



# **Lennox Head Village Centre Car Parking Contribution Plan**

**Plan No: 2  
Version 1  
September 2003  
Adopted: 12 February 2004**

# Table of Contents

Section	Page
<b>EXECUTIVE SUMMARY</b>	<b>2</b>
1. INTRODUCTION	4
1.1 Name of Plan	4
1.2 Land to Which This Plan Applies	4
1.3 Date of Commencement of the Plan	4
1.4 Life of the Plan	5
1.5 Purpose of the Plan	5
1.6 Relationship to Other Plans & Policies	5
1.7 How Does this Plan Operate	6
<b>2. BACKGROUND</b>	<b>7</b>
2.1 Future Development within the Lennox Head Village Centre	7
2.2 Lennox Head DCP Traffic and Parking Review	7
2.3 Nexus	7
<b>3. WORKS &amp; COSTS COVERED BY THIS PLAN</b>	<b>9</b>
3.1 Works Included in Plan	9
3.2 Apportionment of Costs	9
3.3 On-Street Parking Costs	9
<b>4. WORKS PROGRAM &amp; CONTRIBUTION RATES</b>	<b>10</b>
4.1 Formula for Determining the Contribution	10
4.2 Calculation of Contribution by Development Area	10
4.3 Credits	11
4.4 Additional Contributions	12
<b>5. ADMINISTRATION &amp; ACCOUNTING</b>	<b>14</b>
5.1 Timing of Payments	14
5.2 Indexation	14
5.3 Contribution by way of 'Works in Kind' Material Public Benefit	14
5.4 Deferred or Periodic Payments	15
5.5 Refunds	15
5.6 Review of the Plan	16
<b>SUPPORTING DOCUMENTS</b>	<b>17</b>

## List of Tables

No	Name	Page
3.1	Apportionment of Costs	9
4.1	Cash Flow & Works Program	13
4.2	Calculation of Contribution by Land Use Type	11
5.1	Timing of Payments & Land Dedications	14

## EXECUTIVE SUMMARY

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This Contribution Plan enables Ballina Shire Council to levy s.94 developer contributions for the provision of public car parking in the Lennox Head Village Centre. It has been prepared in conjunction with Ballina Development Control Plan No. 8 – Lennox Head Village Centre (DCP No.8) and the Lennox head Village Centre Landscape Master Plan.

In accordance with DCP No. 8, new development in parts of the Lennox Head Village Centre are required to provide a contribution to public car parking in conjunction with the off street parking provided on the development site. A reduction in the required number of car spaces to be provided on site has been incorporated in the DCP to offset the contribution requirement.

The proposed life of this Plan is ten (10) years. The Plan will be reviewed on a regular basis to monitor car parking and development trends.

This Plan outlines the methodology and calculations used to determine the adopted contribution rate. The Plan also establishes Council's policy regarding administration and accounting of monies collected in accordance with the Contribution Plan.

### **Summary of Works Schedule**

The Lennox Head Village Landscape Master Plan provides a concept design for landscaping and formalised car parking within the Village Centre. A copy of the Master Plan is included in *Schedule 1*. Through the reconfiguration of car parking in Ballina Street and the construction of 90° parking in Park Lane an additional 50 car parking spaces will be provided in the street system. The majority of these spaces will be provided in Park Lane

This Contribution Plan levies monies towards additional car spaces to be provided within the Village Centre.

The construction of public car parking identified in this Plan will be undertaken when there are sufficient contributions available to fund development of the parking facilities. It is therefore not possible to provide definitive timeframes for the development of car parking facilities from this Plan.

The concept plan identifies 82 car parking spaces to be constructed in Park Lane. The construction of these spaces is estimated to cost \$1,186,900. The proposed staging and capital costs of the construction of formalised parking in Park Lane is provided in the works schedule.

### Capital Works Program

Staging	Capital Works	Total Cost \$	Total No. Of Spaces	Threshold for Provision
1.	Park Lane (90° parking)	\$1,186,900	82	Upon receipt of 20 contributions or within 5 years, whichever occurs first.
	<b>TOTAL</b>	<b>\$1,186,900</b>		

The costs associated with construction of parking and associated facilities in Park Lane will be apportioned as follows:

Funding Source	No. of spaces
Council	32
Contribution Fund	36
To be confirmed <sup>1</sup>	14
<b>Total</b>	<b>82</b>

### Plan Area

This Plan applies to development in Precinct A1 (General Business) of DCP No.8 This Precinct is located on the western side of Ballina Street between Park Lane and Byron Street and on the eastern side of Ballina Street between 63 Ballina Street and Ross Park. A map showing the Plan area is provided in Section 1.2.

### Contribution Rates

For new development within the Plan area contributions shall be paid for commercial, refreshment room and retail land uses at a rate of 1 space per 150m<sup>2</sup> of gross floor area.

The contribution per car parking space is **\$14,838**.

Alternatively contributions for commercial, refreshment room and retail land uses may be calculated at a rate of **\$98.92 per m<sup>2</sup>** of gross floor area.

Where new development does not warrant contribution towards a whole car parking space a partial contribution will be accepted.

The contribution rate shown above is at the date of commencement of this plan and is subject to indexation in accordance with Section 5.2. Current contribution rates are listed in Council's Annual Fees and Charges document.

<sup>1</sup> 14 car parking spaces are shown on Lot 11 DP 11687 at the northern end of Park Lane. Council is yet to determine the future use of this site.

## 1. INTRODUCTION

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### 1.1 Name of Plan

This Section 94 Plan is known as ***Ballina Shire Council Section 94 Plan No 2 –Lennox Head Village Centre Car Parking, Version 1.***

### 1.2 Land to which this Plan Applies

This Plan applies to non-residential development on land included within Precinct A1 (General Business) of DCP No. 8 – Lennox Head Village Centre.

The Plan Area is illustrated on Map 1.1.

**Map1.1 Plan Area**



### 1.3 Date of Commencement of the Plan

Council adopted this contribution plan on 12 February 2004.

This Plan came into effect on 28 February 2004, which is the date the adoption of the Plan was notified in the local newspaper

This Plan will apply to Development Applications determined on or after the date the Plan came into effect.

## 1.4 Life of the Plan

Contribution Plan No.2 has been prepared to have a life of 10 years and will be reviewed as detailed in Section 5.5. Ten years is the estimated timeframe for receipt of all contributions towards the additional public car parking to be provided.

Regular review of the Plan will be undertaken to monitor development trends in the locality. The life of the Plan may be reduced or extended as result of these development trends and the rate of contributions received by Council in accordance with the Plan.

## 1.5 Purpose of the Plan

The purpose of this Plan is to enable Ballina Shire Council to levy s.94 developer contributions for the provision of public car parking that is required as a consequence of development within the Lennox Head Village Centre

Other purposes of this Plan include:

- to determine contribution rates and ensure adequate funding to construct public facilities;
- to ensure that an adequate level of public car parking is provided throughout the Lennox Head Village Centre;
- to identify public amenities and services relating to car parking that Council intends to provide and demonstrate the nexus between new development and the works proposed by this plan;
- to ensure that the existing community is not burdened by the provision of public car parking required in association with future development;
- to provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis throughout the Ballina Shire; and
- to satisfy the requirements of the EP&A Act and EP&A Regulations.

## 1.6 Relationship to Other Plans and Policies

This Contribution Plan has been prepared in conjunction with Ballina Development Control Plan No.8 – Lennox Head Village Centre (DCP No.8) and the Lennox Head Village Centre Landscape Master Plan. DCP No.8 specifies the parking requirements for the Lennox Head Village Centre. In Precinct A1 the number of car parking spaces required to be provided in conjunction with office, shop and refreshment room land uses is:

*‘1 space per 30m<sup>2</sup> to be provided on site plus 1 space per 150m<sup>2</sup> to be paid as contributions for embellishment of parking on public lands’.*

This Plan (Contribution Plan No. 2) establishes the contribution charge for embellishment of parking on public lands in accordance with DCP No.8.

Contribution Plan No. 2 also relates to information and planning considerations contained in:

- Plan of Management – Williams Reserve
- Ballina Development Control Plan No.1 – Urban land
- Ballina Local Environment Plan, 1987

This Contribution plan has been prepared in accordance with the provisions of section 94 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 4 of the Environmental Planning and Assessment Regulation 1994 (Regulations).

### **1.7 How does this Plan Operate?**

In determining a development application, Council may impose a condition requiring payment of a monetary contribution in accordance with the provisions of this Plan.

The contribution rates are based on the cost of providing the necessary facilities to service the anticipated increase in development.

## **2. BACKGROUND**

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### **2.1 Future Development within the Lennox Head Village Centre**

There is limited information available regarding the likely rate of non-residential development within the Lennox Head Village Centre. However, it is possible to estimate ultimate gross floor area based on development controls such as floor space ratio and on site parking requirements. In this regard it is estimated that an additional 4500m<sup>2</sup> of gross floor area will be developed in Precinct A1 of the Lennox Head Village Centre.

For the purposes of this Plan it is assumed that the development associated with this additional gross floor area will occur over a ten-year timeframe.

Development trends will be monitored in conjunction with future reviews of this Plan.

### **2.2 Lennox Head DCP Traffic and Parking Review.**

This Contribution Plan utilises information contained in the *Lennox Head DCP Traffic and Parking Review* prepared by Eppell Olsen & Partners. This study establishes that:

- That the current parking supply satisfies the demand from existing development;
- That parking demand within the Village Centre is best represented by a uniform rate of 1 space per 25m<sup>2</sup> of gross floor area for commercial, retail and restaurant uses; and
- That there is a need to modify the balance between the provision of public and private parking areas in order to improve parking accessibility.

### **2.3 Nexus**

Nexus is the link between the development being levied and the need for the works for which the levy is required. Three aspects of nexus, which must be satisfied, are casual, physical and temporal.

#### Casual Nexus

Casual nexus requires that the need for the service or facility being levied must be as a result of the development that is to be levied.

New business development, or intensification of existing business development, will generate a demand for additional car parking within the locality of the development. In the Lennox Head Village Centre this demand has been determined to be 1 space per 25m<sup>2</sup> of gross floor area.

If on-site car parking requirements are reduced below the level of demand for the development, additional car parking spaces will need to be provided off site to balance the demand shortfall. The provision of additional public car parking under these circumstances is therefore related to new development.

These elements satisfy the requirements of casual nexus.



### Physical Nexus

Physical nexus requires that the facility or service be located so as to serve the needs of those who create the demand for it.

Contributions collected in accordance with this Plan will be used to develop public car parking within Park Lane. A Landscape Concept Master Plan showing future car parking in Park Lane is included in *Schedule 1*. This parking locality is within easy walking distance to development within Precinct A1 and to the central village area. The public car parking along Park Lane will be linked to the development areas by way of pedestrian paths, lighting and landscaping.

A total of 82 spaces are proposed to be constructed along Park Lane, 36 of these spaces will be funded by contributions. Users of Williams Reserve will also be able to freely access these additional spaces.

### Temporal Nexus

Temporal nexus requires that the service or facility be provided in a timely manner to benefit those who have contributed towards it.

The timing of public car parking provided by this Plan is directly related to the shortfall in car parking generated by new development within the Village Centre. For reasons outlined previously this rate of development within the Village Centre is difficult to estimate.

To ensure economic construction of the parking facilities identified by this Plan, formalised parking facilities in Park Lane will be provided in one construction stage. Detailed design and construction will commence upon receipt of 20 contributions or within 5 years of adoption of this Plan, whichever occurs first.

Council will undertake loan borrowings for the amount of outstanding developer contributions required to fund the additional car parking in Park Lane.

The works schedule contained in Section 4.1 identifies the works, which are to be undertaken with contributions received from new development.

### 3. WORKS AND COSTS COVERED BY THIS PLAN

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#### 3.1 Works Included in Plan

This plan levies contributions towards the provision of additional public car parking within Park Lane, Lennox Head. Costs covered by this plan include:

- The construction of parking in Park Lane, including the provision of landscaping, street lighting, and pedestrian facilities to provide safe access and use of the parking spaces;
- Pavement and stormwater adjustments in Park lane to allow construction of additional parking spaces;
- Survey, design and project management of the parking facilities; and
- The costs of interest charges incurred where borrowings are required for construction of the parking facilities.

#### 3.2 Apportionment of Costs

The concept design for Park Lane has identified 82 car parking spaces to be constructed along the western side of the road carriageway. This parking and other streetscape works will result in an additional formalised car parking spaces within the village centre.

The costs associated with construction of parking and associated facilities in Park Lane will be apportioned as follows:

<b>Funding Source</b>	<b>No. of spaces</b>
Council	32
Contribution Fund	36
To be confirmed	14
<b>Total</b>	<b>82</b>

The apportion of spaces that will be funded by Council represent existing spaces that are being replaced by the new layout. 14 additional spaces at the northern end of Park Lane have also been identified however further investigation regarding the use of this land is required prior to making a commitment to the provision these car parking spaces.

#### 3.3 On-Street Parking Costs

The construction costs for parking in parking in Park Lane are estimated to be \$1,186,900 and are based on detailed estimates prepared from the Landscape Master Plan Concept design layout. The design layout and cost estimates are included in Schedule 1.

The on-street parking design shall be in accordance with Australian Standard *AS 2890.5 (1993) Parking Facilities – On-Street Parking*.

The car parking spaces are to be partly constructed within Crown Reserve. This is in accordance with the Plan of Management for Williams Reserve which nominates the eastern boundary of the reserve for the provision of additional car parking and possible future road widening.

There are no land acquisition costs included in the car parking contributions.

## 4.0 WORKS PROGRAM AND CONTRIBUTION RATES

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### 4.1 Formula for Determining the Contribution

Contribution rates shall be calculated in accordance with the following formula:

$$\text{\$Cont}_{\text{space}} = \frac{\text{\$Total Construction Costs}}{\text{No. of car parking spaces}}$$

Where:

$\text{\$Cont}_{\text{space}}$  = amount of contribution per unsupplied car parking space,

$\text{\$Total Construction Costs}$  = \$1,186,900 (as detailed in Schedule 1)

No of car parking spaces = 82 (as detailed in concept plans)

The Developer Contributions per space ( $\text{\$Cont}_{\text{space}}$ ) is adjusted up or down using cash flow analysis to account for interest charges and credits incurred by the Plan.

Based on the cost estimates and cash flow analysis the contribution charge per space is determined to be **\$14,838 per space**.

Table 4.1 outlines the cash flow and works program for 2004-2013

### 4.2 Calculation of Contribution by Gross Floor Area

Development Control Plan No.8 requires that new development provide on site car parking at a rate 1 space per 30 m<sup>2</sup> of gross floor area and contribute towards public car parking at a rate of 1 space per 150m<sup>2</sup> of gross floor area.

This combination of this parking provisions will result in a supply of 1 car parking space per 25m<sup>2</sup> of new development gross floor area.

Generally when new development is required to provide car parking it is intended as the number of spaces or part thereof. That is where the number of spaces required is determined as a decimal it is rounded up to the next whole number, eg 1.25 spaces would be rounded up to 2 spaces to be provided.

For the contribution component of the car parking requirements set out in DCP No. 8, a partial contribution will be permitted. For example, if a development is required to contribute towards 1.25 spaces of public car parking, the contribution charge will be determined by '1.25x  $\text{\$Cont}_{\text{space}}$ '.

For ease of calculation the contribution charge has been converted to a square metre rate. The rate per square metre is determined by the following formula:

$$\text{\$Cont}_m^2 = \frac{\text{\$Cont}_{\text{space}}}{150}$$

where:

$\text{\$Cont}_m^2$  = contribution charge per square metre of development gross floor area.

The Developer Contributions per square metre ( $\text{\$Cont}_m^2$ ) is adjusted up or down using cash flow analysis to account for interest charges and credits incurred by the Plan.

Table 4.2 outlines the contribution charge per land use type

**TABLE 4.2: Contribution Charge by Land Use**

Development Type	Contribution Charge
Commercial	\$98.92 per m <sup>2</sup> of G.F.A
Refreshment Rooms	\$98.92 per m <sup>2</sup> of G.F.A
Retail	\$98.92 per m <sup>2</sup> of G.F.A
Other development types	Not applicable

### 4.3 Credits

In determining the contribution charge for proposals for additions to existing development, development will be entitled to a credit for any 'current approved use' on the site relating to commercial, refreshment rooms or retail area. Car parking credits will be acknowledged at the following rates:

Where contributions have been paid:

- On site car parking: 1 space per 30m<sup>2</sup> of gross floor area;
- Contribution charges: 1 space per 150m<sup>2</sup> of gross floor area.

Where contributions have not been paid:

- On site car parking: 1 space per 25m<sup>2</sup> of gross floor area;

#### 4.4 Additional Contributions

The Council will generally not accept additional contributions for public parking in lieu of on-site car parking. However, where a development has demonstrated that it cannot provide the required number of car parking spaces on site in accordance with DCP No.8 Council may consider accepting additional contributions for exceptional circumstances.

The decision to accept additional contributions towards public car parking is at the sole discretion of the Council. Factors that will be considered include:

- The number of available car parking spaces within the street system for which contributions can be received;
- The rate of development in the Lennox Head Village Centre;
- The amount of contributions already received towards public car parking in accordance with the Plan;
- If the contribution is to meet parking requirements for alfresco dining on public land.

In the event that Council accepts additional contributions towards public car parking the following conditions shall apply;

- Contributions towards public car parking spaces will be accepted for no more than 10% of the on site-parking requirement; and
- Contributions in lieu of on-site spaces will be paid for an equivalent number of spaces or part thereof.

#### 4.1: Cash Flow & Works Program

Year		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Car Parking Contributions Received		4	4	4	4	4	4	3	3	3	3	
Construction of 36 car parking spaces in Park Lane*						-\$521,078						
<b>EXPENDITURE TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$521,078</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$521,078</b>
Contribution per space	\$14,838											
Contribution per m <sup>2</sup>	\$98.92											
Income - contributions received		\$59,352	\$59,352	\$59,352	\$59,352	\$59,352	\$59,352	\$44,514	\$44,514	\$44,514	\$44,514	\$534,168
<b>NET ANNUAL CASHFLOW</b>		<b>\$59,352</b>	<b>\$59,352</b>	<b>\$59,352</b>	<b>\$59,352</b>	<b>-\$461,726</b>	<b>\$59,352</b>	<b>\$44,514</b>	<b>\$44,514</b>	<b>\$44,514</b>	<b>\$44,514</b>	
<b>FUND BALANCE</b>		<b>\$59,352</b>	<b>\$121,375</b>	<b>\$186,189</b>	<b>\$253,919</b>	<b>-\$196,380</b>	<b>-\$150,775</b>	<b>-\$116,815</b>	<b>-\$80,478</b>	<b>-\$41,598</b>	<b>\$4</b>	
Credit Interest	4.50%	\$2,671	\$5,462	\$8,378	\$11,426	\$0	\$0	\$0	\$0	\$0	\$0	\$27,938
Debit Interest	7%	\$0	\$0	\$0	\$0	-\$13,747	-\$10,554	-\$8,177	-\$5,633	-\$2,912	\$0	-\$41,023
											<b>End Balance</b>	<b>\$5</b>

\*Note: Funds for construction of the remaining number of spaces in Park Lane will be provided by Council's Capital Works program.

## 5. ADMINISTRATION & ACCOUNTING

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### 5.1 Timing of Payments

Contributions will be required as a condition of development consent.

Contributions are payable at the time prescribed in Table 5.1.

**TABLE 5.1 Timing of Payments and Land Dedication**

<i>Type of consent</i>	<i>Timing</i>
Subdivision	Prior to the release of the Subdivision Certificate
Development not involving subdivision but where a subsequent Construction Certificate is required	Prior to release of Construction Certificate
Other developments	Prior to commencement of the use

### 5.2 Indexation

Council's Policy is to review contribution rates to ensure that the monetary contributions reflect the costs associated with the Plan. Under the terms of this Policy, contributions will be adjusted annually at budget time (June).

Contributions may be indexed and/or amended in one of three ways:

- (i) reviewed on the basis of adjustments in the Consumer Price Index as set by the Australian Bureau of Statistics;
- (ii) revised cost estimates prepared; or
- (iii) set by a Plan that supersedes this Plan.

In the latter instance a complete revision may be necessary as a result of changing circumstances. Such changes would create a new version of the Contribution Plan.

### 5.3 Contribution by way of 'Works in Kind' Material Public Benefit

The Council may accept an offer by the applicant to make a contribution by way of works in kind (for an item included in the works schedule) or material public benefit or dedication of land (for an item not included in the works schedule) as referred to in the regulations. The decision will be at the discretion of Council. Factors that Council will take into consideration include:

- (i) the extent to which works in kind/material public benefit/land dedication satisfies a community need;

- (ii) the extent to which the works in kind/material public benefit/land dedication satisfies the purpose for which the contribution was sought;
- (iii) whether the payment of the contribution in accordance with the provisions of the Plan is unreasonable or unnecessary in the circumstances of the case;
- (iv) whether the works in kind/material public benefit/land dedication will prejudice the timing or manner of the provision of the services for which the contribution is required; and
- (v) the value of the material public benefit/land dedication or works in kind.

Credit for material public benefit, or the dedication of land not identified within the adopted works schedule, will not be given over and above the relevant section 94 liabilities for that particular development.

#### **5.4 Deferred or Periodic Payments**

The Council will generally not accept deferred or periodic payment of contributions. However, Council may consider an application where:

- (i) compliance with the provisions relating to when contributions are payable is unreasonable or unnecessary in the circumstances of the case; and
- (ii) non-compliance with the terms of this clause will not prejudice the timing or the manner of the provision of the services or facilities for which the contribution was required as outlined in the Works Schedule.

The decision to accept a deferred or periodic payment is at the sole discretion of the Council.

In the event Council decides to accept the deferred or periodic payment of contributions, the applicant may be required to provide an unconditional bank guarantee by an Australian bank or recognised financial institution. The bank guarantee will prohibit the bank from seeking recourse to the applicant or having regard to any appeal, dispute, controversy, issue or other matter relating to the carrying out of the development in accordance with the consent.

#### **5.5 Refunds**

Ballina Shire Council does not anticipate that refunds of Section 94 contributions levied under this Plan would be made unless:

- The required works under Section 94 are deleted and no equivalent or substitute provided; or
- The contributions have been paid in respect of a development consent that has lapsed and the funds have not been allocated/expended on the projects identified in the works schedule under the Plan.



## **5.6 Review of the Plan**

The Contribution Plan will be subject to regular review by Council, so as to:

- monitor car parking trends and community needs;
- ensure that contributions charges reflect current construction costs;
- ensure that the Contribution Plan is consistent with planning studies and policies which affect the Lennox Head Village Centre;
- enable alteration to the work schedule if development and demand for car parking differ from original expectations; and
- Facilitate provision of additional public car parking areas if required.

It is intended that this Section 94 Plan will be reviewed annually at the end of the financial year concurrent with the preparation of the financial reports required by the EP&A Regulations.

Any material change in the Plan, with the exception of annual adjustments outlined in Section 5.2, will require the plan to be amended in accordance with Environmental Planning and Assessment Act, 1979. This will require full public exhibition of the amended plan and consideration of the submissions received.

## **SUPPORTING DOCUMENTS**

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Ballina Shire Council  
Urban Land Release Strategy - 2000

Ballina Shire Council  
Local Environment Plan - 1987

Ballina Shire Council  
Facts and Figures – 2002.

Ballina Shire Council  
Draft Development Control Plan No. 8 – Lennox Head Village Centre

Ballina Shire Council  
Plan of Management Williams Reserve

Eppell Olsen 2003  
Lennox Head DCP Traffic and Parking Review

**Schedule 1**  
**Park Lane Concept Plan and Cost Estimates**

<b>BILL OF QUANTITIES</b>					
This schedule has been prepared in association with Lennox Head Village Master Plan project - Option 2 - two way traffic					
Note: Quantities are based on the following criteria:					
* All quantities are based on a concept plan. Detailed design has not been undertaken					
* Wherever possible, drain the existing Lots fronting Park Lane to the new kerb/gutter invert					
* Provide a minimum of 150 mm fall from existing garage and driveways to kerb and gutter inverts					
* Retain existing trees fronting William Reserve					
* Maintain a maximum of 5% crossfall to new road construction					
Refer to attached General Notes for information on Scheduled Items					
				<b>ESTIMATE</b>	
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>UNIT</b>	<b>QTY</b>	<b>RATE</b>	<b>AMOUNT</b>
1.00	Site establishment	Item	1	\$10,000.00	\$10,000.00
2.00	Provision for traffic and erosion control (assumed construction period 8 weeks)	Item	1	\$45,000.00	\$45,000.00
3.00	Provide temporary barriers for protection of existing trees	Item	1	\$10,000.00	\$10,000.00
4.00	Remove existing fence to Williams Reserve	Item	1	\$1,500.00	\$1,500.00
5.00	Remove existing kerb and gutter/invert	m	185	\$6.00	\$1,110.00
6.00	Scarify and remove existing bitumen surfacing, grave pavement and subgrade to new pavement box levels	m <sup>3</sup>	2425	\$12.50	\$30,312.50
7.00	Trim and compact pavement box	m <sup>2</sup>	3810	\$1.50	\$5,715.00
8.00	Supply and construct gravel pavement				
	a) Base 150 mm	m <sup>3</sup>	572	\$60.00	\$34,320.00
	b) Sub base 150 mm	m <sup>3</sup>	515	\$55.00	\$28,325.00
9.00	Trim pavement surface	m <sup>2</sup>	3415	\$1.50	\$5,122.50
10.00	Supply and construct new				
	a) Flush kerbs	m	416	\$30.00	\$12,480.00
	b) Kerb and gutter	m	440	\$47.50	\$20,900.00
11.00	Supply and construct 30 mm thick asphaltic surfacing	m <sup>2</sup>	3415	\$15.00	\$51,225.00
12.00	Supply and construct traffic islands to Byron Street	item	1	\$5,000.00	\$5,000.00
13.00	Supply and construct concrete footpaths 1.8m wide				

	a) to Eastern side of Park Lane (from Byron Street to Ballina Street)	m	448	\$80.00	\$35,840.00
	b) to Western side of Park Lane (opposite Williams Reserve)	m	240	\$80.00	\$19,200.00
14.00	Demolish top of existing sewer manholes and preconstruct new tops to match finished road levels	No	7	\$1,000.00	\$7,000.00
15.00	Modify top to existing gully pits, to junction pits	No	4	\$750.00	\$3,000.00
16.00	Remove existing 375Ø drainage pipe - replace with box culvert	m	15	\$275.00	\$4,125.00
17.00	Excavate for supply and construct gully inlet pits	No	4	\$1,500.00	\$6,000.00
18.00	Excavate for, supply, place and backfill drainage pipes				
	375 Ø Class 2	m	10	\$100.00	\$1,000.00
19.00	Excavate and construct open swail drain across Williams Reserve, including grassing	Item	1	\$1,500.00	\$1,500.00
20.00	Reconstruct top to existing water hydrant	No	1	\$300.00	\$300.00
21.00	Supply and erect signage				
	a) Traffic	No	6	\$275.00	\$1,650.00
	b) Parking	No	28	\$225.00	\$6,300.00
	c) Street Signs	No	3	\$250.00	\$750.00
22.00	Supply and paint lines and markings to road surface	m	400	\$2.00	\$800.00
23.00	Supply and place vehicle stops to parking bay	No	82	\$110.00	\$9,020.00
24.00	Extend existing driveway slab to new kerb and gutter	m <sup>2</sup>	13	\$47.50	\$617.50
25.00	Supply and construct new fence to Williams Reserve/Park Lane Frontage	m	225	\$60.00	\$13,500.00
26.00	Supply and place approved landscaping to new landscaped areas	m <sup>2</sup>	665	\$40.00	\$26,600.00
27.00	Supply and plant new landscaping tree, including maintenance	No	18	\$500.00	\$9,000.00
28.00	Supply and install turf to back of kerbs and edge of pathways	Item	1	\$2,500.00	\$2,500.00
29.00	Telstra services	Item	1	\$250,000.00	\$250,000.00
30.00	Electricity Services				
	a) Underground existing overhead mains from Byron Street	Item	1	\$51,250.00	\$51,250.00
	b) Supply and install street lighting, including conduits	Item	1	\$74,750.00	\$74,750.00
	c) Connection of existing consumers to new underground mains in item a)	Item	1	\$12,000.00	\$12,000.00
	d) Connection of existing sports lights to new underground mains in item a)	Item	1	\$7,000.00	\$7,000.00
	e) Supply and install conduits for further underground works associated with upgrading of Ballina Street	Item	1	\$35,000.00	\$35,000.00
31.00	Remove and relocate existing sports lighting poles in Williams Reserve including relocation of underground cabling as required	No	2	\$4,000.00	\$8,000.00

32.00	Realign and mark relocated football field	Item	1	\$500.00	\$500.00
33.00	Engineering design and supervision during construction (provisional 8%)				\$67,817.00
	<b>Subtotal</b>				\$906,029.50
	<b>Contingency (10%)</b>				\$ 90,602.95
	<b>Subtotal</b>				\$ 996,632.45
	<b>GST 10%</b>				\$ 99,663.25
	<b>TOTAL ESTIMATED COSTS</b>				\$ 1,186,898.65