ 300,000
Ticket System Funding – Commuter Dinghy Wharf	partial funding for d	\$ 316,017
Council Funding from CIP - Environmental levy for Seawall	partial funding for b, c	\$ 500,000
Council Funding from General Fund at 10% of Extended Car park / McCarrs Creek Road	partial funding for b, c	\$ 224,717
Borrowings - Precinct 1 Western Car park / McCarrs Creek Roadway Re-Route / Seawall – 455 permits (incl. 50 buffer)	partial funding for b, c	\$ 1,522,449
Borrowings - Precinct 1 Suspended Car park and Partial Costs for Roadworks etc – 60 permits	partial funding for f,g,h	\$ 3,492,340
Borrowings - Precinct 1 Commuter 'dinghy' Wharf – 140 licences	partial funding for d,e	\$ 486,483
TOTAL INCOME		\$ 7,307,701

Note: The above costs do not include ongoing Management and Maintenance of the Church Point Study Area

It is proposed the funding of the Precinct 1 works including the suspended car park option would be facilitated by various Council funds and substantial borrowings. The repayment of borrowings will be

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offset by an annual fee charge to users (refer Funding Strategy) with an identified cost per space. Fee charges have been identified for the following:

- Church Point Reserve car park, Western car park, McCarrs Creek roadway (estimated 455 car permits – including 50 permit buffer)
- Suspended car park (approx. 60 car permits)
- Commuter 'dinghy' Wharf (estimated 140 boat licences)

Initial fee charges have been identified as either a flat rate annual fee over 20 years or as a first year annual fee rising by an index of 2.9% over 20 years. All fee charges will be reviewed annually relative to interest rate changes and in accordance with Council's Management Plan. Note: Annual fee charges are indicative only and will need to be confirmed.

Initial Annual Cost per Space for 20 years

	First Year Fee (rising by index of 2.9%)
Western car park / McCarrs Creek roadway reserve re-route	\$ 275
Suspended car park and partial costs for roadway reserve re-route	\$ 4,800
Commuter Wharf 'dinghy'	\$ 285

Vehicle parking within the proposed western car park incorporating the suspended deck on McCarrs Creek Road will be subject to an annual fee charge system where parking stickers will reflect specific use of this area (refer Parking Management).

6.5.7 Capital Works and Funding Summary

The following table provides a summary of the estimated cost of capital works and anticipated income / Council funding for the Church Point study area (Precincts 1, 2 and 3), when incorporating the construction and funding of a 60 space suspended car park over the proposed western car park on McCarrs Creek Road.

Refer individual Precinct Scope of Works and Costings breakdown for further details.

Total Expenditure	\$ 10,995,507
Precinct 1 – McCarrs Creek Road	\$ 7,307,701
Precinct 2 – Village Square	\$ 2,667,993
Precinct 3 – Church Point Reserve	\$ 1,019,813
Total Income	\$ 10,995,507
Precinct 1 – McCarrs Creek Road	\$ 7,307,701
Precinct 2 – Village Square	\$ 2,667,993
Precinct 3 – Church Point Reserve	\$ 1,019,813
Precinct 1 (including E I Levy)	\$ 1,490,413
Precinct 2	\$
Precinct 3	\$
Total Council Funding	\$ 1,490,415

Appendix 3 - Costing for the Deck Option from the April 2013 Hyder Report

Construction of Civil Works
 For: Church Point Sydney
 At: McCarrs Creek Road
 Bill of Quantities

DATE: 22nd April 2013
 Contract No. Option 3 (Hyder Ground Floor +1)
 Prepared by: MAK/QD

ITEM No	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	Remarks/Comments
1	GENERAL					
1.1	Site Establishment, incl portabos with in the work area, compound, maintenance of site facilities (site office, lunch room, change room), construction and maintenance of access tracks and roads, barriers, signage, storage, plant on site, etc	1	item	\$85,000.00	\$85,000.00	
1.2	Geotechnical inspection, Level 1 supervision, testing	1	item	\$50,000.00	\$50,000.00	
1.3	Survey and setout for all construction requirements	1	item	\$40,000.00	\$40,000.00	
1.4	Preparation of "As Built" Drawings	1	item	\$12,500.00	\$12,500.00	
1.5	Insurances	1	item	\$45,000.00	\$45,000.00	
1.6	Site de-establishment	1	item	\$7,500.00	\$7,500.00	
1.7	Provision for traffic management to McCarrs Creek Road					
1.7.1	Nightly close down works and make safe	1	item	\$44,000.00	\$44,000.00	
1.7.2	Daytime traffic & pedestrian management	1	item	\$220,000.00	\$220,000.00	
1.7.3	Equipment hire including crane for the carpark	1	item	\$100,000.00	\$100,000.00	
1.8	Site supervision	1	item	\$237,600.00	\$237,600.00	
1.9	QA Plan, OH&S management & SWMS, Programming	1	item	\$15,000.00	\$15,000.00	
1.10	Temporary Services	1	item	\$5,000.00	\$5,000.00	
	Subtotal General				\$861,600.00	
2	CLEARING AND DEMOLITION					
2.1	Demolish and remove existing bollards	94	m	\$75.00	\$7,050.00	
2.2	Sawcut existing pavement	14	m	\$25.00	\$350.00	
2.3	Demolish and remove existing road pavement from site	1540	sq.m	\$15.00	\$23,100.00	Assume removed road to be 220m long and 7m wide
2.4	Remove street lights	4	no.	\$1,500.00	\$6,000.00	
2.5	Remove road signage	16	no.	\$150.00	\$2,400.00	
2.6	Demolish and remove kerb for first floor access	16	m	\$25.00	\$400.00	
	Subtotal Clearing and Demolition				\$38,900.00	
3	EROSION & SEDIMENT CONTROL					
3.1	Sediment Fence	25	m	\$18.00	\$450.00	
3.2	Geotextile Filter Pit Surround	4	each	\$150.00	\$600.00	
3.3	Stabilised Site Access and Washdown Area	1	item	\$3,500.00	\$3,500.00	
3.4	Barrier Fence 1.8m high chainwire driven post (Including Blue Shade Cloth)	10	m	\$80.00	\$800.00	
	Subtotal Erosion & Sediment Control				\$5,350.00	
4	EARTHWORKS					
4.1	Compacted backfill material to make up levels to road and carpark formation level. Class II to AS 4678	6700	cu.m	\$93.00	\$623,100.00	Material to be suitable engineered fill imported from off-site
	Subtotal Earthworks				\$623,100.00	
5	PAVEMENT					
5.1	McCarrs Creek Road					
5.1.1	Construct Pavement Type 2 consisting of:					
5.1.1.1	50mm AC10 Class 320	1442	sq.m	\$36.00	\$51,912.00	
5.1.1.2	2 coat seal with 10mm aggregate <i>Poly Modified</i>	1442	sq.m	\$8.50	\$12,257.00	
5.1.1.3	150mm Base Course (DGB 20)	1442	sq.m	\$22.00	\$31,724.00	
5.1.1.4	250mm Recycled Concrete (DGS 40)	1794	sq.m	\$30.00	\$53,820.00	
5.2	Ground Floor Carpark					
5.2.1	Construct Pavement Type 2 consisting of:					
5.2.1.1	50mm AC10 Class 320	1598	sq.m	\$36.00	\$57,528.00	
5.2.1.2	2 coat seal with 10mm aggregate <i>Poly Modified</i>	1598	sq.m	\$8.50	\$13,583.00	
5.2.1.3	150mm Base Course (DGB 20)	1598	sq.m	\$22.00	\$35,166.00	
5.2.1.4	250mm Recycled Concrete (DGS 40)	1683	sq.m	\$30.00	\$50,490.00	
	Subtotal Pavement				\$306,470.00	

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Construction of Civil Works
 For: Church Point Sydney
 At: McCarrs Creek Road
 Bill of Quantities

DATE: 22nd April 2013
 Contract No. Option 3 (Hydr Ground Floor +1)
 Prepared by: MAK/QD

ITEM No	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	Remarks/Comments
6	ROADWORKS and ANCILLARIES					
6.1	McCarrs Creek Road					
6.1.1	Construct following concrete roadworks and ancillaries:				\$0.00	
6.1.1.1	Kerb and gutter	380	m	\$65.00	\$24,700.00	
6.1.1.2	Provide 900mm concrete dish drain	62	m	\$130.00	\$8,060.00	
6.1.1.3	Provide standard RMS pedestrian crossing to AS1742.13 (including sign posts, marking)	1	item	\$3,000.00	\$3,000.00	
6.2	Ground Floor Carpark					
6.2.1	Construct following concrete roadworks and ancillaries:					
6.2.1.1	Kerb only	242	m	\$65.00	\$15,730.00	
6.2.1.2	Pia.m ramps to AS1428.1 (1.2m wide)	2	no.	\$750.00	\$1,500.00	
6.2.1.3	Wheel Stops to AS/NZS 2890.1:2004	62	no.	\$150.00	\$9,300.00	
6.3	First Floor Carpark					
6.3.1	Construct following concrete roadworks and ancillaries:					
6.3.1.1	Kerb only	331	m	\$65.00	\$21,515.00	
6.3.1.2	Concrete Laybacks at driveways including kerb transitions	16	m	\$140.00	\$2,240.00	
6.3.1.3	Wheel Stops to AS/NZS 2890.1:2004	62	no.	\$150.00	\$9,300.00	
	Subtotal Roadworks and Ancillaries				\$95,345.00	
7	SIGNAGE AND LINEMARKING					
	Supply and Install Line Marking: <i>Note: We have allowed that line marking will be "Waterborne Roadmarking Paint"</i>					
7.1	McCarrs Creek Road					
7.1.1	S1 line	220	m	\$5.50	\$1,210.00	
7.1.2	Traffic Arrow UA	2	no.	\$125.00	\$250.00	
7.1.3	Speed Limit	2	no.	\$125.00	\$250.00	
7.1.4	Pedestrian Crossing Ahead	2	no.	\$220.00	\$440.00	
7.2	Ground Floor Carpark					
7.2.1	100mm wide white marking (yellow for disable parking) AS/NZS 2890.1:2004	454	m	\$3.50	\$1,589.00	
7.2.3	Chevron to pedestrians	2	no.	\$400.00	\$800.00	
7.2.4	Traffic Arrow UA	4	no.	\$125.00	\$500.00	
7.3	First Floor Carpark					
7.3.1	100mm wide white marking (yellow for disable parking) AS/NZS 2890.1:2004	346	m	\$3.50	\$1,211.00	
7.3.4	Traffic Arrow UA	4	no.	\$125.00	\$500.00	
	Subtotal Signage and Linemarking				\$6,750.00	
8	CONTIGUOUS PILE WALL					
8.1	Pile rig mobilisation and setting up, dismantling removal		item		Included	
8.2	Temporary sheet steel piling to create coffer to install pile wall (includes hire and removal)	840	sq.m	\$270.00	\$226,800.00	Assume 70% of area of final wall size. Surplus material from between steel and concrete wall will be left on sea floor.
8.3	Secant pile wall (hard/soft) in 600mm dia. 50MPa concrete + reinforcement 100kg/m ³	1200	sq.m	\$750.00	\$900,000.00	
8.4	32mm Macalloy 1030 bar, taped and sleeved 10m each including connections	52	no.	\$750.00	\$39,000.00	This will need to be installed from a barge. Used SAS Threadbar prices.
8.5	Precast concrete anchor block	60	cu.m	\$320.00	\$19,200.00	
8.6	Capping beam concrete including cast in jist supports (40MPa)	265	cu.m	\$1,130.00	\$299,450.00	Includes formwork
8.7	Capping beam reinforcement	53	t	\$2,200.00	\$116,600.00	Assume 200kg/m ³
8.8	Allowing for staging the works due to tidal restrictions		item		Included	
	Subtotal Contiguous Piled Sea Wall				\$1,601,050.00	

Report on Church Point Parking Permit Fees - Bill Gye – August 2015

Construction of Civil Works
 For: Church Point Sydney
 At: McCarrs Creek Road
 Bill of Quantities

DATE: 22nd April 2013
 Contract No. Option 3 (Hyder Ground Floor +1)
 Prepared by: MAK/QD

ITEM No	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	Remarks/Comments
9 BALLAST SANDSTONE SEA WALL						
9.1	Re use of ballast sandstone	370	cu.m	\$360.00	\$133,200.00	
Subtotal Ballast Sandstone Sea Wall					\$133,200.00	
10 BOARDWALK						
10.1	Pile rig mobilisation and setting up, dismantling removal	1	item	\$3,500.00	\$3,500.00	
10.2	Driven Timber Piles, treated hardwood	360	m	\$210.00	\$75,600.00	49 pile bents @ 3.0m spacing
10.3	Timber joists	638	m	\$240.00	\$153,120.00	300mm x 150mm
10.4	Timber connections (10%)	1	item		Included	
10.5	Boardwalk Deck (fixed)	492	sq.m	\$280.00	\$137,760.00	
10.6	Heavyweight bench seating	10	No	\$3,500.00	\$35,000.00	Landscape Designer to confirm
10.7	Bollard Lighting	20	No	\$1,800.00	\$36,000.00	Landscape Designer to confirm
Subtotal Boardwalk					\$440,960.00	
11 EXTERNAL STORMWATER DRAINAGE						
11.1 McCarrs Creek Road						
11.1.1	Make Good existing stormwater pits including installation of grate and surround	0	no.	\$2,000.00	\$0.00	
11.1.2	New on grade grated pits	4	no.	\$2,750.00	\$11,000.00	
11.1.3	375 dia RCP Stormwater pipes	15	m	\$235.00	\$3,525.00	
11.1.4	Extend culverts under road	10	m	\$750.00	\$7,500.00	
11.2 Ground Floor Carpark						
11.2.1	New surface inlet grated pits	3	no.	\$2,750.00	\$8,250.00	
11.2.2	375 dia RCP Stormwater pipes	18	m	\$235.00	\$4,230.00	
11.2.3	Extend culverts under carpark	20	m	\$750.00	\$15,000.00	
					\$0.00	
11.3 First Floor Carpark						
11.3.1	N/A		item		\$0.00	Weep holes included in upstand concrete
Subtotal External Stormwater Drainage					\$49,505.00	
12 EXTERNAL ELECTRIC LIGHT & POWER						
12.1 McCarrs Creek Road						
12.1.1	Pole Mounted lighting	3	no.	\$8,000.00	\$24,000.00	
12.1.2	BWIC		item		Included	
12.2 Ground Floor Carpark						
12.2.1	Ceiling mounted lighting	60	no.	\$350.00	\$21,000.00	
12.2.2	Allowance for LV feed and metering for carpark lights	1	item	\$15,000.00	\$15,000.00	
12.2.3	Switchboard to carpark	1	item	\$10,000.00	\$10,000.00	
12.2.4	BWIC		item		Included	
12.3 First Floor Carpark						
12.2.1	Pole Mounted lighting	8	no.	\$8,000.00	\$64,000.00	
12.2.2	BWIC		item		Included	
Subtotal External Electric Light & Power					\$134,000.00	
13 FIRST FLOOR STRUCTURE						
NB: Including steel reo and formwork						
13.1	Deck	495.0	cu.m	\$1,070.00	\$529,650.00	
13.2	Columns	42.0	cu.m	\$990.00	\$41,680.00	30 No.
13.3	Concrete Upstand	75.0	cu.m	\$1,770.00	\$132,750.00	Including allowance for drainage weepholes
13.4	Foundations	75.0	cu.m	\$1,820.00	\$136,500.00	30 No.
13.5	Ramps	180.0	cu.m	\$1,070.00	\$192,600.00	
13.6	Concrete staircase	12.0	cu.m	\$2,150.00	\$25,800.00	2 No at 6m3 each
Subtotal First Floor Structure					\$1,058,880.00	
14 FIRST FLOOR ANCILLARIES						
14.1	Stair handrail	37	m	\$120.00	\$4,440.00	
14.2	First floor handrail	220	m	\$80.00	\$17,600.00	
14.3	Armco barriers at ramps	113	m	\$240.00	\$27,120.00	
Subtotal First Floor Ancillaries					\$49,160.00	

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ITEM No	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	Remarks/Comments
15 SERVICES RELOCATION/PROTECTION						
15.1	Optus underground duct and cable to be protected during construction	1	item	\$100,000.00	\$100,000.00	
15.2	Sydney Water 375mm diam. VCP Sewer Main Protection	232	m	\$150.00	\$34,800.00	
15.3	Ausgrid 2 x 125mm PVC electricity duct and cable to be protected during construction	200	m	\$200.00	\$40,000.00	
15.4	Telstra Aerial cable to be relocated	1	item	\$100,000.00	\$100,000.00	
Subtotal Services Relocation					\$274,800.00	
16 LANDSCAPE						
		1	item	\$25,000.00	\$25,000.00	Landscape Designer to confirm
Subtotal Landscape					\$25,000.00	
TOTAL SUMMARY					\$5,704,090.00	

1	GENERAL	\$861,600.00
2	CLEARING AND DEMOLITION	\$38,900.00
3	EROSION AND SEDIMENT CONTROL	\$5,350.00
4	EARTHWORKS	\$623,100.00
5	PAVEMENT	\$306,470.00
6	ROADWORKS AND ANCILLARIES	\$95,345.00
7	SIGNAGE AND LINEMARKING	\$6,750.00
8	CONTIGUOUS PILED SEA WALL	\$1,601,050.00
9	BALLAST SANDSTONE SEA WALL	\$133,200.00
10	BOARDWALK	\$440,980.00
11	EXTERNAL STORMWATER DRAINAGE	\$49,505.00
12	EXTERNAL ELECTRIC LIGHT & POWER	\$134,000.00
13	FIRST FLOOR STRUCTURE	\$1,058,880.00
14	FIRST FLOOR ANCILLARIES	\$49,160.00
15	SERVICES RELOCATION/PROTECTION	\$274,800.00
16	LANDSCAPE	\$25,000.00
17	OVERHEADS AND MARGIN (6%)	\$343,000.00
18	LONG SERVICE LEVY (0.35%)	\$21,165.00
19	PROFESSIONAL FEES (9%)	\$545,000.00
20	CONTINGENCY (10%)	\$662,000.00
	TOTAL (ROUNDED)	\$7,276,000.00

EXCLUSIONS

Carpark management system and access control
 Telecom and data connections
 Diversion or protection of unidentified existing underground services
 Out of hours working
 Landscape irrigation and maintenance
 Excavation of rock on south side of road
 Legal costs
 Council officers costs
 Archaeological surveys
 Issues associated with permissive occupancies
 Outbuildings and covered ways
 Wharf areas

APPENDIX 4 - Example of the Income and Expenditure Reports for the “Church Point Reserve”

Church Point Reserve

Income and Expenditure Statement

For the period 1st July 2010 to 30th June 2012

Opening Balance	-
Income	
Fines Income	24,353.00
Parking Machines Income	183,316.61
Parking Stickers Income	305,495.59
Total Income	513,165.20
Expenditure	
Church Point Carpark Works 2010-11	76,397.64
Church Point Carpark Works 2011-12	33,725.45
Church Point Boat Tie-Up Facility Works 2011-12	323,896.54
Total Expenditure	434,019.63
Closing Balance	79,145.57



Renae Wilde
Senior Project Accountant
18/09/2012