

## 4. Consultation

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### 4.1 Resident Associations

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

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

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

### 4.2 Council

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

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

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

### 4.3 Observed Issues

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

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

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

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

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

## 5. Parking Issues and Options

### 5.1 Potential Solutions

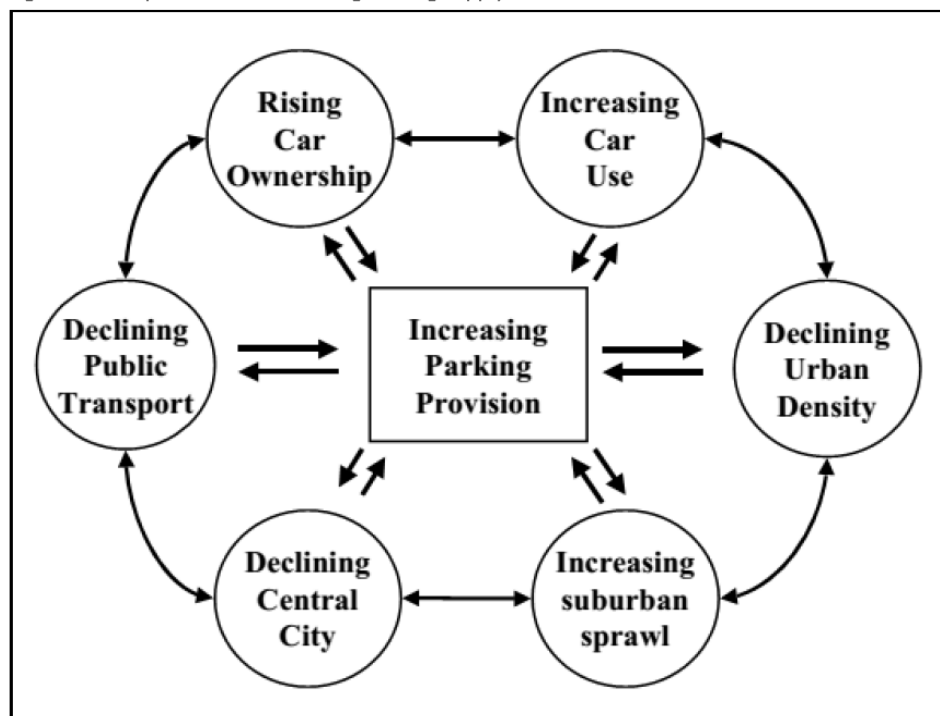
Potential strategies to address the issue of a lack of car parking in Church Point include:

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

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

These undesirable implications are depicted in Figure 5.1.

Figure 5.1: Implications of Increasing Parking Supply



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

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

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

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

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

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

## 5.2 Resident Groups Proposed Demand Management Measures

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

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

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

These have been considered and are discussed below in details.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### 5.3 Short Term Parking Demand Measures

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

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

#### 5.3.1 Parking Permits

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

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

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

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

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

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

### 5.3.2 Parking Restrictions

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

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

### 5.3.3 Residential On-street Parking Configuration

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

### 5.3.4 Short Term Parking Near Commuter Wharf

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

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

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

### 5.3.5 Short Term Storage Lockers

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

### 5.3.6 Dedicated Council Ranger

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

### 5.3.7 Car Share Program

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

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

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

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

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

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

Key elements of this would include:

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

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

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

Figure 5.2: GoGet Car Share Member Plans

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

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

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



### 5.3.8 Public Transport Information

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

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

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

## 5.4 Long Term Measures

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

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

### 5.4.1 New Car Park

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

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

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



Source: Church Point Masterplan 2007

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

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

#### 5.4.2 Parking Restrictions

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

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

#### 5.4.3 Car Parking Fees

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

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

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

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

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

#### 5.4.4 Installation of Car Park Control System

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

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

#### 5.4.5 McCarrs Creek Reserve Car Park

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

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

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

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

#### 5.4.6 Shuttle Bus Service

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

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

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

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

#### 5.4.7 Review Parking Rates

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

#### 5.4.8 Transport Management Plan

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

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

#### 5.4.9 Northern Beaches Bus Rapid Transit

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

#### 5.4.10 Private Swing Moorings

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

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

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

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

#### 5.4.12 Active Transport

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

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

### 5.5 Summary of Proposed Measures

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

Table 5.1: Comparison of Proposed Measures

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

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

## 6. Conclusions

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

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

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

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

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## Analysis of Parking Demand Measures

### Short Term Measures

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

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

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

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

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

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

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



## Long Term Measures

No.	Measure	Current Arrangement	Proposed by	Comment from GTA	Comment from Council	Recommended
<b>Supply Measures</b>						
18	New carpark	N/A	GTA	Council to proceed with the new carpark as currently planned.	This reinforces Council's resolution of 16 December 2013.	<p><b>Measure supported</b></p> <p>The proposed parking arrangements in new car are as follows:</p> <ul style="list-style-type: none"> <li>- 2 x 5 minute spaces</li> <li>- 4 x disabled spaces</li> <li>- 60 x licenced spaces</li> <li>- Remaining to be 4P 'Pay and Display' spaces</li> </ul> <p>In addition, Church Point Permit holders allowed exclusive use of a portion of car park between 6pm and 6am</p>

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

<b>Parking Permits, Time Restrictions &amp; Fees</b>						
22	Following completion of new car park, impose time restrictions and discourage off-shore residents from using Church Point Reserve car park	Arrangement in the Church Point Reserve car park: <ul style="list-style-type: none"> <li>• 10 spaces marked 4P 'Pay and Display' 9.30am to 7.30pm (no permit exemptions)</li> <li>• Remainder of spaces 'Pay and Display' up to 7 days with Church Point Permit Holders exempt from payment or time restriction.</li> </ul>	GTA	Following completion of the proposed parking structure on McCarrs Creek Road, parking spaces within the Church Point Reserve car park is to be designated 4 hour parking (4P). In addition, half of the parking spaces within the Church Point Reserve car park are to be Church Point parking permit exempted from 6:00pm to 6:00am. That is vehicles displaying a valid Church Point parking permit can park longer stay up to 10P without charge. The remaining half of the proposed 4P parking area is not exempted i.e. Church Point parking permit not valid.	<p>The GTA recommendations are not supported given the significant impact this would have on current car parking.</p> <p>This in turn impacts the pressing social need for parking and potentially affects the viability of the new carpark as it relies on income from the precinct to repay loan commitments.</p> <p>In this regard, the PoM and subsequent reports to Council articulate the quadruple bottom line need for additional car parking, in particular the social need. The GTA parking restrictions are therefore not supported and the alternative arrangements be considered.</p>	<b>Measure not supported</b>
23	Increase the Pay & Display Fees at Church Point Reserve Car Park to \$5 per hour.	Pay & Display fees at Church Point Reserve Car Park are currently \$3.40 per hour.	GTA	This fee increase may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the general Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect all residents and visitors if not using a Church Point Parking Permit. It should be noted that a recommendation is to allow the Pittwater General Parking Sticker to provide parking exemption Monday to Friday from 8am to 5pm and this may offset in part the concern of a fee increase.	<p>An increase from the current \$3.40 per hour to \$5 per hour is an increase of 32%. It is recommended a more modest fee increase to \$4 per hour (15% increase) be introduced across the whole of Pittwater to ensure equity of all 'Pay and Display' parking users. This may influence parking demand and would need to be balanced against the economic impact of a fee increase on local businesses and recreational use. It is noted that the Pittwater Parking Permit does not currently apply at Church Point and as such this fee change would affect those without a Church Point Parking Permit.</p>	<p><b>Supported in principle</b></p> <p>That the Schedule of Fees and Charges in the draft Delivery Program and Budget 2016-2020 be amended to increasing 'Pay and Display' parking fees from \$3.40 to \$4 per hour for the Pittwater LGA.</p>

<b>Enforcement</b>						
24	Implement a car park control system at Church Point Reserve car park.		GTA	A car park control system (i.e. boom gates at all access points to the car park facility) could improve the turnover of the car park thereby increase the car park capacity without the need to physically provide additional parking spaces. A related benefit is that users do not over stay the maximum permitted duration.	Newer technologies, such as in ground parking sensors, may be available in lieu of a boom gate to achieve the same outcome. These technologies are currently being investigated for some of Council's primary car park locations and they may be applicable to the Church Point precinct also, including the new car park.	<b>Supported in principle.</b>  Council investigate new parking technologies generally for the Pittwater area that may also provide benefit to the Church Point precinct.
<b>Policy Measures</b>						
25	Conduct a parking study with a view to overhaul existing parking requirements for all types of new developments going forward.	Current parking rates are outlined in Council's DCP.	GTA		This is supported.	<b>Measure supported.</b>
25	Require all new non-residential developments to prepare a Transport Management Plan (TPM) for specific events where large numbers of visitors are expected to attend.		GTA	<p>Council to put in place a policy requiring all new non-residential developments that attract visitors/patrons to the site to provide a TPM for specific events where large numbers of visitors are expected to attend. The management plan is to detail the measures the site owner will implement to reduce travel by private cars and encourage more sustainable transport modes such as public transport and (decentralised) car parking.</p> <p>In addition, all future developments are to prepare a green travel plan and travel access guide to assist building occupants and visitors to make more appropriate travel choices.</p> <p>Council to require all developments to prepare and implement a green travel plan and travel access guide.</p>	This is supported. A TMP and other initiatives for developments and events at Church Point can be considered as part of Development Applications/consents as well as by negotiation.	<b>Measure supported.</b>  Council to undertake the necessary amendments to Council's DCP.

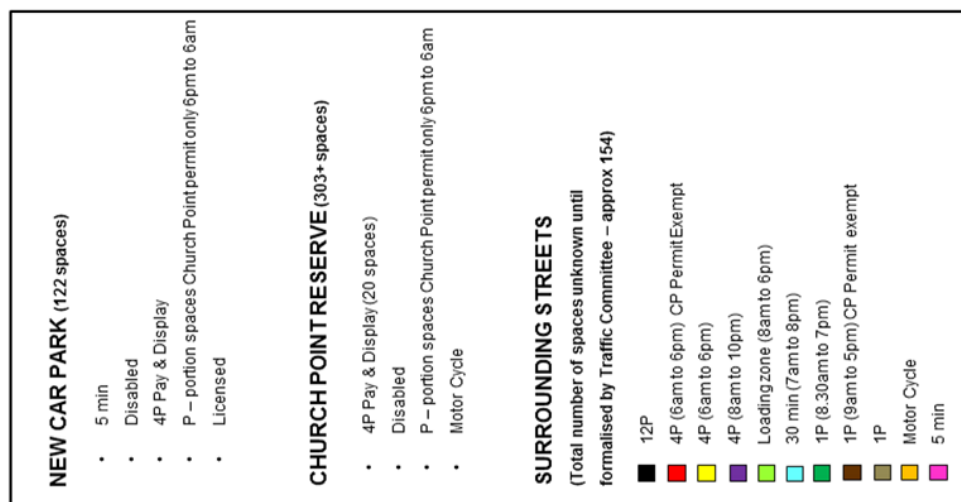
26	Monitor development outcomes as the Pasadena site as this will generate greater parking demand.	The Pasadena currently has a limited number of parking spaces on-site.	Council		The Pasadena represents an important site in the Church Point area and its development could help create a precinct area.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

					<p>Council has recently been successful with a reduction in the speed limit from 60kph down to 50kph on McCarrs Creek Road from Church Point Reserve to the Ku-ring-gai National Park boundary. This adds to the existing 50kph from Cabbage Tree Road to Church Point Reserve. The reduced speed and recently painted bike logos and signage will reinforce that this is a high use on-road cycle route and the importance to safely share the road.</p> <p>Cycle node facilities can be provided at Church Point, at Mona Vale and other mid destinations along the route. There may also be interest in a bicycle hire scheme where users can pick up and drop off at recognised nodes.</p>	
28	Shuttle-bus	No shuttle bus service currently exists.	GTA	Provide a shuttle bus service at no cost to Council. Negotiate with Transport for NSW to convert existing scheduled route service into a shuttle service on a temporary basis.	<p>A shuttle bus feeder service that increases the frequency of bus times and hence user convenience may encourage further use of public transport. This could provide a more 'tailored service' and has been discussed with Transport for NSW as an adjunct to the proposed BRT. This may reduce the need for larger buses to travel to McCarrs Creek but would rely on an efficient bus interchange at Mona Vale to access BRT and other services.</p>	<p><b>Measure supported</b></p> <p>Council to approach Transport for NSW to commence a trial converting the existing scheduled route service into a high frequency shuttle bus service between Church Point and a BRT stop.</p>



					A shuttle bus could also be encouraged/required for larger private and public 'events/functions' centred on Church Point. This could possibly link with Council's Bungan Lane Car Park at Mona Vale at compatible times	
<b>Other</b>						
29	Storage lockers	No storage facilities currently exist.	GTA	Provide storage lockers near the Commuter Wharf.	This is supported in principle and could be further discussed with the off-shore Residents Associations with a possible location as an adjunct to the new car park facility, for example, under the upper access ramps.	<b>Measure supported</b>  Council investigate including storage lockers as part of the design of the new car park

# Possible Future Parking Arrangements



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## **Connecting Communities Committee**

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### **9.0 Connecting Communities Committee Business**

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## **C9.1 Code of Conduct Complaints Statistics**

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**Meeting:** Connecting Communities Committee

**Date:** 7 December 2015

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**STRATEGY:** Corporate Management

**ACTION:** To effectively manage Council's corporate governance responsibilities

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### **PURPOSE OF REPORT**

To provide a statistical report to Council on complaints dealt with in accordance with Council's adopted Code of Conduct.

#### **1.0 BACKGROUND**

- 1.1 Council adopted the model Code of Conduct at its meeting held on 18 February 2013.
- 1.2 Part 12 of the Model Code of Conduct adopted by Council requires that the complaints coordinator report to the Office of Local Government (OLG) and Council, statistics relating to complaints received about Councillors and the General Manager and dealt with under Council's Code of Conduct, within 3 months of the end of September each year.
- 1.3 This is the third year in which this requirement has been required and a report to the OLG has already been provided by way of an electronic questionnaire provided by the Office of Local Government.
- 1.4 During the term of the statistical report there were no complaints received by Council relating to an alleged breach of Council's Code of Conduct by Councillors or the General Manager.
- 1.5 Attached is a copy of the completed statistical report (**Attachment 1**) required to be made in accordance with the provisions of Part 12 of the Model Code of Conduct for the reporting period 1 September 2014 to 31 August 2015.

#### **2.0 ISSUES**

- 2.1 Requirements of the Code of Conduct to report statistical information to Council and the Office of Local Government within three (3) months of the end of September.
- 

#### **3.0 SUSTAINABILITY ASSESSMENT**

##### **3.1 Supporting & Connecting our Community (Social)**

A positive report in this matter will instill public confidence with the community in the Council's ability to make open, transparent and ethical decisions.

##### **3.2 Valuing & Caring for our Natural Environment (Environmental)**

This report has no effect on the environment.

##### **3.3 Enhancing our Working & Learning (Economic)**

The cost of undertaking Code of Conduct investigations is expensive especially if a Code of Conduct Committee is required to undertake an investigation and report.

### 3.4 **Leading an Effective & Collaborative Council (Governance)**

Complaints statistics provide an important accountability mechanism for local communities to assess their Council's performance in probity and accountability issues.

### 3.5 **Integrating our Built Environment (Infrastructure)**

This report has no effect on infrastructure issues.

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## 4.0 **EXECUTIVE SUMMARY**

- 4.1 Council's Code of Conduct requires the complaints coordinator to report to the Division of Local Government and Council, statistics relating to complaints received and dealt with under Council's Code of Conduct, within 3 months of the end of September each year.
- 4.2 No complaints concerning Councillors or the General Manager were received during the reporting period.

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## **RECOMMENDATION**

*That the information in the report be noted.*

Report prepared by

Warwick Lawrence  
**MANAGER, ADMINISTRATION & GOVERNANCE**

**REPORTING ON COMPLAINTS STATISTICS**

**The complaints coordinator must arrange for the following statistics to be reported to the Council within 3 months of the end of September of each year:**

- a) the total number of Code of Conduct complaints made about Councillors and the General Manager under the Code of Conduct in the year to September,  
**Response: 0**
- b) the number of Code of Conduct complaints referred to a conduct reviewer,  
**Response: 0**
- c) the number of Code of Conduct complaints finalised by a conduct reviewer at the preliminary assessment stage and the outcome of those complaints,  
**Response: 0**
- d) the number of Code of Conduct complaints investigated by a conduct reviewer,  
**Response: 0**
- e) the number of Code of Conduct complaints investigated by a conduct review committee,  
**Response: 0**
- f) without identifying particular matters, the outcome of Code of Conduct complaints investigated by a conduct reviewer or conduct review committee under these procedures,  
**Response: 0**
- g) the number of matters reviewed by the Division and, without identifying particular matters, the outcome of the reviews,  
**Response: 0**
- h) The total cost of dealing with Code of Conduct complaints made about Councillors and the General Manager in the year to September, including staff costs.  
**Response: 0**

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## **C9.2 Tender T09/15 - Construction of a Skate Park Facility at Kitchener Park, Mona Vale**

**Meeting:** Connecting Communities Committee

**Date:** 7 December 2015

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**COMMUNITY STRATEGIC PLAN STRATEGY:** Recreational Management

**COMMUNITY STRATEGIC PLAN OBJECTIVE:**

- To provide a diverse range of accessible recreational opportunities and associated facilities for a broad range of ages, abilities and interests
- To encourage and support volunteer participation in a range of recreational activities
- To improve multi-use recreational facilities and services through ongoing public / private partnerships
- To utilise Pittwater's unique natural landscape for recreational experiences
- To realise and enhance the recreational potential of civic and open spaces Council
- To adhere to sustainability principles in the delivery of recreational facilities, activities and events
- To promote youth involvement in recreational and social activities and events
- To develop, manage and maintain recreational facilities to best practice standards in a cost-effective and sustainable manner
- To use recreational opportunities to encourage a fit and healthy community for all abilities
- To champion the reduction of energy and water consumption in Council activities and buildings

**DELIVERY PROGRAM ACTION:**

- Building Mona Vale Skate Park
- 

### **1.0 EXECUTIVE SUMMARY**

#### **1.1 SUMMARY**

- 1.1.1 At its meeting of 2 February 2015, Council approved the construction of a multi-use skate park facility in Kitchener Park, Mona Vale and allocated \$1.2 million for the project.
  - 1.1.2 A working party was established and it engaged a design company which (with input from the group) has now completed the design for the facility.
  - 1.1.3 Expressions of Interest for the construction phase were advertised and at its meeting of 2 November, 2015, Council resolved to invite three (3) companies to submit tenders for the construction of the skate facility.
- 

### **2.0 RECOMMENDATION**

***That the recommendation contained in the report in the Confidential section of this Agenda be adopted.***

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### **3.0 BACKGROUND**

#### **3.1 PURPOSE**

To seek Council approval for the acceptance of the tender for the construction of the Mona Vale Skate Park facility.

#### **3.2 BACKGROUND**

In 2009, Council adopted the Plan of Management (PoM) for Kitchener Park, Mona Vale which included the construction of a multi-purpose skate and youth facility at the southern end of Kitchener Park replacing the existing skate bowl which is in poor condition.

The adjacent 'vert' ramp which has a strong connection with the local skating community, was to be retained and incorporated into the new facility.

Council staff have submitted grant applications on three separate occasions in an attempt to fund the project. All applications were unsuccessful.

##### **Working Party**

Council then advertised for interested people to join a Working Party which would assist with the preparation of a design for the skate facility.

Following receipt of applications, the Working Party was formed, consisting of members of the local skating fraternity, local parents, representatives from professional skating organisations and also professional skaters. Council was represented by staff from Reserves & Recreation, Community Services and Community Engagement.

##### **Design**

The Working Party then considered submissions from companies interested in designing the project and ultimately appointed CONVIC.

Four meetings were held over the next 6 months as the design was prepared and after several minor redrafts, finally approved. The final design was placed on exhibition for information purposes and a very positive response was received.

##### **Expressions of Interest**

Council then advertised for Expressions of Interest (EOI) from companies wishing to be involved with the construction of the facility.

The EOI was advertised on 8 September 2015 and 15 September 2015 and closed on 23 September 2015 and submissions were received from five (5) companies. One company was discarded as it had no experience in skate park construction and one company was unable to supply the required financial information and was discarded. At its meeting of 2 November, 2015, Council resolved to invite three (3) remaining companies to submit tenders for the construction of the facility.

##### **Tenders**

The tender package was placed on Tenderlink on 6 November and the three (3) companies:

- Precision Skate Parks Pty Ltd
- Convic Pty Ltd, and
- VFG Skate Parks

were invited to submit a tender.



An early assessment from a quantity surveyor indicated that the cost of the project would be greater than the allocated budget. The project was therefore broken into stages 1 and 2 (refer **Attachment 1**) and the tenderers were asked to submit prices for the construction of each individual project stage as follows:

Stage 1 involves the majority of the skate park with entry way, steps, walls, ledges and other skateable features. It also includes 6 light poles.

Stage 2 includes renovations to the existing vert ramp, a second entry space, pedestrian refuge areas, skateable features such as walls, steps and skateable seating, bins, water fountains and tree planting.

The two stages are outlined in **Attachment 1**.

Tenders were due to close on Monday, 23 November 2015 at 12 noon however, following a request for an extension of time, Council agreed to extend the closing time to 12 noon on Tuesday, 24 November 2015.

The tenderers have already pre-qualified, under EO6/15, for this particularly process.

On Tuesday, 24 November, following the closing time, tenders were opened. All three (3) companies submitted tenders and these were evaluated by the Tender Panel which consisted of Senior Officer, Procurement & Fleet; Manager (Acting) Reserves & Recreation and Project Leader, Stormwater Management.

The results of the tender evaluation are presented to Council in a report contained within the Confidential section of this agenda.

The other three (3) companies were reviewed and the submissions analysed in the report presented in the Confidential section of this Agenda.

### 3.3 **POLICY IMPLICATIONS**

- Plan of Management for Kitchener Park
- Report to Council meeting of 2 February 2015 *“Alternate Funding Proposal for Works Associated with the Kitchener Park and Mona Vale Plans of Management”*
- Report to Council meeting of 2 November ***“Expression of Interest Evaluation E06/15 - Construction of a Skate Park - Kitchener Park Mona Vale***

### 3.4 **RELATED LEGISLATION**

Nil

### 3.5 **FINANCIAL ISSUES**

#### 3.5.1 **Budget**

- Council allocated \$1.2 million for construction of the skate park.
- Following completion of the design, a quantity surveyor prepared a detailed estimate of costs which came in at \$1.8m.
- Anticipating budgetary problems, Council staff had requested that the design be prepared in stages and the tender requested costings for a staged development.
- Council staff also submitted a grant application under the Club grants program to enable Stage 2 to be completed.
- This grant application was unsuccessful.
- Of the \$1.2m allocated towards the project, \$60,000 has been spent on the design phases leaving \$1,140,000 to complete the project.

- The preferred Tender price is almost at budget and as such, there is no allowance for any unforeseen issues that may arise. It will be prudent to allow a sum of \$50,000 for contingencies. This amount could be considered as part of the December Budget Review process.
- Stage 2 will not be able to proceed at this point in time due to lack of funding.

### 3.5.2 Resources Implications

Ongoing maintenance costs for the facility will be minimal.

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## 4.0 KEY ISSUES

- Council has committed \$1.2m for the construction of a skate park/youth facility at Kitchener Park, Mona Vale. A working party consisting of local residents, skaters, professional skaters, representatives from skating bodies and council staff was formed and worked with a design company (Convic) to prepare a design for the project.
- Council appointed Convic, a well-known and well established skate park company, to prepare a design for the skate park.
- Tenders were called and have been revised with a recommendation to Council for acceptance of the tender.
- An allocation of \$50,000 is required to allow for a contingency amount for the project.
- Council's Chief Financial Officer has indicated that Council is able to provide the additional funds required from General Revenue as part of the December Budget Review process.

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## 5.0 ATTACHMENTS / TABLED DOCUMENTS

### Attachment 1: Plan of both Stages

A Confidential Evaluation Report on Tender T09/15 is provided in the Confidential Section of the Agenda at Appendix 1.

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## 6.0 SUSTAINABILITY ASSESSMENT

### 6.1 GOVERNANCE & RISK

#### 6.1.1 Community Engagement

- The community has had significant involvement with this project since its inception. There has been a community based working party involved in the design and Council has kept the public updated through Council's web page and through social media.

#### 6.1.2 Risk Management

- A Risk Management Plan for the construction phase of this project was required to be provided by all Tenderer's.
- Project has been approved under the Plan of Management for Kitchener Park which was adopted by Council after significant consultation.

## 6.2 ENVIRONMENT

### 6.2.1 Environmental Impact

- The project will require the removal of several trees however there will be an increased number of trees planted in the immediate vicinity as an offset.
- Large amounts of weeds have been removed from the area and the creekline adjacent will be partially restored providing a positive environmental outcome at the site.

### 6.2.2 Mitigation Measures

- There will be no increase in pollution levels.
- Flooding issues at the park are being considered but as it is a concrete skate park, there would be no permanent damage sustained in the event of a flood.
- There will be no impact on water use and management
- There will be some increase in electricity usage as the skate park will be lit at night.

## 6.3 SOCIAL

### 6.3.1 Address Community Need & Aspirations

The project will create a youth precinct for the local community and therefore have a significant impact on recreational and cultural needs. The proposal will provide increased recreational opportunities for young people.

### 6.3.2 Strengthening local community

- There will be a positive impact on increased community connectedness as it will bring many more people to the Mona Vale centre.

## ECONOMIC

### 6.4.1 Economic Development

- The project will attract many visitors to the area who will have a positive economic impact on local businesses.

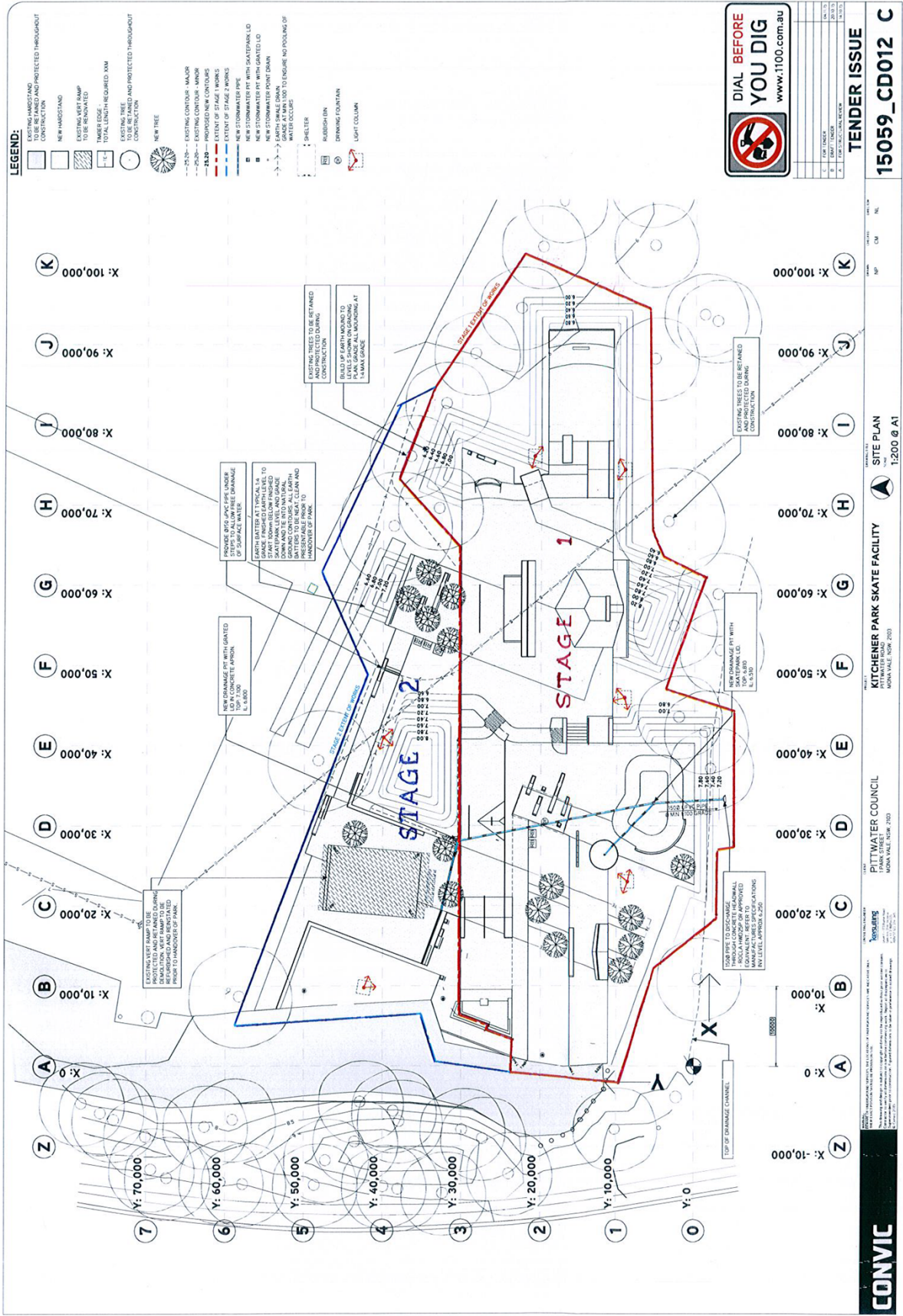
### 6.4.2 Funding

- The tender prices are in excess of the allocated funding for Stage 1 of the project.
- Council's Chief Financial Officer has indicated that the additional funding required can be provided from General Revenue.

Report prepared by

Les Munn

**A/MANAGER, URBAN INFRASTRUCTURE**



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## **C9.3 Avalon Beach Bowling & Recreation Club, Bowling Green Lane, Avalon - Proposed new consolidated lease for Clubhouse, Green No.2 and Green No.3**

**Meeting:** Connecting Communities Committee

**Date:** 7 December 2015

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**COMMUNITY STRATEGIC PLAN STRATEGY:** Corporate Management

**COMMUNITY STRATEGIC PLAN OBJECTIVE:**

- To provide the community with a broad range of quality natural and built assets in a sustainable manner to meet the needs of current and future generations.

**DELIVERY PROGRAM ACTION:**

Review and manage Council lease portfolio.

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### **1.0 EXECUTIVE SUMMARY**

#### **1.1 SUMMARY**

Avalon Beach Bowling & Recreation Club (ABBRC) currently owns the most Western Green -Green No.3 (Lot 2 DP 517185) at Bowling Green Lane, Avalon. The subject lot has an area of 2,390 square meters and is currently zoned R2 Low Density Residential.

At its meeting on 20<sup>th</sup> April 2015, Council resolved to purchase the No.3 Green from ABBRC - (Lot 2 DP 517185) at Bowling Green Lane, Avalon (refer to Attachment 1). The purchase of this green ensures the community gain an asset in the centre of Avalon and provides ABBRC with a strategy to ensure the long term viability of the Club.

A total package of \$765,000 was agreed, subject to several terms and conditions including:

- Rental for the remaining 10 years of the lease agreement for both the Club House and the middle bowling green (Green No.2) to be waived.
- Pittwater Council agree to lease Green No.3 to Avalon Bowling Club on the same terms as the existing leases referred to above- i.e. waived for 10 years.

During this drafting process of the leases it has been determined a more suitable approach regarding the leasing is to surrender the current lease agreements over the Clubhouse and Green No 2 and enter into a new single consolidated lease agreement with ABBRC incorporating the Clubhouse, Green No 2 and Green No 3 (Refer Attachment 2).

The new consolidated lease agreement will be in line with the current lease agreements encompassing similar lease terms and the same expiry date of 10 August 2024.

For clarification purposes only, a separate 12 month licence agreement will be issued for the Eastern Green, Green No.1, as per Council's resolution dated 20 April 2015 and subsequent ratification from the Club's Board Members.

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## **2.0 RECOMMENDATION**

- 1. That a new consolidated lease agreement with Avalon Beach Bowling & Recreation Club which incorporates the Clubhouse, Green No 2 and Green No 3 be entered into.*
  - 2. That the draft consolidated lease be placed on Public Exhibition for 40 days and a report be brought back to Council on the outcomes.*
  - 3. That, upon settlement, the reclassification of Green No.3 (Lot 2 DP 517185) from Operational to Community be placed on Public Exhibition for 28 days and a report be brought back to Council on the outcomes.*
- 

## **3.0 BACKGROUND**

### **3.1 PURPOSE**

To seek Councils approval to enter into a new consolidated lease agreement with ABBRC which incorporates the Clubhouse, Green No 2 and Green No 3.

To seek Councils approval to place the draft consolidated lease on public exhibition for a period 28 days and report back to Council on the outcomes.

To seek Councils approval to place the reclassification of Green No.3 (Lot 2 DP 517185) from Operational to Community on Public Exhibition for 28 days and a report be brought back to Council on the outcomes.

### **3.2 BACKGROUND**

- 3.2.1 ABBRC currently owns the most Western Green -Green No.3 (Lot 2 DP 517185) at Bowling Green Lane, Avalon. The subject lot has an area of 2,390 square meters and is currently zoned R2 Low Density Residential.
- 3.2.2 Pittwater Council own the adjoining property which is comprised of the Club House and No.1 and No 2 Greens.
- 3.2.3 The Club House and Green No.2 are currently subject to a twenty one year lease (until 2024), while Green No.1 is subject to a lease currently in hold over.
- 3.2.4 On the 30th March 2015, ABBRC submitted a proposal to Pittwater Council to sell Green No.3 in order to generate some revenue and secure the Clubs financial future.
- 3.2.5 At its meeting on 20th April 2015, Council agreed to purchase the No.3 Green from ABBRC for a total package \$765,000, broken down as follows:
  - i) Rental for the remaining 10 years of the lease agreement for both the Club House and the middle bowling green (Green No.2) to be waived- equivalent to a total savings to the Club of \$165,000 (inc GST).
  - ii) \$500,000 for the purchase of Green No.3 to be paid over 10 years in \$50,000 annual payments.
  - iii) \$100,000 allocated to Club House repairs and upgrades in the 2015/16 financial year.



3.2.6 Terms and conditions of the sale are as follows:

- Pittwater Council agree to lease Green No.3 to Avalon Bowling Club on the same terms as the existing leases (such as waived rent for 10 years).
- Avalon Bowling Club relinquishes all rights to the Eastern Green (Green No.1) to Pittwater Council. However the Club retains the rights to use this Green until Council requires it for alternative uses.
- Pittwater Council retains the responsibility for any future repairs or replacement of the asbestos roof, barges, guttering and down pipes.
- Pittwater Council retains responsibility for the provision of future disabled access to the building should State or Local Government regulate access.
- Pittwater Council retains responsibility for any other Government regulations that may be enacted that require structural changes to the building.
- Approval from the Club's solicitor of satisfactory legal documentation.
- Any agreement between Council and the Board need to be ratified by Club Members.

3.2.7 On 6<sup>th</sup> October 2015 the Board Members of ABBRC ratified the agreement with Pittwater Council. As such Council's Solicitors have been preparing the Master Deed, Contract for sale, consolidation, lease, licence and associated documentation. A copy of the draft consolidated lease is attached (refer to Attachment 3).

### 3.3 **POLICY IMPLICATIONS**

This process is in line with the Pittwater Council Policy No. 200 - Property Management Policy.

### 3.4 **RELATED LEGISLATION**

Local Government Act 1993

### 3.5 **FINANCIAL ISSUES**

#### 3.5.1 **Budget**

- The new consolidated lease will attract only a nominal rental of \$1.00 per annum forming part of the package deal for the purchase of the Green No.3.
- As per Councils resolution, the rental for the Club House, Green No.2 and Green No.3 will be waived until the expiry of the lease term in 2024.
- The \$500,000 purchase price for the green is to be paid over 10 years and this has been included in Council's Delivery Program & Budget.
- The \$100,000 for repairs and upgrades has been included in the 2015/16 Delivery Program & Budget

#### 3.5.2 **Resources Implications**

- ABBRC will continue to maintain the Clubhouse and the Greens under the new consolidated lease agreement which will be in line with what is in place under the current lease agreement.
- A single lease agreement will be easier for both parties to manage moving forward.

---

## 4.0 KEY ISSUES

- At its meeting held on 20th April 2015, Council resolved to add the subject lot into Councils Open Space Strategy and Inventory, and be incorporated into the Dunbar Plan of Management. Council are currently in the process preparing documentation for the consolidation of Green No. 3 into Dunbar Park Plan of Management.
- In further consideration of the above, it has been determined that a preferred leasing approach is the consolidation of the leases. This means the current lease agreements for the Clubhouse and Green No.2 be surrendered and a new consolidated lease agreement with ABBRC be entered into which incorporates the Clubhouse, Green No 2 and Green No 3 in line with the current lease agreement with similar terms and a consistent expiry date of 10 August 2024.
- A consolidated lease will be easier for both parties to manage and will save the need for a new single lease agreement for Green No 3 as well as two deeds of variation for the existing lease over Green 2 and the Club House to allow for the new rental of \$1.
- Green No. 1 be subject to a separate annual licence agreement until such time that Council require it for other community uses.
- The consolidated lease agreement has been discussed with the Club's members who support this recommendation.
- The draft consolidated lease is required to be placed on public exhibition for a period of 28 days for community consultation.
- The rationale behind placing the draft consolidated lease on public exhibition prior to the consolidation of the lots is to attempt to reduce any unnecessary delay following settlement in getting the new consolidated lease signed providing the Club with security of Green No.3.
- Councils Solicitor is currently drafting the Master Deed for the agreement. Following this being finalised, a contract of sale will be prepared.
- A registered Surveyor has been engaged to prepare a survey plan for the proposed consolidated lot, and the new consolidated lease area comprising the Club House, Green No 2 and Green No 3.
- Upon settlement, Council will reclassify Green No.3 as Community Land, and the 2,390m2 parcel will be re-zoned through Councils ongoing LEP review and added to Council's Open Space Strategy and Inventory, and be incorporated into the Dunbar Park Plan of Management.
- The reclassification of Green No.3 (Lot 2 DP 517185) from operational to community is also required to be placed public exhibition for a period of 28 days for community consultation. This will occur upon settlement of Green 3.

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## 5.0 ATTACHMENTS

- **Attachment 1** - Council Resolution
- **Attachment 2** - Aerial Photograph of Proposed Consolidated Lease Area
- **Attachment 3** - Draft Lease Agreement