

# Building our Regions

Submitted on 24/04/2017 14:47

## Building our Regions

### Round 3

#### Application - BoR R03 GLAD 0025 - Boyne Island Car Park, Pittsbay Crescent , Boyne Island

All Applications must be received by the department in full by **5pm, 7 April 2017**.

Please refer to the Building our Regions Program Guidelines when completing this form.

Please ensure all sections of this form are completed.

All figures in this form must exclude GST.

Following the assessment process, applicants will be notified in writing of the outcome of their submissions for funding.

Should you have any questions or require any assistance, please contact the Building our Regions program team on (07) 3452 7377 or 13 QGOV (13 74 68).

## APPLICANT DETAILS

Council

Gladstone Regional Council

## PROJECT DETAILS

Project title:

Boyne Island Car Park, Pittsbay Crescent , Boyne Island

Project description:

The provision of a user free, sealed, linemarked carpark in order to provide 64 (including 2 disabled) car parking spaces for the Boyne Island community. This carpark will alleviate parking congestion on the Council's local road network and other existing carparks within the surrounding area. The location of the carpark will provide a safer, controlled parking area away from the existing State Controlled Road (Malpas Street). Traffic flow conditions will be greatly improved as new carparking shall alleviate the need for on-street parking and associated manoeuvres on Pittsbay Crescent and the main road. The carpark will be designed in accordance with AS2890 and will have a one-way traffic circulation via separate ingress/egress onto Pittsbay Crescent, Boyne Island. Access via Beltana Drive will not be permitted. A concept layout plan has been attached to assist with understanding the proposed carpark solution (refer Attachment A "Boyne Island Car Park Concept Layout")

Indicate which best describes the project:

Social Infrastructure

Is this Project:

New Infrastructure

Specify other infrastructure type:

**The following information is to be provided for Road projects:**

Why was TIDS funding not allocated to

this project? Why is the project still considered a priority for the region?

Chainage:

Road Classification:

Crash History:

AADT (% of Heavy Vehicles):

Deficiencies:

Future safety assessment:

Other information:

## PROJECT CONTACT

Please provide a contact person from the council for correspondence and enquiries regarding this project and application for funding.

Title:

First name:  Last name:

Position:

Phone:  Mobile:  Fax:

Email:

Project manager's name:

## Other Contacts

Full Name	Position	Business Phone	Email
Jorge El-Khoury	Manager Technical Services	07 49776830	jorgee@gladstonerc.qld.gov.au
Rob Huth	Manager Road Services	07 4975 8409	RobH@gladstonerc.qld.gov.au

## ESTIMATED PROJECT TIMEFRAME

Project start date:  Project completion date:

Construction commencement date:

To be eligible for Building our Regions funding, projects must be ready to commence construction by 30 April 2018.

## Project Readiness

Please indicate which of the following documents have been attached as evidence that construction can be expected to commence during the required period.

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Gantt chart showing the project's delivery:

Detailed project delivery/works schedule:

Please indicate if any additional documentation is attached to demonstrate the project's readiness.

Tender documents:

Professional designs (for tender or construction):

Other Documents:

Other (please specify):

What stage has the project reached at the time of application:

If the project is not ready to proceed to construction, please describe what action is being taken to ensure the project will be able to commence construction within the required timeframe:

The Boyne Island Car Park is currently at the Concept Design Stage. Gladstone Regional Council is committed to the delivery of this infrastructure solution and is currently progressing with detailed survey and geotechnical investigations. Detailed designs are also progressing with a view to having construction documentation completed by 03/07/17. It is anticipated that a Council workforce can be on site within 6 weeks of having the construction documentation finalised. The overall construction period is anticipated to be in the vicinity of 4 weeks.

## PROJECT COSTINGS

Total estimated project cost (ex GST):

Building our Regions funding sought (ex GST):

Council's financial contribution (ex GST):

Funding Category	Funding Contributor	Contribution Description	Amount (ex GST)	Funding Status	Funding Status Details
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Total other funding contributions (ex GST):

If financial contributions are not being made by other organisations, please describe any actions taken to attract financial contributions and any reasons why they are not available:

It is Council's opinion that there are no other appropriate funding sources available to assist with the delivery of the Boyne Island Car Park project. We have considered a variety of other funding sources, however consider that these works should be provided by Council as part of upgrading critical infrastructure within the region. This infrastructure is a high priority for Council and we are therefore seeking assistance through the Building our Regions fund to accelerate our infrastructure delivery to create a more liveable community in Boyne Island/Tannum Sands and surrounding areas.

Please detail any funding the Qld Govt has provided for any component of this project, incl earlier stages:

No previous funding has been provided by the Queensland Government for any component of this project, including earlier stages.

## Inkind Contributions

In-Kind Contribution Contributor	Contribution Description	Value (ex GST)	Funding Status	Status Details
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Total in kind contributions:

\$ 0.00

## Cost Breakdown

Cost Type	Cost Description	Building our Regions Funding Sought	Council Contribution	Other Funding Contributions	Total Cost
Construction Costs	Car Park	\$146,500.00	\$146,500.00	\$0.00	\$293,000.00
Construction Costs	Preliminary and general costs	\$29,250.00	\$29,250.00	\$0.00	\$58,500.00
Construction Costs	Siteworks	\$23,750.00	\$23,750.00	\$0.00	\$47,500.00
Contingency (allow max 15%)	Contingency	\$28,500.00	\$28,500.00	\$0.00	\$57,000.00
Professional Fees	Detailed Design	\$22,000.00	\$22,000.00	\$0.00	\$44,000.00

How have the project costs been calculated or determined:

A preliminary schedule of rates and cost breakdown has been compiled by Gladstone Regional Council with input from local industry. Consideration has been given to site conditions and contract prices for recent similar civil works within the region.

## PROJECT SITE DETAILS

### Project Site Details

Street number/location name:	10-12
Street name:	Beltana Drive
Town/suburb:	BOYNE ISLAND, QLD, 4680

### Real Property description of the project site

Title Reference	Lot	County	Parish	Registered Plan
30576029	28	Clinton	South Trees	RP619031
30576030	29	Clinton	South Trees	RP619031

Latitude start: -23.951100      Latitude end: -23.951100

Longitude start: 151.354500      Longitude end: -23.951100

State Electorates
Gladstone
Federal Electorates
Flynn

## LAND OWNERSHIP

Who owns the land where the project will be located?

Queensland Govt

If Crown Land, please specify the agency responsible

Department of Education and Training

If other, provide details

If council does not own the land

(a) Does Council have control over the land? (e.g. crown reserve)

No

If yes please provide details and supporting documentation:

(b) Does Council intend to acquire ownership or control over the land? (e.g. purchase, lease, be granted an easement)

Yes

Please provide details and supporting documentation:

Refer to the attached letter from the Department of Education and Training confirming the State's intent to transfer the subject land to Council's trusteeship as road reserve (Attachment C - Transfer of land letter from the Department of Education and Training)

(c) Has the owner approved the development on the proposed project site?

Yes

Please provide details and supporting documentation:

Refer to the attached letter from the Department of Education and Training confirming the State's intent to transfer the subject land to Council's trusteeship as road reserve (Attachment C - Transfer of land letter from the Department of Education and Training)

Is there any third party interest in the land?

No

If yes please provide details and supporting documentation:

Are there any land issues (e.g. a road reserve, native title or strategic cropping land etc) that need to be addressed before construction can commence?

Yes

Transfer of subject land to road reserve. The process involved in transferring the subject land has commenced and is envisaged to be completed by the end of June 2017.

If yes please provide details and supporting documentation:

Transfer of subject land to road reserve. The process involved in transferring the subject land has commenced and is envisaged to be completed by the end of June 2017.

## REGULATORY REQUIREMENTS

Please list all licences and/or development approvals required to deliver this project and indicate current status.

Licence Required / Development Approval Required	Regulatory Agency	Approval Status	Details
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## RESPONSE TO CRITERIA

What is the critical need or opportunity to be addressed?

*The response should explain what the need or opportunity is; who or what is or will be affected by it; whether it is a current need or opportunity or something that will occur in the future; and the potential consequences of not acting to address the need or opportunity.*

The transfer of the site at 10-12 Beltana Drive from the Department of Education and Training allows Council to develop an off-street, sealed and linemarked car park to address community safety and amenity concerns. The surrounding area experiences road and parking congestion with high demand for sporting, educational, business, and community parking resulting in sub-optimal parking, traffic circulation and manoeuvring at and around the State controlled road (Malpas Street). Parking in residential streets, on Malpas Street, in associated businesses and in the vicinity of the Boyne Island Primary School is uncontrolled raising potential for incident and injury and reducing the amenity of the area for residents, school students and stakeholders of the education and sporting facilities. Demand for parking will increase in the short, medium, and long term, necessitating a solution beyond the management of existing parking regimes. The site presents an opportunity for the Council to implement an appropriate physical solution which can cater for this rapidly growing regional community's requirements and therefore reduce the risks to community safety and wellbeing posed by the increasing levels of congestion and demand for parking. Development of a discrete, linemarked car park away from the main road at Malpas Street is the most viable option available to the Council to offer immediate mitigation for the congestion. Early implementation of the car park has been made possible through the transfer of the site to Council and preliminary assessment of future transport flows at and around the car park indicate that the site can manage the flow of traffic in a safe manner. The Council has prioritised the implementation of the car park and allocated 50% of the costs associated with its procurement. The availability of the site offers a unique value for money proposition (combined with the overarching safety and amenity benefits) which the Council is keen to capture.

How will the proposed project address or respond to the identified need or opportunity?

*Describe how the project will address or respond to the identified need or opportunity.*

The site can cater for a car park which has the capacity to safely house 64 standard car parking spaces, including 2 for drivers with a disability. This will provide the community with a safe, accessible and controllable solution to the current ad hoc parking and manoeuvring behaviours within the street hierarchy of the area. The site is located off a residential street which will alleviate pressure for parking on the larger State controlled road with families attempting to find a park during peak hour periods. This is particularly the case during community sporting events which coincide with other activities in the precinct. The proposed car park will represent a secure and safe parking option and encourage better driver behaviour. Its introduction will be supported by Council's management of parking within the region to ensure maximum safety is promoted following its opening. The site is centrally located for sporting, business, residential and educational uses, in turn, promoting pedestrian safety along the surrounding roads. The site will also reduce the incidence of inappropriate or uncontrolled parking at local businesses and at residences, thereby promoting productivity and general community amenity, consistent with Council's broader strategies to drive the development of social and economic vibrancy in its key regional areas. Importantly, the new facility will assist in the preservation of safety for school students commuting to and from the Boyne Island Primary School and for community members visiting the sports field to the immediate north of the car park. Council accepts the responsibility to lead the provision of a solution to the current difficulties which have their basis in multiple congestion drivers in an area constrained by its configuration. There are no competing uses for the site at Beltana Drive and Council considers that the benefits to be gained from its development as a car park will be realised immediately from its operation.

Why is this project the most appropriate way to address or respond to the need or opportunity?

*Discuss how the project was determined to be the most appropriate way to address the need or opportunity. Detail any specific considerations that were used in making the decision.*

In framing the need for action and in assessing options to respond, Council assessments have shown that the provision of a discrete off-street car park in a less busy location away from the State controlled road at the proposed site offers the most desirable response. Key inputs to this consideration included safety, amenity, project affordability and value for money, risk management, deliverability and consistency with community expectation regarding Council's role in managing congestion and uncontrolled parking. In simple terms, an option which can attract road users away from parking on the main road is preferred. More broadly, Council supports longer term, sustainable solutions to the challenges of rapidly growing communities and considers that the negative consequences of congestion within this precinct justify the investment in new physical infrastructure. By combining the provision of a new car park and the preservation of a parking management regime on surrounding streets, the Council can influence driver behaviour to reduce instances of risky or unsafe practices through accessible parking. The site in question presents as a safe location and has the characteristics of accessibility, sufficient size and constructability to create measurable, immediate and positive impacts on current behaviours and practices on completion. There is no recorded stakeholder opposition to the proposed project. Council considers that its duty of care to the community can be enhanced through the construction of the new car park within the prescribed timeframes and has secured the transfer of the site from the Department of Education and allocated funding to the procurement of the carpark on the basis of assessments that it remains the most feasible option. Council has identified and tested a program and strategy to procure the project as quickly as possible to begin to secure the benefits for the community as soon as possible.

Have other solutions been considered?

Yes

Please provide details of other options considered or explain why other options were not considered.

*Identify the options considered. Explain why the proposed project was chosen and why the other options were not suitable. If other options were not considered, explain why.*

Council has considered a number of options for improving uncontrolled car parking and undesirable or dangerous road use within this community as various community members seek to identify car parking in an area of high demand and low provision for parking. The physical characteristics of the immediate precinct allow for few genuine alternatives to the proposed new project which can meet the Council's community safety and amenity objectives. The State controlled road of Malpas Street heavily influences the project context with the preservation of safe traffic flow on this road vital to the community's productivity, growth and amenity. There are no options for the provision of safe and accessible parking off this road without significant cost or compromise to its purpose. The area also includes public parks, a State Primary School, sporting facilities, and businesses to the north which are all significant drivers of demand for parking. There are no options to expand parking at the business centre nor on the school or sporting facility sites without compromise to core activities of these areas. Council considers that demand management strategies have less applicability in this instance as there are set times for school and sporting activities which reduce the discretionary capacity of stakeholders to change their time of accessing the area. Public transport options are also less attractive to stakeholders, given that the majority of events are out of standard hours. On balance, the project represents the most feasible solution across a range of criteria including minimising impacts on existing uses, preserving the operation of the current road hierarchy, reducing significant planning, assessments and cost and minimising risk across timeframes, capacity to implement, constructability, sustainability, stakeholder perspectives and in securing the suite of benefits sought.

## Value for money assessment

A Cost Benefit Analysis is required for this application

No

A Benefits Assessment is required for this application

Yes

How many direct jobs will be supported during construction, and for how long?

*Provide an estimate of the number of Full Time Equivalent (FTE) positions directly supported by the construction phase*

3

What assumptions have been used to identify the number of direct jobs supported by the construction phase?

*Provide details of assumptions and source of information used to estimate direct jobs supported by construction phase. Identify the duration of employment in days or months*

The 2011 Queensland Treasury's industry-wide average employment to output ratio has been used to estimate the FTE jobs supported by this construction project. The current construction duration for the project is estimated to be approximately 4 weeks.

How many direct jobs (if any) will be supported by project facilities on an on-going basis?

*Provide an estimate of the number of Full Time Equivalent (FTE) positions that will be directly supported as a result of the project on an ongoing basis*

0

What assumptions have been used to identify the number of direct jobs that will be supported by the project on an ongoing basis?

*Provide details of assumptions and source of information used to estimate direct jobs supported by project facilities as a result of the project*

N/A as the car park is an un-manned facility.

## Project Delivery and Management

How is the Council planning to deliver the project? (e.g. council staff, building contractor etc.)

*Identify if council will project manage and construct the project or outsource any or all components of the project. Explain how council will ensure appropriate technical expertise is available?*

The delivery of the Boyne Island Car Park will be managed by an experienced Senior Technical Officer within Council. The Senior Technical Officer will be responsible for monitoring and driving the overall project so that KPIs can be met; managing the design process and finalising construction documentation, acting as Council's representative ('agent of the Principal') for this project to all internal and external stakeholders; and ensuring the works are completed on time and budget with local council workforce, safely, and with the correct quality assurance process adhered to. The role and responsibilities will be in accordance with AS4906. There will be no superintendent required, in accordance to AS4906.

Construction activities will be undertaken by Council's workforce which has direct, relevant experience in bulk earthworks and pavement activities, and in the design and construction of sealed car parks of similar size and complexity.

Please explain how council will fund the ongoing (whole-of-life) operation, maintenance and replacement costs of the infrastructure?

*Applicants are responsible for the ongoing costs and maintenance of the project. Detail how council will fund the whole-of-life costs of the project*

Council will continue to fund the maintenance, and whole of life costs of the facility from its existing budget. Council's commitment to this is outlined in the Council meeting minutes dated 21 February 2017 contained in Attachment D.

Please provide any further information to support the application.

*Include any other information Council considers relevant in support of the application that has not been captured elsewhere in the application or supporting documents*

The construction of a formal, sealed carpark is strongly supported by local businesses, the general community, and local members of parliament. Letters outlining their support have been submitted to Council and a number of petitions have been received from the local region (Refer Attachment E and Attachment F). Copies of these can also be found within the Project Plan (refer Attachment G).

Council would like to highlight that the provision of the sealed, line marked car park presents a sound opportunity for the Council to implement an appropriate physical solution which can reduce the risk to community safety and wellbeing posed by the increasing levels of congestion and demand for parking.



Please provide relevant details on key personnel below and attach copies of CVs.

Full Name	Date of Birth	Project Role	Key Skills
Mark Cochrane	26/10/1962	Project Manager	Mark is a Senior Technical Officer with Gladstone Regional Council and has significant experience in: - The design and implementation of projects relating to general civil engineering, roads and subdivision engineering, sewerage, stormwater, water reticulation, water and sewage treatment facilities, and pumping stations; and - Contract administration, project management, and construction supervision.
Rob Huth	02/12/1964	Manager Road Services	Rob is the Manager of Road Services for Gladstone Regional Council and has over 30 years Local Government experience across various civil construction fields. He has experience in: - Managing and monitoring capital construction and maintenance programs inline with scheduled deadlines and budgets; - Civil Construction Project management; and - Leading, managing, and motivating the performance of staff, contractors and consultants.
Jorge El-Khoury	21/05/1973	Manager Technical Services	Jorge is a Technical Services Manager with Gladstone Regional Council and has extensive experience in: - Local and state governments including project management in planning, design, maintenance & construction; - The private sector in the building construction industry and asset management; and - In producing & managing lump sum and schedule of rates contracts for road transport infrastructure projects.

## APPLICATION DOCUMENTS

### Mandatory attachments

Copy of a Council Resolution indicating that the local government:

- supports submission of the detailed application - please ensure the project name is included
- is committed to delivering the project and approves any applicant financial and/or in-kind contributions; and
- is committed to the management and costs associated with the ongoing operation and maintenance of the infrastructure

Project Gantt Chart or Detailed Delivery/Works Schedule showing timeframes for all project stages up to and including project completion

If applicable: Letters from other contributors confirming financial or in-kind contributions

Detailed Project Plan (refer to template)

Project Cash Flow (refer to template)

Cost Benefit Analysis or Benefits Assessment (one required based on total project cost - refer to templates)

CVs for all key project personnel identified in the application

### Additional / Optional attachments

Additional documentation supporting project readiness such as professional designs ('for tender' or 'for construction'), tender documents, etc

Mapping files - for GIS spatial mapping purposes, please attach either an ESRI Shape File or MapInfo Tab File for this project site if available - please attach ALL file layers

If building on land not owned or controlled by local government: supporting documentation demonstrating the current status of negotiations with the land owner

If the local government will not own, operate and maintain the infrastructure: supporting documentation demonstrating the current status of negotiations with the proposed

owner/operator

Copies of all supporting documents referred to and relied on as evidence in the application form (unless web addresses/hyperlinks have been provided in the relevant response field)

Yes



**DIAL 1100**  
BEFORE YOU USE

Before you start...  
be safety smart

**SAFELY PLAN**

SURVEY REF: RL: #  
 COORDS:  
 AZIMUTH DATUM: G.D.A.94 Zone 56  
 LEVEL DATUM: A.H.D.  
 SURVEYED

AMENDMENTS					
REV	DESCRIPTION	DRAWN	VERIFIED	APPROVED	DATE
0	CONCEPT LAYOUT	DJC			

SCALES	
0 50 100 150 200 250m (UNO) FULL SIZE A1	
SCALE 1:5000 AT ORIGINAL SIZE	
DESIGNED	
DRAWN	
VERIFIED	
REPQ No.	
RPEQ	

**GLADSTONE REGIONAL COUNCIL**

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**BOYNE ISLAND STATE SCHOOL**  
**PITTSBAY CRESCENT**  
**GENERAL LAYOUT**  
**PROPOSED CAR PARKING AREA**

**CONCEPT**

DRAWING NO.  
**14-054-101**

A1 SHEET REVISION **0**