# Chichester District Council

**CABINET** **7 April 2015**

## Avenue de Chartres Multi Storey Car Park, Chichester – major refurbishment scheme

### 1. Contacts

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### 2. Recommendation

**That Cabinet approve:**

**2.1. The Project Initiation Document (PID) set out in the Appendix to this report funded from the Asset Replacement Programme (ARP).**

**2.2. The option for coloured flexible surfacing; red/green vacancy lights and electric vehicle charging points is included as an optional cost as part of the invitation to tender process.**

**2.3 That £88,000 is made available from capital reserves to fund the estimated shortfall in budget to deliver the essential ARP elements of this project.**

**2.4 That the tender analysis is submitted to a future meeting of Cabinet for contract award.**

### 3. Background

**3.1** Designed by Architects Birds, Porchmouth and Russum and constructed by Tarmac Construction Limited, the Avenue de Chartres (ADC) multi storey car park and associated pedestrian footbridges was opened in 1991. The reinforced concrete structure has a design life of 120 years and is subject to regular inspections by consulting engineers (see para 8.3 below).

**3.2** This report proposes a major planned refurbishment, required to address maintenance and design issues relating to the concrete structure and decorative brick facade. The scheme proposals and preliminary working programme are included in the PID (see Appendix).

**3.3** Included in the PID are two further long-term options which include the potential to provide a covered top deck and an option to provide an additional car parking deck to increase the 902 space capacity of the car park by approximately one third. Neither of these options is within the scope of this maintenance scheme and would need to be subject to a business case to support the Council's Car Parking Strategy.

## 4. Outcomes to be achieved

4.1. The outcomes of the works identified in the PID will, in addition to maintaining the structural integrity of the asset, resolve customer, community and accessibility issues relating to water ingress and slips and trip hazards. The works are also intended to address service performance by making the car park more attractive to users thereby reducing congestion in other City centre car parks.

## 5. Proposal

5.1. The Council will need to procure external professional services to deliver the project. Initially this will involve the appointment of Consulting Engineer/s (CE) and a Client Adviser to manage the council's obligations under the Construction Design and Management Regulations (CDM2015). Following these appointments, the services of a specialist contractor will be required to undertake corrosion testing to determine the condition of the reinforced concrete structure. Subject to the results the CE will prepare design proposals before preparing the Invitation to Tender documentation. The Client Adviser under CDM2015 will notify the Health and Safety Executive (HSE) of the works as this is a legal requirement.

5.2. The essential work proposed is set out in the PID and consists of:

- Cleaning the brickwork and concrete structure to allow brickwork repairs and new mastic expansion joint repairs to be undertaken.
- A structural works programme to include the replacement of movement joints to all three parking decks, design changes to the top deck surface water drainage outlets and waterproofing the top deck. Finally, the waterproofing works to the elevated pedestrian walkway above the attendant's office will be completed allowing it to be brought back into use.
- Electrical works are required as a result of the removal of lamp columns to the top deck.
- Finally the exposed concrete long span double tee beam soffits and exposed concrete walls will be decorated using anti-carbonation paint to combat corrosion.

5.3 There are optional improvements to include the provision of a coloured flexible coating to the pedestrian walkways and car parking bays, providing anti-slip surfacing and safety features for pedestrians; red/green vacancy lights and electric vehicle charging points. This additional work is estimated at a cost of £615,000. Officers recommend these options be

included within the specification of works as costed options for Member consideration at tender award stage.

5.3. The phasing of the works is set out in the PID. However, the stage 2 works will commence with the cleaning of the structures to enable the brickwork to be repaired, movement joints to be replaced and concrete cleaned. Subject to submission of the successful contractor's programme the stage 3 structural works would commence in February 2016 with completion in June 2016. Anti-carbonation works, stage 4, would follow stage 3 with practical completion anticipated in July 2016.

## 6. Resource and legal implications

6.1. At this stage the external professional and contractor resources required to deliver this project need to be procured. Internally the members of the project group have been identified and are in place to deliver this scheme.

6.2. The budget currently included in the ARP is £955,000. The preliminary estimate (pre-design) for these works (excluding the optional extras) is £1.043m, which leaves a shortfall of £88,000, representing an increase of 9.2%. Cabinet is recommended to approve this shortfall from capital reserves.

## 7. Consultation

7.1 Consultation on the Asset Renewals Programme and Corporate Plan has been undertaken with SLT, the Corporate Management Team, Cabinet and Council.

7.2 Specific consultation has been undertaken with the appropriate Portfolio holders in accordance with the Constitution.

## 8. Community impact and corporate risks

8.1. Failure to complete these works within a reasonable timeframe could render the car park unsafe to pedestrians and vehicles.

8.2. Corporately the ADC car park and linked pedestrian bridges are core service, high profile operational assets that should be maintained to a good standard. These works will ensure that all these structures remain within this Condition A (Good) - performing as intended and operating efficiently.

8.3. The inspections and works to the footbridge over the ADC are to be completed in full accordance with the inspection of highway structures document BD63/07.

8.4. There are several risks associated with this scheme. Temporary parking spaces may be required to manage parking displacement for the duration

of the works. Phasing will mitigate the loss of spaces and site works will halt between mid-November to mid-January.

## 9. Other Implications

| | Yes | No |
|---|---|---|
| **Crime & Disorder**: Enhanced public safety through improved decoration and improved lighting. | x | |
| **Climate Change:** Reduced energy costs by the upgrade to more efficient lighting. | x | |
| **Human Rights and Equality Impact:** | | x |
| **Safeguarding:** | | x |

## 10. Appendices

10.1. Project Initiation Document (PID)

10.2. Cost breakdown (Exempt)

**11. Background Papers** None