Report to General Manager

Attachments: Nil

SUBJECT: Urgent Seawall repair required adjacent to McMahons Point Wharf

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ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

EXECUTIVE SUMMARY:

The reconstruction of the McMahons Point ferry wharf commenced in April 2016. Council officers have inspected the seawall adjacent to the wharf and have identified that urgent repair works are required to be undertaken before the construction of the wharf progresses and access to the wall is affected by the works.

FINANCIAL IMPLICATIONS:

The required works have not yet been detailed. The funding required for these works will need to be brought forward from the 2016/17 Seawall Budget. Refer to the Financial Section of the Confidential Memorandum attached.

Comment by Responsible Accounting Officer:
Funding for the project is appropriate.


The Guidelines have been considered in the preparation of this report and are not applicable.

RECOMMENDATION:

1. THAT Council negotiate with suitable contractor(s) to undertake the necessary works to repair and stabilise Council’s seawall adjacent to McMahons Point Wharf, currently under construction.

2. THAT if the quantum of the works is above Council’s tender thresholds, Council resolves to consider the works as being urgent and not to require a tender as stipulated in the Procurement Policy, due to the limited window of opportunity to undertake these works.

3. THAT Council resolve to bring forward the necessary funds – once specified – from the 2016/17 Budget in order to undertake these urgent safety works.
LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

Direction: 2. Our Built Environment
Outcome: 2.1 Infrastructure, assets and facilities that meet community needs
Direction: 4. Our Social Vitality
Outcome: 4.8 Enhanced community facilities, information and services

BACKGROUND

As Council will be aware, construction of the new McMahons Point Ferry Wharf commenced in late April by Roads and Maritime Services (RMS).

An inspection was carried out by Council officers and a consultant Structural Engineer on the morning of 13 May 2016, to assess the condition of the wall that was inaccessible due to the old wharf.

Initial discussions with the Structural Engineer after the inspection concluded that works will be required on the wall urgently in order to access the wall prior to it being covered by the new wharf and being rendered inaccessible again without access difficulties and requiring the closure of the new wharf to access the wall.

CONSULTATION REQUIREMENTS

Community engagement is not required.

SUSTAINABILITY STATEMENT

The sustainability implications are of a minor nature and did not warrant a detailed assessment.
As Council will be aware, construction of the new McMahons Point Ferry Wharf commenced in late April by Roads and Maritime Services (RMS).

The upgrade is part of a progressive upgrade of ferry wharves across Sydney Harbour which aims to improve Sydney’s ferry services. It has also been designed with capacity for extra ferry services to the wharf.

The construction is being delivered as part of the NSW Government’s Transport Access Program. The program has already delivered new wharves at Milsons Point - Luna Park, Neutral Bay - Hayes Street, Cremorne Point - Wharf Road, Mosman Bay - Old Cremorne Wharf.

According to the RMS’ latest newsletter, the new McMahons Point wharf and interchange upgrade will include:
- Improved seating and waiting areas
- Improved safety for customers
- Quicker and more efficient ferry boarding and disembarking
- Improved access for mobility impaired customers and customers with prams
- Improved pedestrian access
- Efficient interchanges with other modes of transport
- Effective wayfinding signage and lighting

The demolition of the old wharf has been completed and Council officers were offered the opportunity to inspect Council’s seawall adjacent to the old wharf before the new works progress any further.

An inspection was carried out by Council officers and a consultant Structural Engineer on the morning of 13 May 2016, to assess the condition of the wall that was inaccessible due to the old wharf.

Initial discussions with the Structural Engineer after the inspection concluded that works will be required on the wall urgently in order to access the wall prior to it being covered by the new wharf and being rendered inaccessible again without access difficulties and requiring the closure of the new wharf to access the wall.

The Structural Engineer is currently preparing a report detailing the required works to be undertaken to stabilise the wall in situ. This report will not be ready until 20 May 2016 and therefore is not attached to this report.

In order to take advantage of this small window of opportunity, it is anticipated that repair/reconstruction works are required in line with Council’s adopted methodology developed over many years to stabilise existing seawalls. Council will be aware that we have undertaken many seawall restoration projects over the last 25 years using a proven methodology of grout injection behind existing walls to ensure the structural stability of the walls and the adjacent backfill. Works will also be necessary to the face and footing of the wall at the same time. Given that the subject wall will be covered by the new structure, it is not considered necessary to ensure that the face of the wall should be treated to represent the adjacent sandstone block wall.
It should be noted that, in discussions with the RMS through the design phase of the Ferry Wharf project, Council officers ensured that none of the new wharf structure will rely on the seawall for any support - this has been included in the design of the new wharf so there will be no additional load on Council’s seawall.

In order to meet this very small window of opportunity, it will be necessary to undertake these works after consulting with suitable contractors who have undertaken similar works for Council in the past. It is anticipated that, based on rates for previous projects, that the works will be in the order of $50-100,000.

Under the Procurement Policy, works up to $100,000 can be undertaken with 3 quotes. Works from $100,000 to $150,000 should be subject to a discretionary tender. As previously discussed, Council has a very small window of opportunity to undertake these works and cannot afford the delays that will be necessary to undertake a complying tender process. It will therefore be necessary to proceed with the procurement of a suitable tenderer on a quotation basis, once the full scope of works is known.

The 2015/16 Seawall budget was used to undertake urgent retaining wall projects and there are currently no funds available. The 2016/17 Seawall Budget is $261,097. The necessary funding will need to be brought forward from next year’s budget to fund these urgent safety works.