



BRANXTON TOWN CENTRE PUBLIC DOMAIN PLAN & IMPLEMENTATION PLAN

*PLANNING FOR OUR PEOPLE
OUR PLACE OUR FUTURE*



Page of Contents

Page of Contents	2
Section 1	3
Public Domain Plan	3
1.1 Vision	3
1.2 Objectives.....	4
1.3 Open spaces and public squares	6
1.4 Community facilities	7
1.5 Car parking.....	7
1.6 Streetscapes	9
1.7 Pedestrian improvements	10
1.8 Street Type: Maitland Street	10
1.9 Street Type: Secondary Streets (Clift Street, Cessnock Road and John Rose Avenue).....	12
1.10 Street Type: Pedestrian thoroughfare.....	14
1.11 Street Type: Church Street (Shared zone)	15
1.12 Public Domain Plan.....	16
1.13 Wayfinding Signage Strategy	17
1.14 Pedestrian wayfinding.....	17
1.15 Vehicular wayfinding	18
Section 2	19
Design Concept	19
Section 3	19
Preliminary Budget Estimate	19

Document Revision:

Revision	Public Exhibition Dates	Adoption Date
FINAL	Jan-March 2019	19 June 2019

Section 1

Public Domain Plan

1.1 Vision

The vision for the Branxton Town Centre was composed by the community during the preparation of the Branxton Sub-regional Land Use Strategy and Structure Plan and the Branxton Town Centre Masterplan.

To achieve this vision, seven objectives were identified. These are:

1. To revitalise the main street (Maitland Street)
2. Increase connectivity to and within the town centre
3. To improve approaches and gateways
4. To strengthen relationships to recreation areas
5. To rationalise parking
6. To respond to unique heritage and rural setting
7. To enable and encourage future development.

This public domain and implementation plan seeks to provide greater detail and costings for public domain works. When complete, these works will contribute to the achievement of the actions listed above. However, public domain works alone will not achieve the vision for the Branxton Town Centre. Vibrancy, activation and continued commercial viability can only be achieved by people visiting the town centre and spending money at local businesses. To help achieve the vision, the community has a responsibility to spend time and money in the centre.

This public domain plan and implementation plan has been prepared by Cessnock City Council and the community. The Branxton Sub-regional Land Use Strategy and Town Centre Masterplan has informed much of the plan. However, there has been some departures from the Master Plan because of more detailed information and the input of urban design specialists.

Branxton is a vibrant village centre that continues to build upon its strength as an important heritage town in the Hunter Valley.

It has developed an attractive and active main street that is encircled and supported by a compact urban form, respecting its unique heritage and rural setting.

It is a local place of commerce, innovation, history and recreation.

1.2 Objectives

This public domain plan and implementation plan includes specific actions that will help achieve many of the objectives and the vision for Branxton. However, public domain works are only part of the future success of the centre. An attractive public domain that provides good connections into and throughout the centre will attract people and encourage people to dwell in the centre. The centre must support a range of retail and commercial services to meet the daily needs of the Branxton community and provide community, recreation and entertainment activities. The community must also contribute to the viability of the centre by supporting local businesses.



Revitalise the main street (Maitland Street)

Branxton enjoys a wide road corridor (Maitland Street) that previously serviced a high volume of traffic before the Hunter Expressway opened. Maitland Street's configuration now provides ample area for public domain improvements such as widened footpaths and landscaping.

Branxton's compact town centre includes many historic buildings that strongly contribute to the unique identity of the centre. New development should be sympathetic to these buildings by reflecting the bulk and scale and rhythm of these buildings. Materials and building design should be reflective of styles that exist or complementary to those in the centre.

The public domain should be safe, functional and prioritised for pedestrians while providing convenient access for vehicles. Public domain elements, such as pavements, furniture and lighting should be recessive in the streetscape to highlight the built elements.

Landscaping should be used extensively along Maitland Street to instil a sense of arrival into the centre, to reduce traffic speeds and to provide shade in summer. Buildings should address Maitland Street and provide active street frontages.

Improve connectivity to and within the town centre

Branxton is a compact town centre. With some modifications to the road and pedestrian networks, significant improvements to the circulation and wayfinding may be achieved. The works would increase the permeability of the centre to the surrounding residential area and improve the walkability of the centre.

Improve approaches and gateways

Landscaping, entry statements, public art and building treatments should be used to create a sense of arrival into the centre.

Strengthen relationships to recreation areas

Branxton Oval, the Branxton Golf Course, Millers Park and the Sports Club are within 1km of the town centre. Improving connections between the town centre and these sites, as well as other community facilities, by continuous pavement, wayfinding initiatives and uniform furniture may improve the walkability of the centre.

Rationalise parking

The significant reduction of highway traffic traveling through the town centre allows the reconfiguration of the road corridor and reconsideration of existing parking assets. The consolidation of car parking at the rear of sites would be more convenient and efficient and less intrusive on the heritage streetscape. There may also be opportunities to augment Council's parking assets and to utilise underused parking areas such as at Branxton Oval.

Respond to unique heritage and rural setting

Branxton's unique heritage and rural setting is a point of difference from other centres in the area. These qualities should be respected by new development within the centre and any streetscape improvements including landscaping and furniture.

Enable and encourage future development

Land use and development policies should provide flexibility to encourage and support development in the centre while maintaining sufficient rigour to protect the heritage and mitigate against risk from flooding.



1.3 Open spaces and public squares

The town centre already benefits from the large and well established open spaces and recreational areas. These include Branxton Oval at the end of John Rose Avenue, Branxton Golf Course and Miller Park.

Providing additional public spaces within the town centre will assist in revitalising the main street by providing opportunities for people to meet and remain in and around businesses. Public spaces can also accommodate landmark features that draw attention to and demarcate the town centre as an important place.

The public spaces could include seating, shelters, public amenities, signage and public art to improve accessibility and quality experience for people living, working and visiting the town centre.

Branxton Oval

Branxton Oval is an important recreation and open space asset and a short walk (100m) from the town centre. It is accessed off John Rose Avenue and comprises a playing field, a small grandstand, croquet club, public amenities and a RV dump station. RV overnight camping is also available at the oval and Branxton is recognised as a RV Friendly town because of this facility.

The oval also has an historic rotunda and cenotaph which together forms a war memorial. However, the setting of these structures could be improved. Additional landscaping treatment and the formalisation of the space could improve the setting of the items in their current location.

The car park provides a location for school children to interchange between bus services. The public domain plan recommends the construction of a shelter alongside the oval to provide seating for school children and spectators and discourage the use of the heritage item. Parking is available at the oval; however the parking area is not lined or formalised.

Key initiatives for Branxton Oval are:

- Formalise car park area and line car parks.
- Allow developers to offset some car parking deficiencies within the town centre to the oval by way of contributions or planning agreements to fund improvements to the car park.
- Improve the setting of the historic rotunda and the cenotaph.
- Provide pedestrian and vehicular signage to and from the Oval from the town centre.
- Improve the circulation of vehicles around the car park.
- Improve pedestrian pavements along John Rose Avenue.
- Upgrade amenities.
- Provide additional facilities to facilitate the interchange and to protect the rotunda and cenotaph.
- To provide additional signage to direct RV campers to the camping area and stipulate the terms of use.

Branxton Golf Course

Branxton Golf Course is an important private recreation asset in the Branxton Town Centre Area. No works are proposed for the golf course. However, signage will be provided to direct visitors to the clubhouse on Cessnock Road.

Miller Park

Miller Park is a regional sporting facility located outside of the Branxton Town Centre. It contains sports fields, the Branxton Swimming Pool, a playground and netball and tennis courts. Directional signage will be provided in the town centre to direct visitors to the park.

Visitor Entry Statement and Parking Area

A visitor entry statement and parking area is proposed at the eastern gateway to the town centre. This area will provide new town signage, picnic tables and interpretation signage. The area will allow planting of large trees to further improve the gateway to the centre. It may also be a site for local artwork.

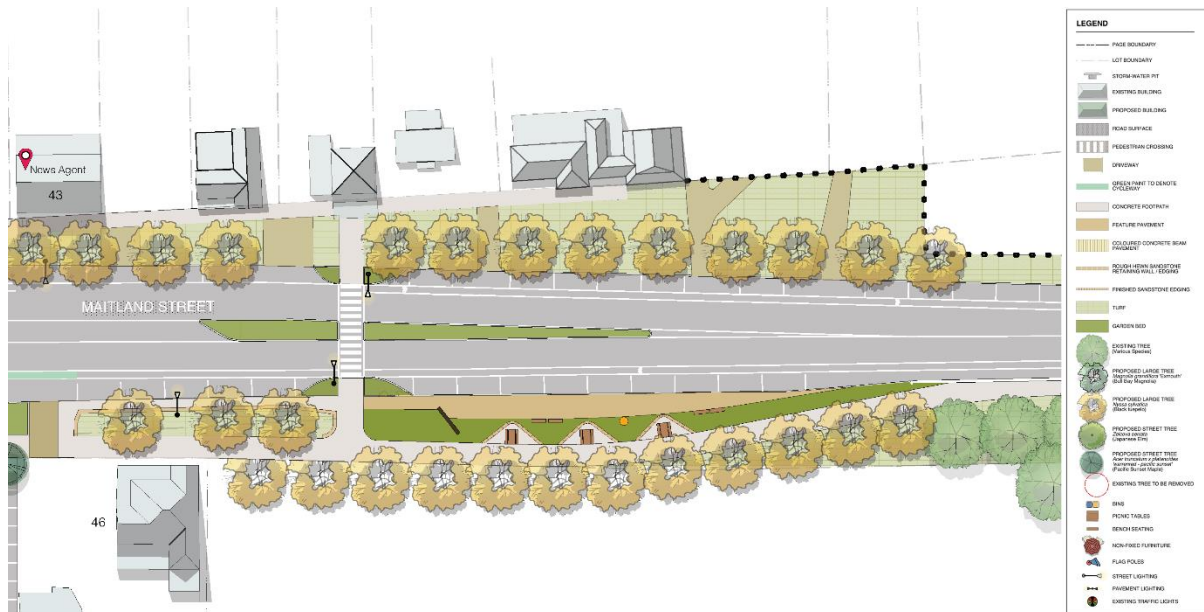


Figure 1: Visitor entry statement and parking area.

1.4 Community facilities

Community facilities are already distributed throughout the town centre, including halls, a pre-school, police station, and church. These provide a wide range of services for people of various ages and needs within the community. No additional community facilities are planned at this stage.

Greater utilisation of and access to the existing community facilities could be provided by improvements to footpaths, vehicle circulation, car parking and increased population within the town centre.

1.5 Car parking

Branxton enjoys a high level of car parking in the town centre with estimates of around 450-500 car spaces within 400 metres (5 minute walk). There are two public car parks Branxton. One is a Council-owned, formalised car parking on the corner of Maitland Street and Cessnock Road. It has a capacity of approximately 60 spaces. The other car park is at Branxton Oval.

There is timed on-street parking along Maitland Street. Additional parking is provided on private land associated with the cafe and pet shop, the hotel and IGA Supermarket.

A number of initiatives are proposed to provide adequate, convenient and accessible car parking without compromising the viability of development or adversely impact on the streetscape and public domain.

The car park at Branxton Oval is not formalised and apart from two disabled spaces, it is unlined. Greater use of the car park could be achieved with better signage to the car park from Maitland Street and by the formalisation of car spaces and the provision of a pedestrian foot path along John Rose Avenue. An option to offset car parking requirements for development through a contribution (monetary or works-in-kind) has been provided to achieve upgrades in the car park.

To prioritise pedestrian movement and encourage active uses along the southern side of Maitland Street, driveways between Cessnock Road and Clift Street should be rationalised. To retain access to the rear of those sites two options are possible:

1. Reinstatement of John Street by reclaiming part of the driveway to the strata development and medical centre and rationalising the entrance to the car parks at the rear; or
2. Providing a consolidated and connected car park at the rear with entrances to both Cessnock Road and Clift Street.

Option 1 was the preferred option nominated in the master plan; however, it can only be achieved with the support of the Body Corporate of the strata development. Option 2 will require the agreement and support of each property along Maitland Street between Cessnock Road and Clift Street. This option is more realistic as the consolidated car parking arrangements will benefit many of these land owners by providing additional opportunities at the rear of their sites for development. It will also facilitate the significant public investment in the public domain works at the front of their properties. Council will work with these landowners to work towards an outcome to achieve this.

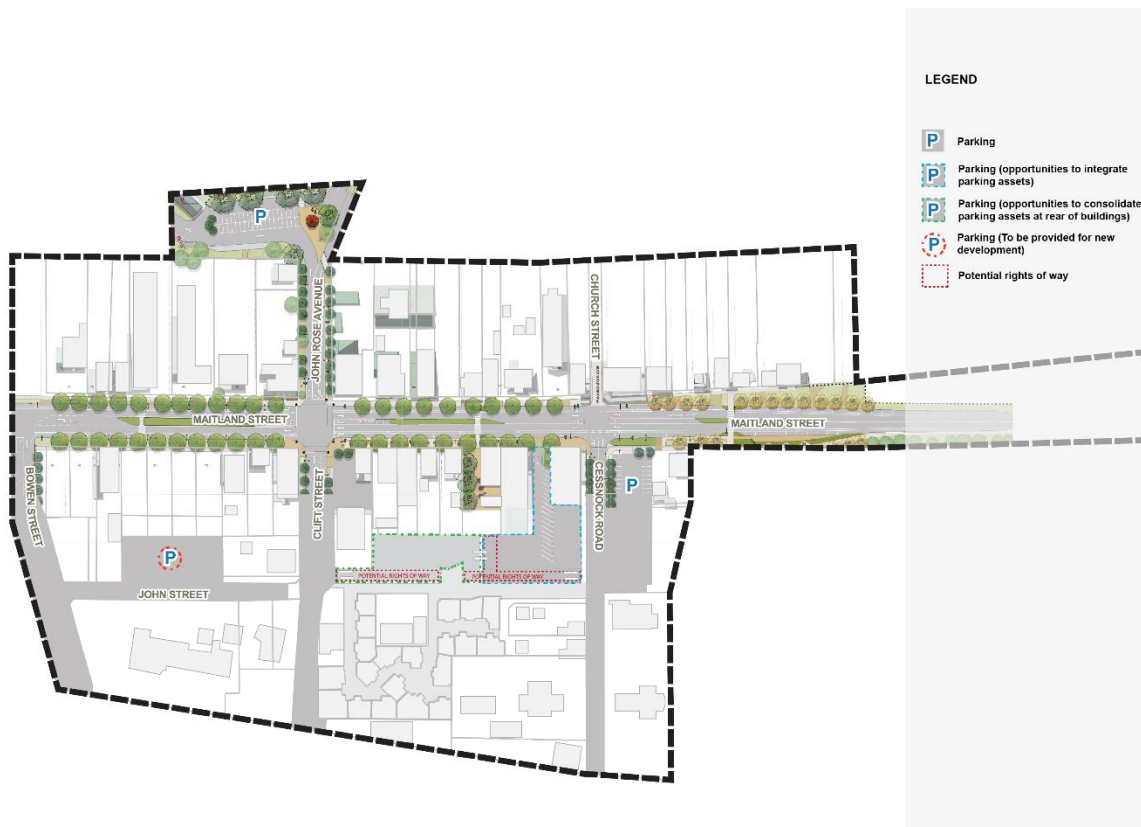


Figure 2: Existing and potential future parking assets.

On-street parking exists along Maitland Street. However, some spaces will be required to achieve public domain improvements. Overtime, the use of these spaces should be monitored and if necessary, time limits adjusted to achieve the desired parking outcomes. For example, it may be necessary to impose time limits to ensure there is a high level of turnover at peak periods.

Key car parking initiatives include:

- Upgrade Brantxton Oval car park and Council owned car park, including lining and signage.
- Impose time limits at Council owned car park to discourage its use by all-day commuters.

- Review time limits along Maitland Street to maximise turnover during peak periods and provide convenience during less busy times.
- Provide signage to car parking assets within the town centre.
- Work with landowners on the southern side of Maitland Street between Cessnock and Clift Streets to provide rear access to their properties.



Figure 3: The intersection of Maitland and Clift Streets and John Rose Avenue, Branxton.

1.6 Streetscapes

Street Typologies

Streets are not only corridors for the movement of vehicles. Streets are important public spaces that provide an environment for activities and social gatherings. The reduced traffic (volume and type) on Maitland Street since the opening of the Hunter Expressway has resulted in a more pleasant corridor. Maitland Street's generous configuration provides opportunities to significantly improve the public realm by widening pedestrian pavements, providing additional crossing points and installing landscaping.

The centre's secondary streets, Clift Street (major movement) and Cessnock Road (minor movement) accommodate local traffic accessing the Branxton's residential area and through traffic driving to Huntlee, Cessnock and the vineyards. John Rose Avenue links the centre to Branxton Oval and to the RV *free* camping site. The oval may also provide improved parking to offset parking concessions in the town centre. The remainder of the network consists of local roads serving the residential and employment uses in the centre.

Two major initiatives were identified in the Branxton Town Centre Masterplan that create new connections for pedestrian and vehicle movement.

The first is the reinstatement of the John Street (or part thereof) behind the centre. This may have significant benefits by rationalising the double-entry on Cessnock Road and increasing the permeability of the centre. However, this initiative is wholly dependent of the support of the Body Corporate of the adjoining strata development and the properties along Maitland Street. Alternatively, a thoroughfare could be wholly accommodated within the rear of those lots by integrating car parking.

The second initiative is the construction of a pedestrian laneway through 56-58 Maitland Street to improve permeability of the centre and to facilitate access to the car parking at the rear.

1.7 Pedestrian improvements

Improving the pedestrian environment is central to the future success of the Branxton Town Centre. Improving footpaths encourages walking and widening pavements may provide for active uses such as outdoor dining. Foot fall (how many people walk past a shop) is important for the ongoing viability of many retail uses.

Most of the pavements in the centre are identified for improvement. The pavement on the southern side of Maitland Street between Clift Street and Cessnock Road is proposed to be widened to provide areas for outdoor dining. To prioritise pedestrians and to reduce potential conflict between pedestrians and vehicles, driveways in this area should be rationalised and vehicular access provided via the rear of the sites.

Permeability refers to how easy it is for pedestrians to move through the centre. To increase the permeability of the centre, two additional crossings are proposed and a pedestrian thoroughfare from the car parking area at the rear of the buildings to Maitland Street are identified.

Improving wayfinding (through signage and other cues) will assist pedestrians to move through the centre and to direct them to facilities such as toilets and parking areas. **See 1.14 Wayfinding and Signage Strategy.**

1.8 Street Type: Maitland Street

Maitland Street will be the focus of public domain improvements in the Branxton Town Centre. The strong, heritage streetscape will be maintained and new buildings will be consistent in bulk and scale. Wide pedestrian pavements will be installed with an additional pedestrian crossing point. Street furniture in the town centre will be consistent and recessive to the built form. Extensive landscaping will be planted throughout the centre. Active land uses will address Maitland Street and provide opportunities for alfresco dining.



‘Beyond their use for moving people and goods, streets comprise an extensive network of public open spaces that can facilitate social, civic, and economic interactions.’¹

1. New York City Department of Transport (2009). Street Design Manual. United States: Vanguard Direct, p23.

Series of recommendations

Design initiatives that assist with this may include:

- Street tree planting to define the character and provide shade.
- Generous footpath widths.
- Active and open building facades to encourage and invite users.
- Appropriate lighting.
- Maintain a built form with a strong edge that is consistent in bulk and scale with existing building and encourage active uses.
- Public artworks and cultural markers.
- A street furniture palette that enhances the centre's character.

Character and Design Principles

- Mitigate large scale road environment with large tree planting to form an avenue.
- Reduce turning lanes to the minimum length required to accommodate the new traffic levels at the following intersections:
 - Maitland Street / Cessnock Road
 - Maitland Street / John Rose Avenue and Clift Street
- Replace shared turning lane (where possible maintaining access to properties) with low level, median planting between Bowen Street and Clift Street.
- Consider replacing shared turning lanes with median planting between Station and Bowen Streets (outside Branxton Town Centre Area).
- Driveway crossings are to be phased out (with exception) between Clift Street and Cessnock Road to prioritise pedestrians and improve pedestrian safety.

Street Trees and Planting

Street trees will be installed in accordance with the public domain plan and the street tree palette.

Materiality and furniture

Materiality and furniture shall be provided in accordance furniture and materials schedule.

Lighting

New light poles are to be installed to permit the installation of banners, and other fittings and technologies. Light fittings are to illuminate the public domain, cycleways and road carriageways. Lighting should include feature lighting at major gateways to the centre.



Figure 4: Streetscape improvements - Maitland Street.

1.9 Street Type: Secondary Streets (Clift Street, Cessnock Road and John Rose Avenue)

Clift Street, Cessnock Road and John Rose Avenue will form the secondary street network. These corridors will be improved by the installation or reparation of pedestrian pavements and the planting of street trees. These roads will provide a sense of arrival and departure to the town centre. These roads will also provide safe and convenient pedestrian routes from the car parks at Branxton Oval and the Council-owned carpark off Cessnock Road to the centre.

Character and Design Principles

- Secondary roads, primarily to connect car parking areas at the rear of site to the main street.
- Some active uses that wrap around corners from Maitland Street.
- High pedestrian amenity and high quality of finish is essential.
- Accommodate bus stops connecting Branxton to Maitland and Cessnock.

Series of recommendations:

- Improve pavements and signage
- Improve/provide lighting between car parking areas at the rear of the sites to Maitland Street.
- Provide soft entry statements or thresholds (such as tree planting, landscaping, changes in pavement materials).

Street Trees and Planting

Street trees will be installed in accordance with the public domain plan and the street tree palette.

Materiality and furniture

Materiality and furniture shall be provided in accordance with the furniture and materials schedule.

Lighting

Lighting to guide pedestrians between car parks to the main street and along John Rose Avenue should be provided.



Figure 5: Maitland Street and Cessnock Road Intersection.

1.10 Street Type: Pedestrian thoroughfare



A pedestrian thoroughfare is proposed between the rear of the properties along Maitland Street and Maitland Street itself. The thoroughfare will increase the permeability of the centre and provide direct, convenient access from the proposed consolidated car park to main street business. Active uses from adjoining businesses will be encouraged to spill into the thoroughfare and the public domain treatment will ensure that it is safe and inviting for pedestrians.



Large pot plants with accent planting

The distance between the existing buildings is approximately 10.0m. Therefore, there is adequate area to accommodate landscaping, a pedestrian pathway and active uses.

Character and Design Principles

The primary purpose of the proposed pedestrian thoroughfare is to increase permeability to Maitland Street from the consolidated car park at the rear of the buildings. The thoroughfare will provide a safe and attractive route. It will provide an opportunity for uses to spill into the thoroughfare from Maitland Street.

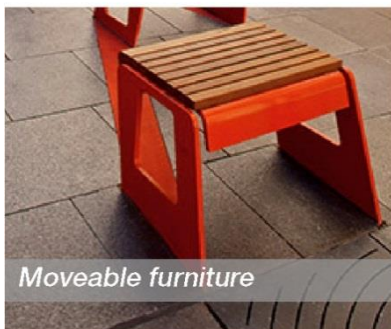


Sculptural installation

The thoroughfare will also provide a unique canvas to provide artwork, installations and other artist expressions that may not be appropriate on the main street.

Street Trees and Planting

- Capacity to incorporate climbers on wire trellis along laneway walls - green walls.
- Artistic installation complimentary to the theme of wine country or some other appropriate reference.
- Large planters housing shade-tolerant trees and accent planting.



Moveable furniture

Materiality and Furniture

- Unit paving to compliment the treatment along Maitland Street.
- Moveable furniture items to uses to spill into the thoroughfare.
- Materials and furniture shall be provided in accordance with the public domain plan and the materials and furniture palette.

Lighting

- Feature catenary lighting spanning across the laneway may be provided if practical.
- Potential for light installations along with public sculptures, and temporary exhibits within the thoroughfare.



Public art exhibitions

1.11 Street Type: Church Street (Shared zone)

Church Street is a little used public road that currently services two businesses in the town centre – the Commercial Hotel and the butcher. These landowners have requested that council consider the road to be declared a shared-zone to allow a different treatment of this space. The design may include raised pavement to prioritise pedestrian movement and different pavement treatment to indicate its dual purpose.



‘Open spaces are significant public assets that contribute to the development of engaging, liveable and sustainable centres and communities.’

1.12 Public Domain Plan

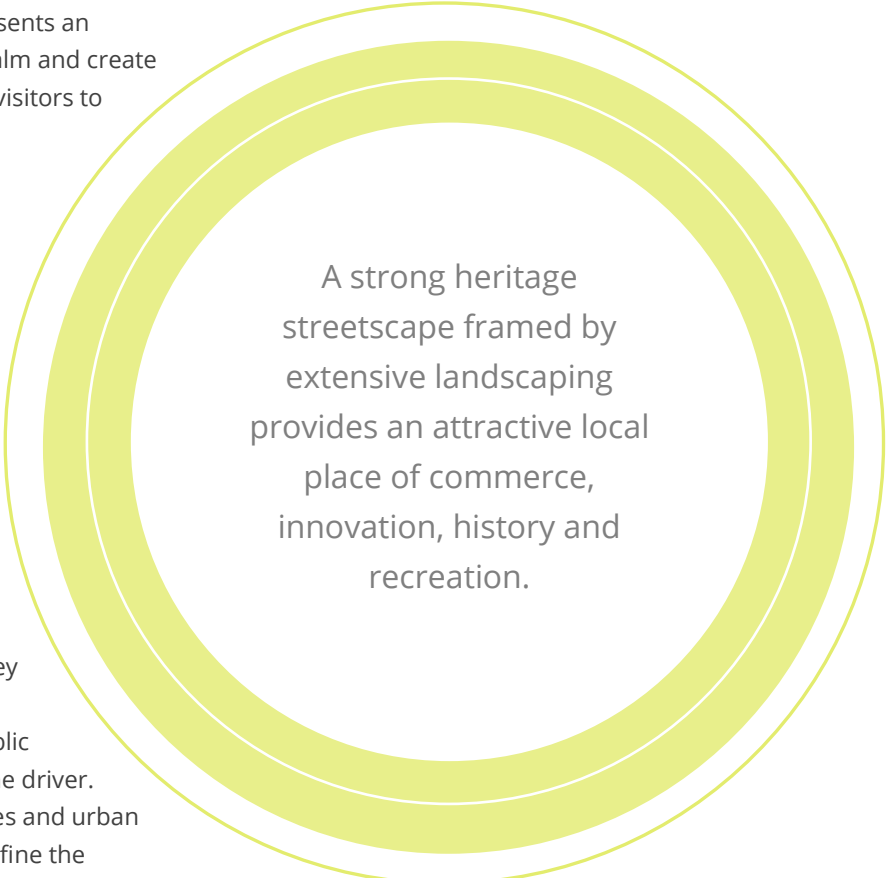
The re-routing of significant volumes of traffic from the Branxton Town Centre to the Hunter Expressway presents an opportunity to improve the public realm and create an environment to attract locals and visitors to the centre.

Branxton Town Centre has significant built heritage assets and a generous street width. This provides a unique opportunity to improve the public realm.

The purpose of this Public Domain Plan is to provide a vision and cohesive plan to guide future works in the centre.

The conceptual designs are a generator for directing new development. Indicative in nature, they present ideas and opportunities for creating interesting and engaging public spaces with community amenity as the driver. Street connections, parks, open spaces and urban squares present an opportunity to define the character of the overall precinct and to provide a high quality, integrated public domain of significance to both locals and to visitors.

The Public Domain Plan brings together the hierarchy of open spaces and street corridors which have presented as part of the open space and streetscape typologies chapter. It is here that the individual characteristics envisioned for each site and street corridor have been exhibited in more depth and detail.



A strong heritage streetscape framed by extensive landscaping provides an attractive local place of commerce, innovation, history and recreation.

1.13 Wayfinding Signage Strategy

The public domain is more welcoming and accessible if directional signage and visitor information is provided at central locations, and at key decision points, within the town centre.

Wayfinding within Branxton should be reinforced with visual cues; such as paving treatments; street tree planting and public artworks. Directional and information signage adds an extra layer to these visual cues, and is particularly helpful in identifying the best route to key destinations within the town centre.

Wayfinding signage will prioritise:

- The approach of motorists, pedestrians and cyclists as they enter the town centre.
- Navigation for pedestrians and cyclists and motorists seeking car parking.
- Signage to the RV camping site at Branxton Oval and the dump point.
- Signage to amenities, community facilities and tourist attractions.
- Signage that encourages active transport through safe routes.

Wayfinding signage is to be prepared and installed in accordance with Roads and Maritimes Services' policies and:

- Cessnock LGA Signage Strategy;
- Cessnock LGA Implementation Plan; and
- Installation of Directional Signs for Community Facilities and Services Policy.

1.14 Pedestrian wayfinding

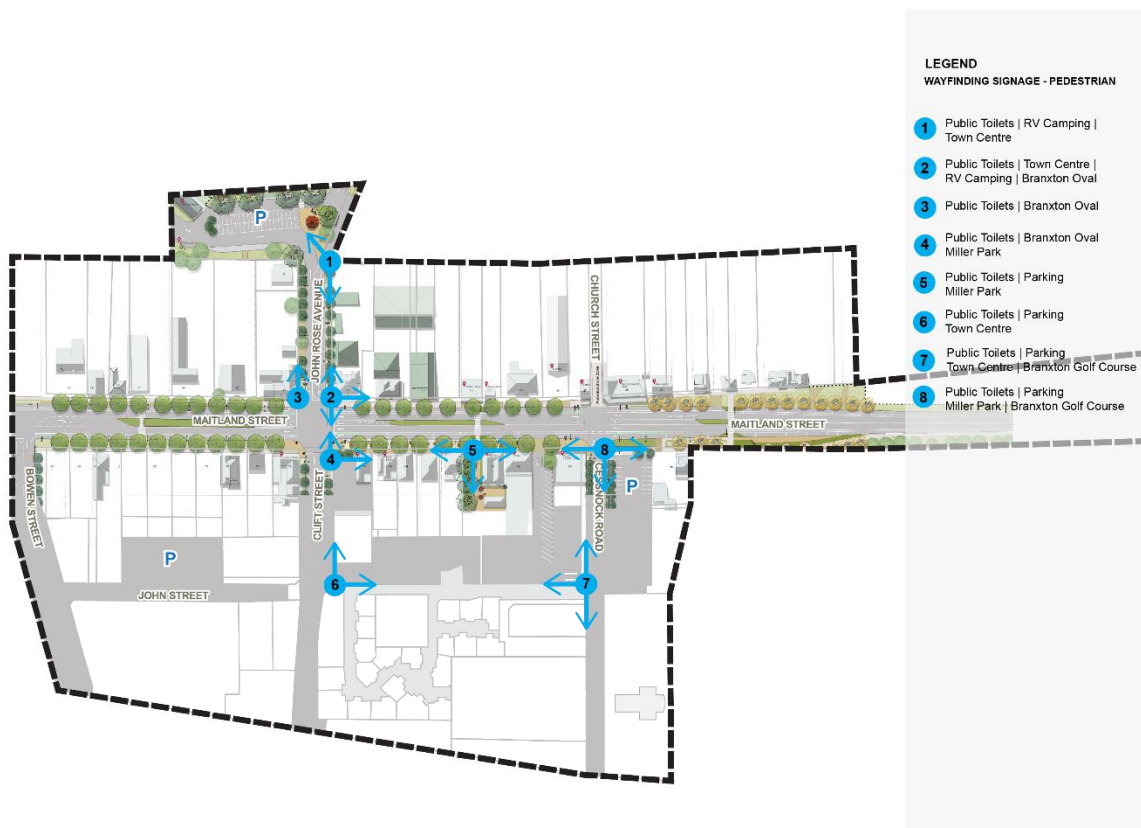


Figure 6: Wayfinding signage - pedestrian.

1.15 Vehicular wayfinding

Vehicular directional signage that was installed throughout Branxton, particularly along Maitland Street, is reflective of the previous classification of the road. Now the Maitland Street is no longer a highway classification, there should be efforts to remove the highway signage and install more appropriate, less intrusive signage.

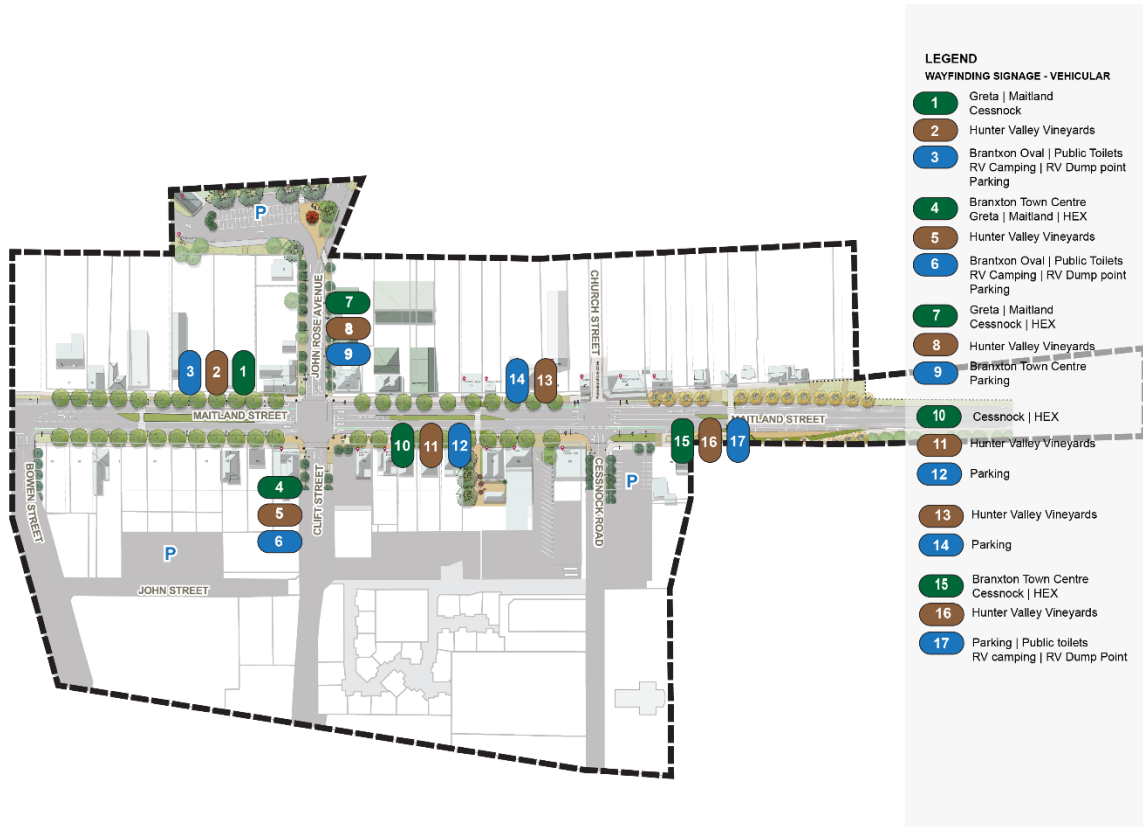


Figure 7: Wayfinding signage - vehicular.

Section 2

Design Concept



BRANXTON STREETSCAPE

BRANXTON TOWN CENTRE
STREETSCAPE DESIGN PACKAGE
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PAGE 1



SKETCH CONCEPT - FULL EXTENT

SKETCH CONCEPT

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MAY 2019
Project: 1623

PAGE 2

Returning Branxton Town Centre from New England Highway to Maitland Street and vibrant village centre.

The purpose of this project is to address the scale and expanse of the streetscape by making the town centre more approachable and attractive for pedestrians. The public domain plan aims to provide more public open space and increased amenity along the length of Maitland Street. The plan considers street tree planting for increased shade and beautification of the streetscape to achieve a more human scale.

Connectivity of the main street with adjoining side streets.

The project creates a relationship between side streets the Branxton town centre and the sense of 'arrival' from surrounding areas. It proposes appropriate locations for public open space that best serves the needs of the town and its community.

Connect Branxton Oval to the town centre and provide an improved public space for recreation, celebration and remembrance.

The project formalises the car park and traffic lane alignments to better suit increased use by sports ground users, town centre visitors and RVs who visit the site for overnight stays. It offers better pedestrian connectivity from Maitland Street to Branxton Oval and increases tree planting for shade and more comfortable pedestrian movement. It also provides shelters for school children and spectators and a bus interchange facility.



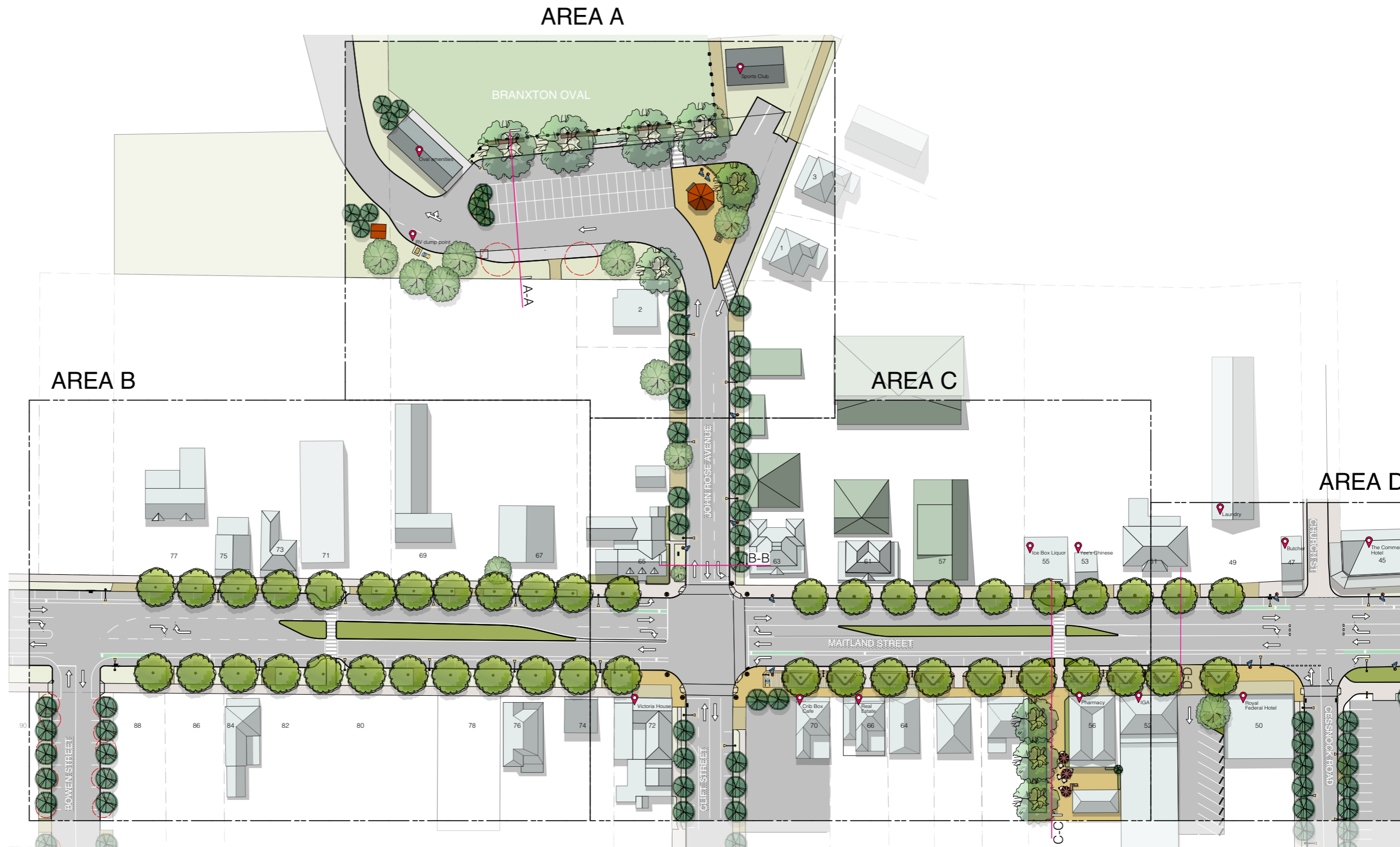
KEY OUTCOMES

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PAGE 3



OVERALL PLAN - Not to scale

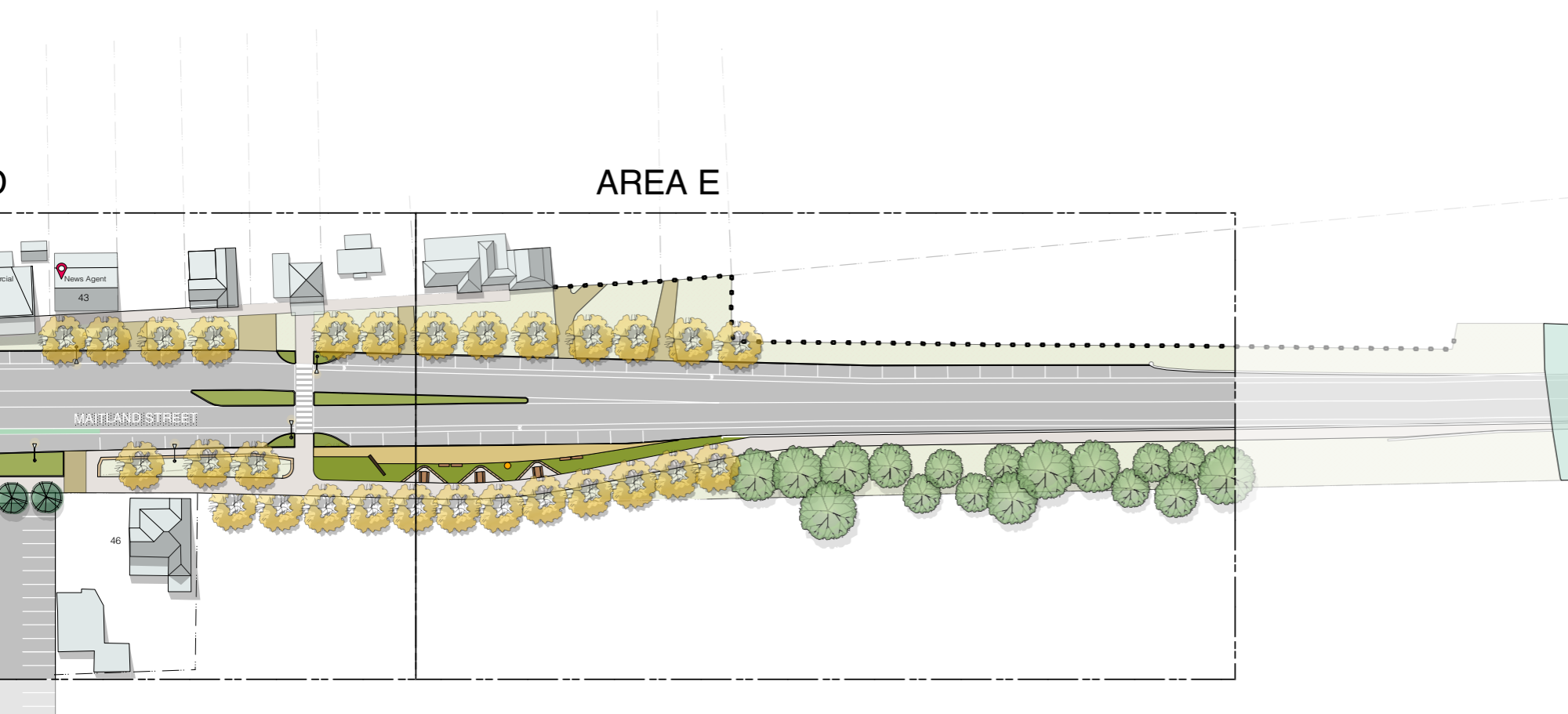
DEVELOPED CONCEPT

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 STREETScape DESIGN PACKAGE
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Note:

Consolidation and undergrounding of all services and power supply recommended.
 Street trees to be installed in structural soils to achieve optimal growth results and maintained tree health.
 Water sensitive urban design principles to be used in the detailing of all tree planting and garden bed areas.



LEGEND

- PAGE BOUNDARY
- - - LOT BOUNDARY
- STORM-WATER PIT
- EXISTING BUILDING
- PROPOSED BUILDING
- ROAD SURFACE
- PEDESTRIAN CROSSING
- DRIVEWAY
- GREEN PAINT TO DENOTE CYCLEWAY
- CONCRETE FOOTPATH
- FEATURE PAVEMENT
- COLOURED CONCRETE BEAM PAVEMENT
- ROUGH HEWN SANDSTONE RETAINING WALL / EDGING
- FINISHED SANDSTONE EDGING
- TURF
- GARDEN BED
- EXISTING TREE (Various Species)
- PROPOSED LARGE TREE *Magnolia grandiflora* 'Exmouth' (Bull Bay Magnolia)
- PROPOSED LARGE TREE *Nyssa sylvatica* (Black tupelo)
- PROPOSED STREET TREE *Zelcova serrata* (Japanese Elm)
- PROPOSED STREET TREE *Acer truncatum x platanoides* 'warrenred - pacific sunset' (Pacific Sunset Maple)
- EXISTING TREE TO BE REMOVED
- BINS
- PICNIC TABLES
- BENCH SEATING
- NON-FIXED FURNITURE
- FLAG POLES
- STREET LIGHTING
- PAVEMENT LIGHTING
- EXISTING TRAFFIC LIGHTS
- INFORMATION SIGN





DEVELOPED CONCEPT

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New Street tree planting creates avenue, shades pedestrians and greens the streetscape.

REFER TO AREA A



END OF SCOPE

REFER TO AREA C

REFER TO AREA B

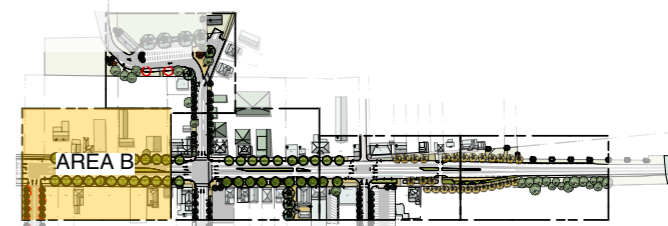
AREA B

Remove existing callistemon species and replant with new street trees consistent with the proposed planting palette.

New concrete footpath.

Turfed kerb extensions reduce pedestrian crossing distance.

Mid-block crossing allows pedestrian to access shops and facilities safely. The exact location will be determine at detailed design stage to ensure access to properties is retained.



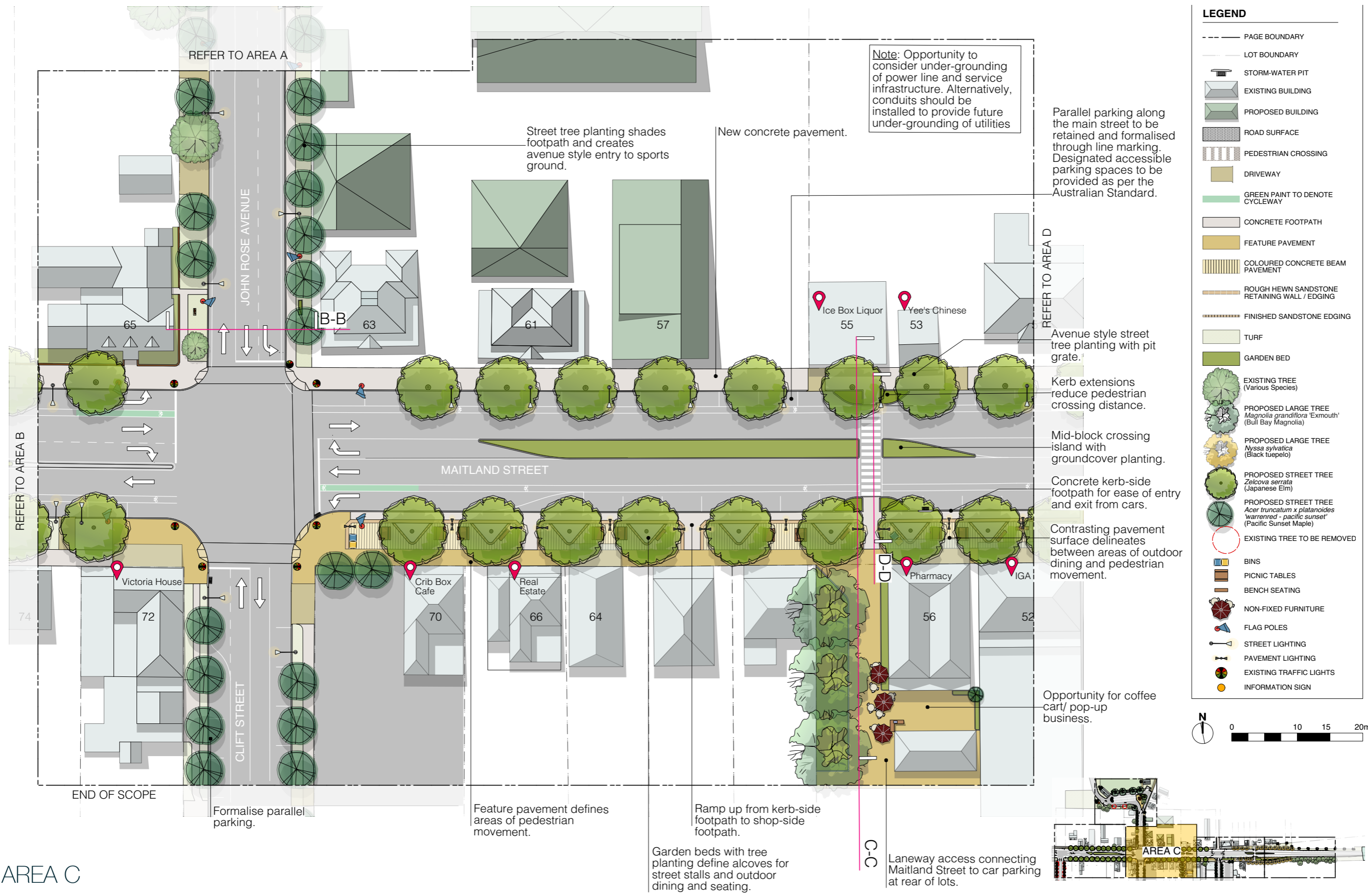
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MAY 2019
Project: 1623

PAGE 7

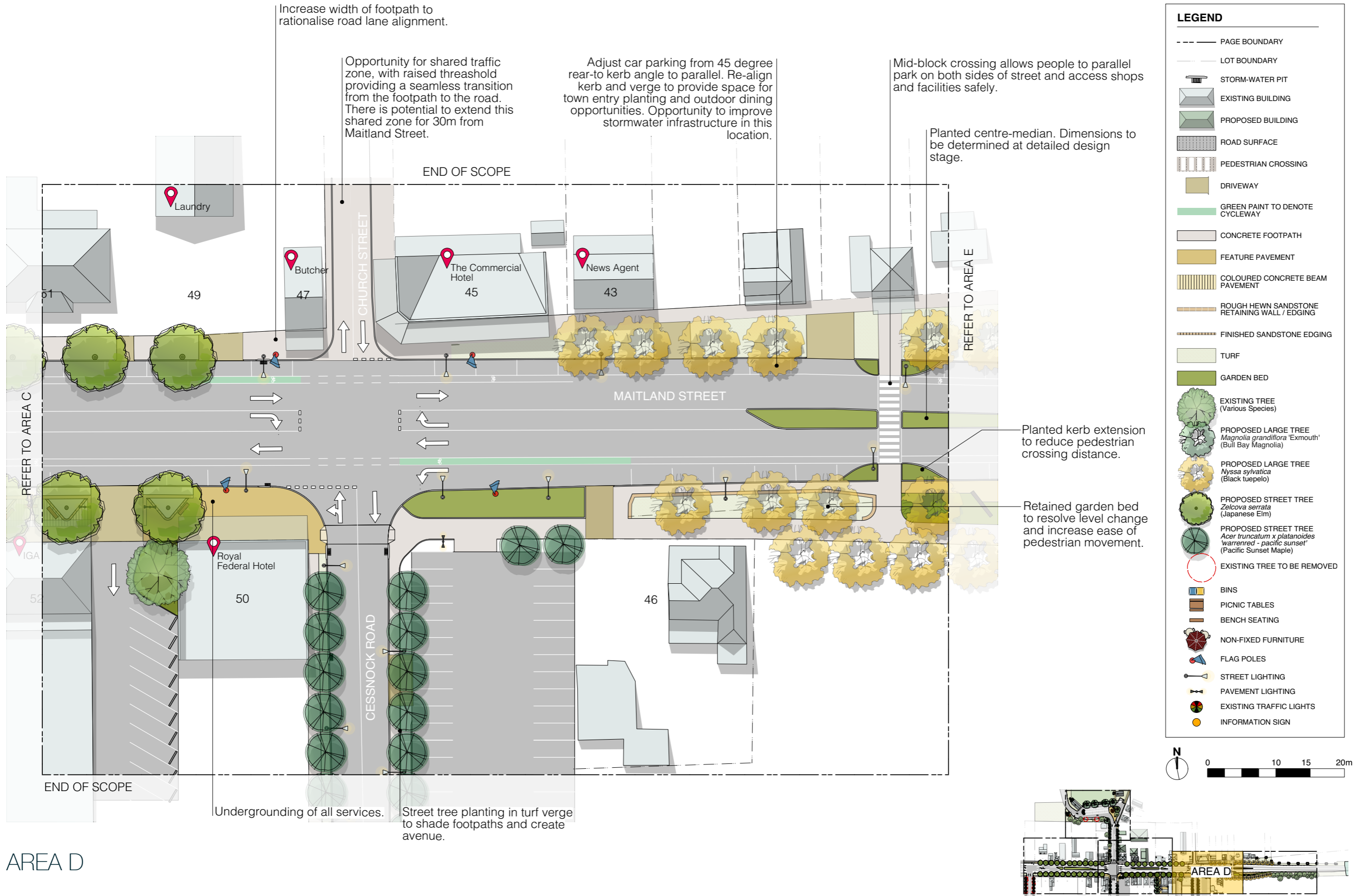


AREA C

DEVELOPED CONCEPT

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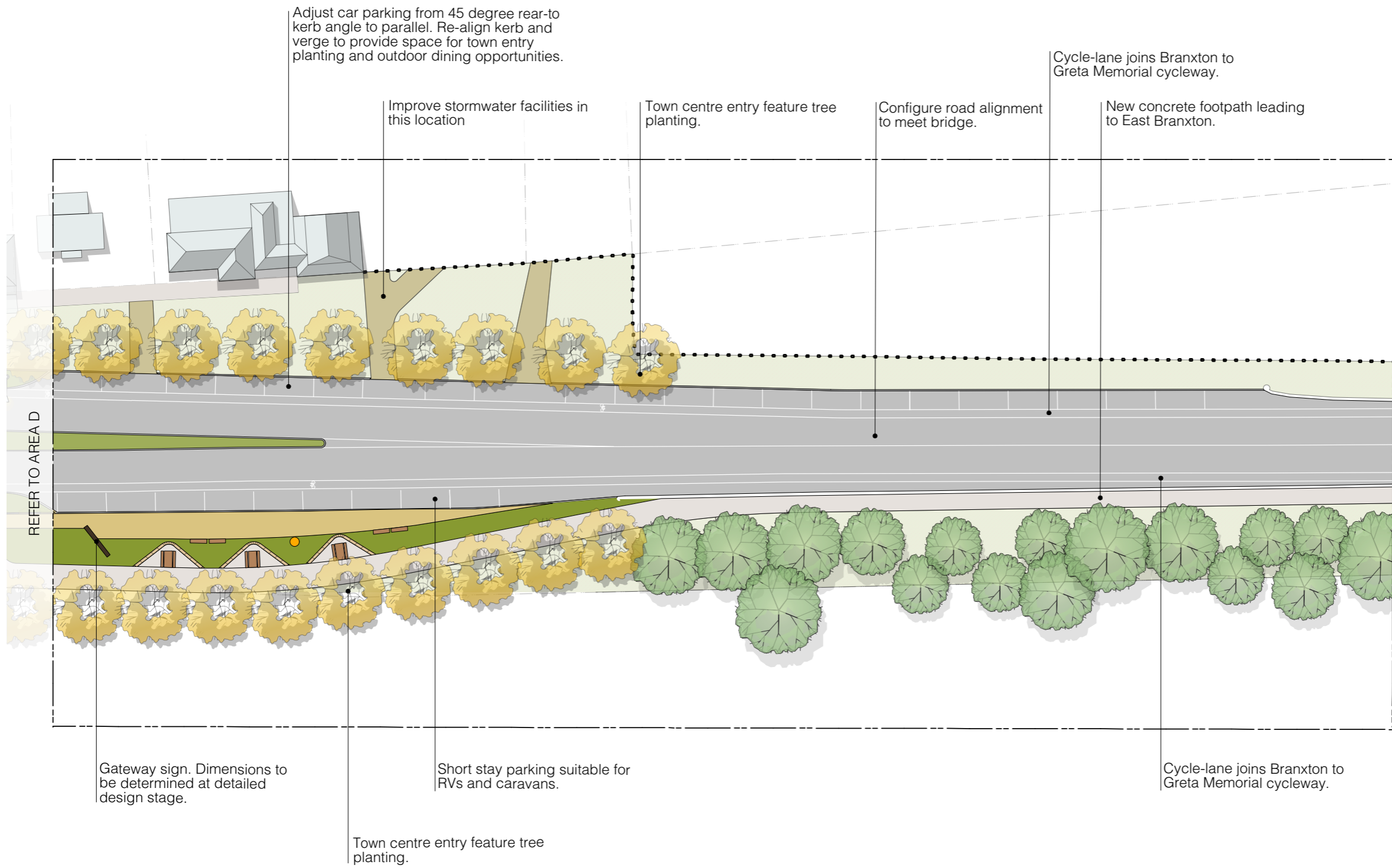
AREA D

DEVELOPED CONCEPT

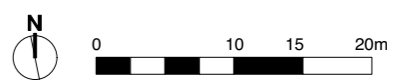
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 STREETSCAPE DESIGN PACKAGE
 FOR: CESSNOCK CITY COUNCIL



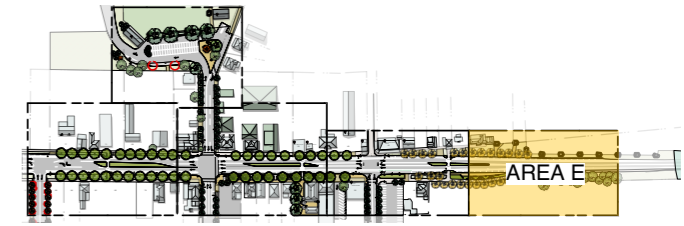
MAY 2019
 Project: 1623



- LEGEND**
- PAGE BOUNDARY
 - LOT BOUNDARY
 - ☐ STORM-WATER PIT
 - ☐ EXISTING BUILDING
 - ☐ PROPOSED BUILDING
 - ☐ ROAD SURFACE
 - ☐ PEDESTRIAN CROSSING
 - ☐ DRIVEWAY
 - ☐ GREEN PAINT TO DENOTE CYCLEWAY
 - ☐ CONCRETE FOOTPATH
 - ☐ FEATURE PAVEMENT
 - ☐ COLOURED CONCRETE BEAM PAVEMENT
 - ☐ ROUGH HEWN SANDSTONE RETAINING WALL / EDGING
 - ☐ FINISHED SANDSTONE EDGING
 - ☐ TURF
 - ☐ GARDEN BED
 - ☐ EXISTING TREE (Various Species)
 - ☐ PROPOSED LARGE TREE *Magnolia grandiflora* 'Exmouth' (Bull Bay Magnolia)
 - ☐ PROPOSED LARGE TREE *Nyssa sylvatica* (Black tupelo)
 - ☐ PROPOSED STREET TREE *Zelcova serrata* (Japanese Elm)
 - ☐ PROPOSED STREET TREE *Acer truncatum x platanoides* 'warrenred - pacific sunset' (Pacific Sunset Maple)
 - ☐ EXISTING TREE TO BE REMOVED
 - ☐ BINS
 - ☐ PICNIC TABLES
 - ☐ BENCH SEATING
 - ☐ NON-FIXED FURNITURE
 - ☐ FLAG POLES
 - ☐ STREET LIGHTING
 - ☐ PAVEMENT LIGHTING
 - ☐ EXISTING TRAFFIC LIGHTS
 - ☐ INFORMATION SIGN



AREA E

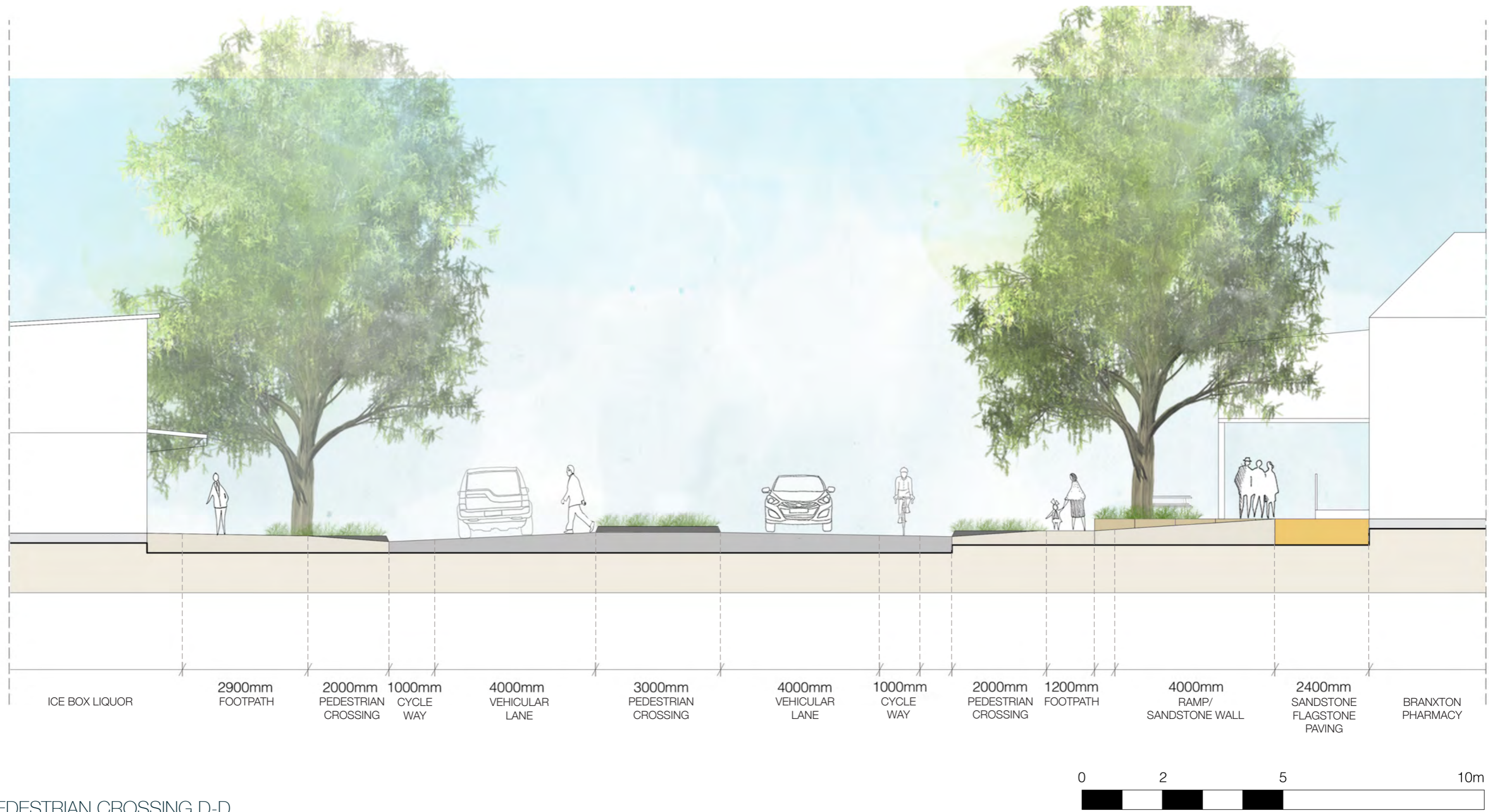


DEVELOPED CONCEPT

BRANXTON TOWN CENTRE
STREETScape DESIGN PACKAGE
FOR: CESSNOCK CITY COUNCIL



MAY 2019
Project: 1623



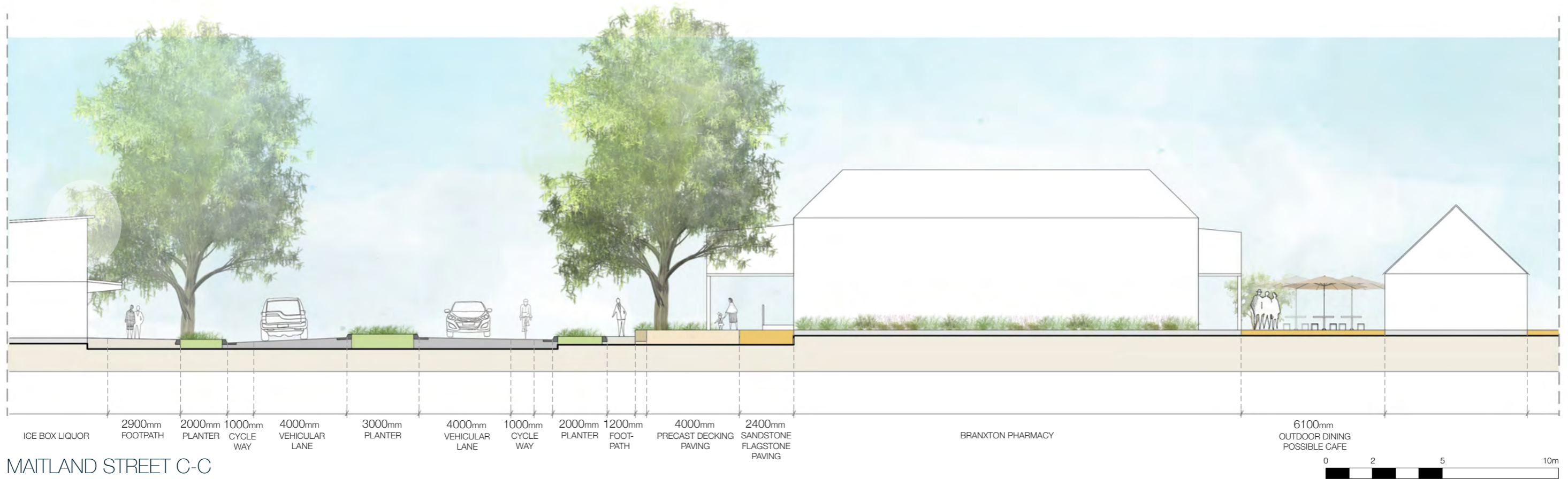
PEDESTRIAN CROSSING D-D

DEVELOPED SECTIONS

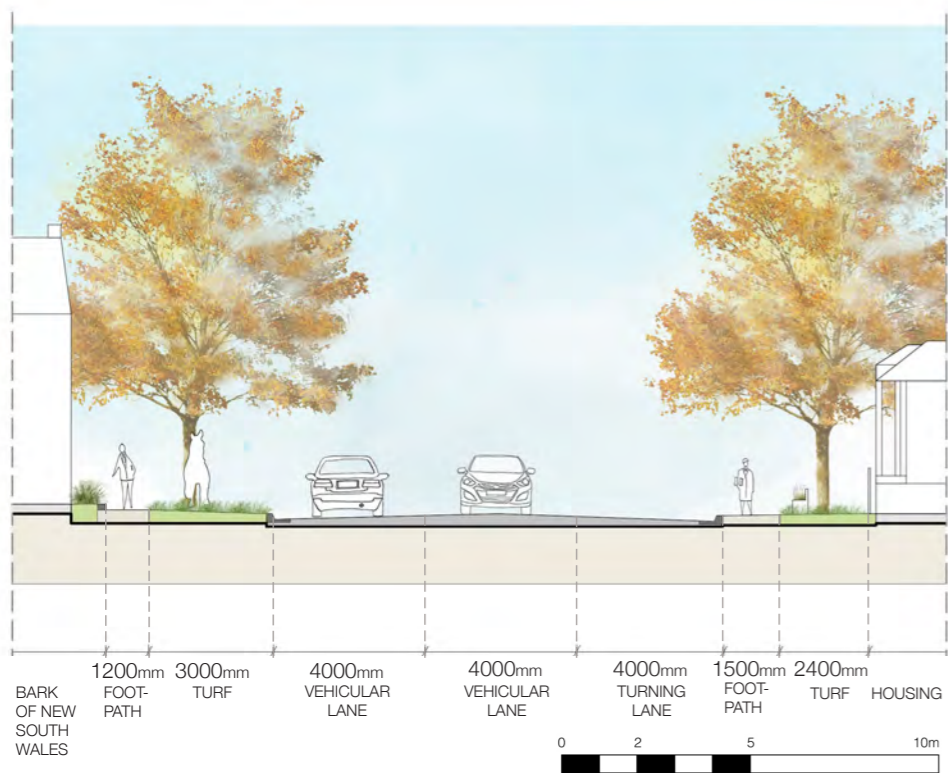
BRANXTON TOWN CENTRE
 STREETSCAPE DESIGN PACKAGE
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MAY 2019
 Project: 1623



MAITLAND STREET C-C



JOHN ROSE AVENUE B-B



BRANXTON OVAL PARKING A-A

DEVELOPED SECTIONS

BRANXTON TOWN CENTRE
 STREETSCAPE DESIGN PACKAGE
 FOR: CESSNOCK CITY COUNCIL



MAY 2019
 Project: 1623



MAITLAND STREET / JOHN ROSE AVENUE INTERSECTION



MAITLAND STREET - TOWN CENTRE

DEVELOPED CONCEPT - PERSPECTIVE

BRANXTON TOWN CENTRE
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MAY 2019
Project: 1623

PAGE 14



MAITLAND STREET

DEVELOPED CONCEPT - PERSPECTIVE

BRANXTON TOWN CENTRE
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Acer truncatum x platanooides Warrenred 'Pacific Sunset'
Pacific Sunset Maple



Nyssa sylvatica
Black Tupelo



Magnolia grandiflora 'Exmouth'
Bull Bay Magnolia



Zelcova serrata
Japanese Elm





Seating



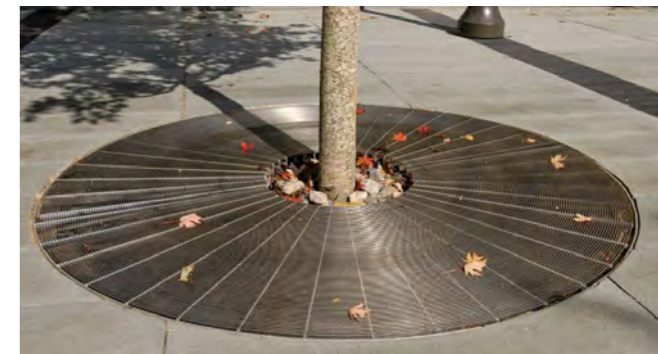
Picnic



Coffee cart



Circular tree grate



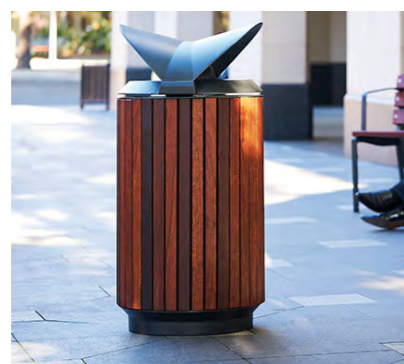
Outdoor dining



Amenities



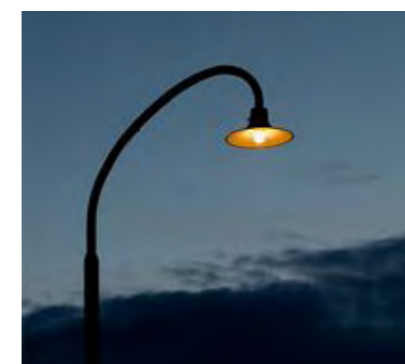
Bins



Cycle way



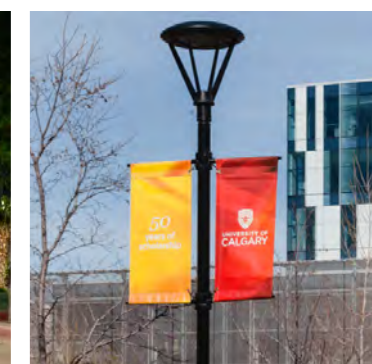
Information signs



Street lighting



Pedestrian lighting



Banners

DEVELOPED CONCEPT - FURNITURE

BRANXTON TOWN CENTRE
STREETSCAPE DESIGN PACKAGE
FOR: CESSNOCK CITY COUNCIL



MAY 2019
Project: 1623

PAGE 17



Concrete footpath



Sandstone finished edging



Rough hewn sandstone edging



Rough hewn sandstone retaining wall



Concrete footpath



Sandstone finished edging



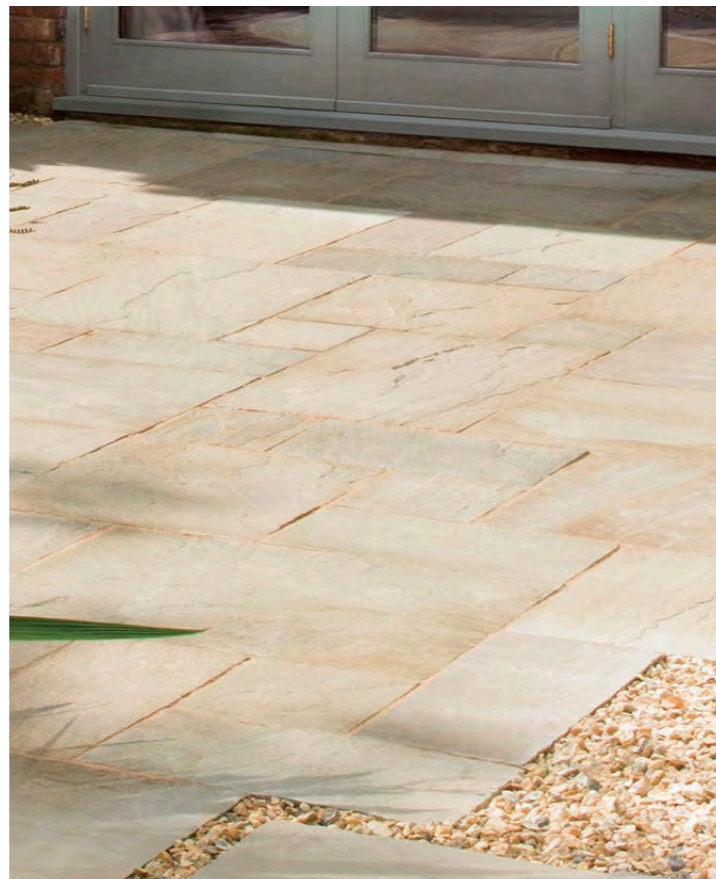
Rough hewn sandstone edging



Rough hewn sandstone retaining wall



Coloured concrete pavement



Sandstone paving



Sandstone flagstone paving



Concrete suspended plank pavement

DEVELOPED CONCEPT - MATERIALS

BRANXTON TOWN CENTRE
STREETSCAPE DESIGN PACKAGE
FOR: CESSNOCK CITY COUNCIL



MAY 2019
Project: 1623

PAGE 18

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Section 3

Preliminary Budget Estimate



Preliminary Budget Estimate

19/10/2018 2018.87 Preliminary Budget Estimate Rev 1 19.10.2018
for **Moir Landscape Architecture**

*Preliminary Budget Estimate
Branxton Town Centre Streetscape Upgrade*

Description	Quantity	Unit	Rate	Markup	Total
DIRECT COSTS					\$4,732,431.59
1. MAITLAND STREET PUBLIC DOMAIN (SOUTHERN SIDE)					\$726,493.05
2. MAITLAND STREET PUBLIC DOMAIN (NORTHERN SIDE)					\$179,680.74
3A. MAITLAND STREET CORRIDOR (CESSNOCK RD TO CLIFT ST)					\$858,213.89
3B. MAITLAND STREET CORRIDOR (CLIFT TO BOWEN STREETS)					\$301,672.05
3C. MAITLAND STREET CORRIDOR (MAITLAND STREET TO CESSNOCK ROAD)					\$668,053.22
4. CESSNOCK ROAD					\$770,544.02
5. CLIFT STREET					\$174,443.45
6. JOHN ROSE AVENUE AND BRAXTON OVAL PARKING AREA					\$1,053,331.18
OTHER PROJECT COSTS					
DESIGN FEES					
AUTHORITIES FEES & CHARGES					
ESCALATION					
SCHEDULE OF INFORMATION					
Branxton Town Centre Master Plan *received 19/09/2018		NOTE	\$0.00		
Scope Comments & email from Hannah Cheetham dated 19/09/2018		NOTE	\$0.00		
SCHEDULE OF EXCLUSIONS					
Tendering Costs - EXCL.		NOTE	\$0.00		
Staging Costs - EXCL.		NOTE	\$0.00		
Design Fees - EXCL.		NOTE	\$0.00		

Description	Quantity	Unit	Rate	Markup	Total
Authorities Fees & Charges - EXCL.		NOTE	\$0.00		
Delay costs including Inclement Weather-EXCL.		NOTE	\$0.00		
Testing, treatment & management of contaminated material/buried rubbish on site - EXCL.		NOTE	\$0.00		
Unknown ground conditions & engineers design - EXCL.		NOTE	\$0.00		
Cost escalation beyond October 2018 - EXCL.		NOTE	\$0.00		

Subtotal	\$4,732,431.59
Adjustment	\$0.00
Post adjustment	\$4,732,431.59
G.S.T [10%]	\$473,243.16
Total	\$5,205,674.75



Preliminary Budget Estimate

19/10/2018 2018.87 Preliminary Budget Estimate Rev 1 19.10.2018
for **Moir Landscape Architecture**

*Preliminary Budget Estimate
Branxton Town Centre Streetscape Upgrade*

Description	Quantity	Unit	Rate	Markup	Total
DIRECT COSTS					\$4,732,431.59
1. MAITLAND STREET PUBLIC DOMAIN (SOUTHERN SIDE)					\$726,493.05
Preliminaries:					\$52,209.35
Allowance for Preliminaries (10%)	1	item	\$52,209.35		\$52,209.35
Demolition:					\$32,927.00
Sawcut existing AC pavement not exceeding 100 thick	165	m	\$10.00		\$1,650.00
Demolish & dispose of the following off site:					\$23,277.00
Existing street furniture	1	Item	\$5,000.00		\$5,000.00
Existing kerb & gutter	45	m	\$28.00		\$1,260.00
Existing AC pavement	191	m2	\$32.00		\$6,112.00
Existing concrete footpath	106	m2	\$35.00		\$3,710.00
Existing pram ramp	2	m	\$50.00		\$100.00
Existing driveway	159	m2	\$35.00		\$5,565.00
Existing concrete driveway layback	34	m	\$45.00		\$1,530.00
Protect & Retain the following:					\$8,000.00
Traffic lights (2No.)	1	Item	\$3,000.00		\$3,000.00
Royal Federal Hotel' frontage (73m2)	1	Item	\$5,000.00		\$5,000.00
Groundworks:					\$5,517.50
Allowance for stripping topsoil on site for new footpaths & gardens	1,425	m2	\$3.50		\$4,987.50
Allowance to boxout for new kerb & turf along existing roadway not exceeding 150 thick	20	m2	\$14.25		\$285.00
Allowance to for tip fees to haul & dispose of spoil	7	t	\$35.00		\$245.00

Description	Quantity	Unit	Rate	Markup	Total
Concrete Kerbs & Paths:					\$143,822.96
Kerb Type SB	24	m	\$37.89		\$909.36
Driveway layback	8	m	\$132.95		\$1,063.60
Allowance for coloured concrete pavement	301	m2	\$160.00		\$48,160.00
125 thick reinforced concrete footpath	184	m2	\$110.00		\$20,240.00
Allowance for sandstone feature pavement	254	m2	\$275.00		\$69,850.00
Pram ramp	4	No.	\$900.00		\$3,600.00
Stormwater:					\$10,500.00
Allowance to construct new concrete kerb inlet pit	3	No.	\$3,500.00		\$10,500.00
Street Furniture:					\$48,500.00
Supply & installation of picnic table & bench	9	No.	\$2,500.00		\$22,500.00
Supply & installation of bench	7	No.	\$2,000.00		\$14,000.00
Supply & install rubbish bin complete	2	No.	\$2,000.00		\$4,000.00
Supply & installation of flag poles	2	No.	\$1,500.00		\$3,000.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$5,000.00		\$5,000.00
Signage:					\$2,000.00
Allowance for street signage	1	Item	\$2,000.00		\$2,000.00
Services & Utilities:					\$114,500.00
Potable Water:					\$7,500.00
Allowance for Bubblers complete including connections	1	No.	\$7,500.00		\$7,500.00
Lighting:					\$77,000.00
Allowance for lighting to footpath pavements	14	No.	\$5,500.00		\$77,000.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$164,326.00
Cultivate subgrade	98	m2	\$0.50		\$49.00
Allowance for garden beds complete including soil, edging & mulch	98	m2	\$49.00		\$4,802.00
Allowance for plants (200mm)	98	No.	\$25.00		\$2,450.00
Nominal 1000 high sandstone retaining wall	146	m2	\$850.00		\$124,100.00
Allowance for nominal 200 high finished sandstone edging	86	m	\$175.00		\$15,050.00
Allowance for street tree- Hills Weeping Fig (100ltr)	13	No.	\$550.00		\$7,150.00
Mulch ring to last	13	No.	\$75.00		\$975.00

Description	Quantity	Unit	Rate	Markup	Total
Allowance for tree guard	13	No.	\$750.00		\$9,750.00
Contractors Overheads & Margin:					\$86,145.42
Allowance for Contractors Overheads & Margin (15%)	1	item	\$86,145.42		\$86,145.42
Contingency:					\$66,044.82
Allowance for Contingency (10%)	1	item	\$66,044.82		\$66,044.82
2. MAITLAND STREET PUBLIC DOMAIN (NORTHERN SIDE)					\$179,680.74
Preliminaries:					\$12,912.74
Allowance for Preliminaries (10%)	1	item	\$12,912.74		\$12,912.74
Demolition:					\$23,147.00
Sawcut existing AC pavement not exceeding 100 thick	132	m	\$10.00		\$1,320.00
Demolish & dispose of the following off site:					\$18,827.00
Existing street furniture	1	Item	\$5,000.00		\$5,000.00
Existing kerb & gutter	25	m	\$28.00		\$700.00
Existing AC pavement	56	m2	\$32.00		\$1,792.00
Existing concrete footpath	196	m2	\$35.00		\$6,860.00
Existing pram ramp	2	m	\$50.00		\$100.00
Existing driveway	71	m2	\$35.00		\$2,485.00
Existing concrete driveway layback	42	m	\$45.00		\$1,890.00
Protect & Retain the following:					\$3,000.00
Traffic lights (2No.)	1	Item	\$3,000.00		\$3,000.00
Groundworks:					\$2,375.00
Allowance for stripping topsoil on site for new footpaths & gardens	509	m2	\$3.50		\$1,781.50
Allowance to boxout for new kerb & garden bed along existing roadway not exceeding 150 thick	22	m2	\$14.25		\$313.50
Allowance to for tip fees to haul & dispose of spoil	8	t	\$35.00		\$280.00
Pavement:					\$65,302.87
Allowance for 150 thick (nominal) infill AC10 wearing course to new works	39	m2	\$67.50		\$2,632.50
Concrete Kerbs & Paths:					
Kerb Type SB	38	m	\$37.89		\$1,439.82
Kerb & gutter	120	m	\$57.95		\$6,954.00
Driveway layback	9	m	\$132.95		\$1,196.55
125 thick reinforced concrete footpath	458	m2	\$110.00		\$50,380.00
Pram ramp	3	No.	\$900.00		\$2,700.00
Stormwater:					\$13,435.00

Description	Quantity	Unit	Rate	Markup	Total
Allowance to reinstate existing kerb inlet pit	1	No.	\$2,500.00		\$2,500.00
Subsoil drainage to back of kerb & gutter	158	m	\$65.00		\$10,270.00
Flushpoint to last	7	No.	\$95.00		\$665.00
Street Furniture:					\$8,000.00
Supply & installation of flag poles	2	No.	\$1,500.00		\$3,000.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$5,000.00		\$5,000.00
Signage:					\$2,000.00
Allowance for street signage	1	Item	\$2,000.00		\$2,000.00
Landscaping:					\$14,867.50
Cultivate subgrade	15	m2	\$0.50		\$7.50
Allowance for garden beds complete including soil, edging & mulch	15	m2	\$49.00		\$735.00
Allowance for plants (200mm)	15	No.	\$25.00		\$375.00
Allowance for street tree- Hills Weeping Fig (100ltr)	10	No.	\$550.00		\$5,500.00
Mulch ring to last	10	No.	\$75.00		\$750.00
Allowance for tree guard	10	No.	\$750.00		\$7,500.00
Contractors Overheads & Margin:					\$21,306.02
Allowance for Contractors Overheads & Margin (15%)	1	item	\$21,306.02		\$21,306.02
Contingency:					\$16,334.61
Allowance for Contingency (10%)	1	item	\$16,334.61		\$16,334.61
3A. MAITLAND STREET CORRIDOR (CESSNOCK RD TO CLIFT ST)					\$858,213.89
Preliminaries:					\$61,675.45
Allowance for Preliminaries (10%)	1	item	\$61,675.45		\$61,675.45
Clearing:					\$10,000.00
Allowance to clear & grub the following:					\$10,000.00
Medium trees	10	No.	\$1,000.00		\$10,000.00
Demolition:					\$31,348.00
Sawcut existing AC pavement not exceeding 100 thick	87	m	\$10.00		\$870.00
Allowance to remove existing linemarking	1,062	m	\$3.00		\$3,186.00
Demolish & dispose of the following off site:					\$22,792.00
Existing street furniture	1	Item	\$5,000.00		\$5,000.00
Existing AC pavement	61	m2	\$32.00		\$1,952.00
Existing concrete turning head	3	m2	\$55.00		\$165.00
Existing concrete footpath	345	m2	\$35.00		\$12,075.00

Description	Quantity	Unit	Rate	Markup	Total
Existing concrete driveway layback	80	m	\$45.00		\$3,600.00
Protect & Retain the following:					\$4,500.00
Traffic lights (3No.)	1	Item	\$4,500.00		\$4,500.00
Groundworks:					\$10,702.00
Allowance for stripping topsoil on site for new footpaths & gardens	2,057	m2	\$3.50		\$7,199.50
Allowance to boxout for new concrete island not exceeding 150 thick	114	m2	\$18.75		\$2,137.50
Allowance to for tip fees to haul & dispose of spoil	39	t	\$35.00		\$1,365.00
Pavement:					\$405.00
Allowance for 150 thick (nominal) infill AC10 wearing course to new works	6	m2	\$67.50		\$405.00
Concrete Kerbs & Paths:					\$128,238.50
Kerb Type SB	25	m	\$37.89		\$947.25
Driveway layback	75	m	\$132.95		\$9,971.25
Raised concrete island infill	93	m2	\$125.00		\$11,625.00
125 thick reinforced concrete footpath	777	m2	\$110.00		\$85,470.00
Allowance for sandstone feature pavement	67	m2	\$275.00		\$18,425.00
Pram ramp	2	No.	\$900.00		\$1,800.00
Stormwater:					\$1,720.00
Subsoil drainage to back of kerb & gutter	25	m	\$65.00		\$1,625.00
Flushpoint to last	1	No.	\$95.00		\$95.00
Fitness Equipment:					\$45,000.00
Allowance for fitness equipment to Bowen Street public open space area	1	Item	\$45,000.00		\$45,000.00
Street Furniture:					\$4,000.00
Supply & installation of flag poles	1	No.	\$1,500.00		\$1,500.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$2,500.00		\$2,500.00
Signage:					\$25,000.00
Allowance for street signage	1	Item	\$25,000.00		\$25,000.00
Linemarking:					\$24,069.50
Linemarker establishment	1	No.	\$1,800.00		\$1,800.00
Allowance for longitudinal road lines	963	m	\$1.50		\$1,444.50
Hold line (TF)	23	m	\$7.50		\$172.50
Carpark lines	422	m	\$1.25		\$527.50
Bike lane	16	m2	\$55.00		\$880.00
Chevron	239	m2	\$75.00		\$17,925.00

Description	Quantity	Unit	Rate	Markup	Total
Arrows	11	No.	\$75.00		\$825.00
Bike symbol	9	No.	\$55.00		\$495.00
Services & Utilities:					\$257,500.00
Lighting:					\$227,500.00
Allowance for new street lights including connection to existing service	13	No.	\$17,500.00		\$227,500.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$78,771.50
Cultivate subgrade	2,953	m2	\$0.50		\$1,476.50
Allowance for street tree- Hills Weeping Fig (100ltr)	24	No.	\$550.00		\$13,200.00
Mulch ring to last	24	No.	\$75.00		\$1,800.00
Allowance for tree guard	24	No.	\$750.00		\$18,000.00
Supply & lay kykuyu turf on & including underlay	2,953	m2	\$15.00		\$44,295.00
Contractors Overheads & Margin:					\$101,764.49
Allowance for Contractors Overheads & Margin (15%)	1	item	\$101,764.49		\$101,764.49
Contingency:					\$78,019.44
Allowance for Contingency (10%)	1	item	\$78,019.44		\$78,019.44
3B. MAITLAND STREET CORRIDOR (CLIFT TO BOWEN STREETS)					\$301,672.05
Preliminaries:					\$21,679.63
Allowance for Preliminaries (10%)	1	item	\$21,679.63		\$21,679.63
Demolition:					\$8,294.00
Sawcut existing AC pavement not exceeding 100 thick	64	m	\$10.00		\$640.00
Allowance to remove existing linemarking	1,065	m	\$3.00		\$3,195.00
Demolish & dispose of the following off site:					\$4,459.00
Existing AC pavement	57	m2	\$32.00		\$1,824.00
Existing concrete turning head	4	m2	\$55.00		\$220.00
Existing concrete median strip	42	m	\$35.00		\$1,470.00
Existing concrete driveway layback	21	m	\$45.00		\$945.00
Groundworks:					\$1,768.75
Allowance to boxout for new concrete island not exceeding 150 thick	57	m2	\$18.75		\$1,068.75
Allowance to for tip fees to haul & dispose of spoil	20	t	\$35.00		\$700.00
Pavement:					\$135.00

Description	Quantity	Unit	Rate	Markup	Total
Allowance for 150 thick (nominal) infill AC10 wearing course to new works	2	m2	\$67.50		\$135.00
Concrete Kerbs & Paths:					\$8,321.55
Driveway layback	9	m	\$132.95		\$1,196.55
Raised concrete island infill	57	m2	\$125.00		\$7,125.00
Linemarking:					\$6,530.50
Linemarker establishment	1	No.	\$1,800.00		\$1,800.00
Allowance for longitudinal road lines	948	m	\$1.50		\$1,422.00
Giveway line (TB1)	14	m	\$7.50		\$105.00
Hold line (TF)	30	m	\$7.50		\$225.00
Carpark lines	76	m	\$1.25		\$95.00
Bike lane	32	m2	\$55.00		\$1,760.00
Arrows	9	No.	\$75.00		\$675.00
Bike symbol	8	No.	\$55.00		\$440.00
Allowance for raised pavement markers	1	No.	\$8.50		\$8.50
Services & Utilities:					\$187,500.00
Lighting:					\$157,500.00
Allowance for new street lights including connection to existing service	9	No.	\$17,500.00		\$157,500.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$4,246.50
Island:					\$4,246.50
Cultivate subgrade	57	m2	\$0.50		\$28.50
Allowance for garden beds complete including soil, edging & mulch	57	m2	\$49.00		\$2,793.00
Allowance for plants (200mm)	57	No.	\$25.00		\$1,425.00
Contractors Overheads & Margin:					\$35,771.39
Allowance for Contractors Overheads & Margin (15%)	1	item	\$35,771.39		\$35,771.39
Contingency:					\$27,424.73
Allowance for Contingency (10%)	1	item	\$27,424.73		\$27,424.73
3C. MAITLAND STREET CORRIDOR (MAITLAND STREET TO CESSNOCK ROAD)					\$668,053.22
Preliminaries:					\$48,009.57
Allowance for Preliminaries (10%)	1	item	\$48,009.57		\$48,009.57
Demolition:					\$82,863.00
Sawcut existing AC pavement not exceeding 100 thick	359	m	\$10.00		\$3,590.00
Allowance to remove existing linemarking	251	m	\$3.00		\$753.00

Description	Quantity	Unit	Rate	Markup	Total
Demolish & dispose of the following off site:					\$78,520.00
Existing street furniture	1	Item	\$5,000.00		\$5,000.00
Existing kerb & gutter	83	m	\$28.00		\$2,324.00
Existing AC pavement	983	m2	\$32.00		\$31,456.00
Existing sundry AC footpath	606	m2	\$35.00		\$21,210.00
Existing concrete footpath	105	m2	\$35.00		\$3,675.00
Existing fence along Maitland Street nominal 1200 high	124	m	\$15.00		\$1,860.00
Existing retaining wall planter beds nominal 1000 high	208	m2	\$55.00		\$11,440.00
Existing pram ramp	5	m	\$50.00		\$250.00
Existing concrete driveway layback	29	m	\$45.00		\$1,305.00
Groundworks:					\$12,261.50
Allowance for stripping topsoil on site for new footpaths & gardens	1,564	m2	\$3.50		\$5,474.00
Allowance to boxout for new concrete island not exceeding 150 thick	222	m2	\$18.75		\$4,162.50
Allowance to for tip fees to haul & dispose of spoil	75	t	\$35.00		\$2,625.00
Concrete Kerbs & Paths:					\$139,658.74
Kerb Type SB	71	m	\$37.89		\$2,690.19
Kerb & gutter	69	m	\$57.95		\$3,998.55
Raised concrete island infill	222	m2	\$125.00		\$27,750.00
125 thick reinforced concrete footpath	932	m2	\$110.00		\$102,520.00
Pram ramp	3	No.	\$900.00		\$2,700.00
Stormwater:					\$9,670.00
Subsoil drainage to back of kerb & gutter	140	m	\$65.00		\$9,100.00
Flushpoint to last	6	No.	\$95.00		\$570.00
Signage:					\$25,000.00
Allowance for street signage	1	Item	\$25,000.00		\$25,000.00
Linemarking:					\$5,411.00
Linemarker establishment	1	No.	\$1,800.00		\$1,800.00
Allowance for longitudinal road lines	1,229	m	\$1.50		\$1,843.50
Giveway line (TB1)	9	m	\$7.50		\$67.50
Carpark lines	76	m	\$1.25		\$95.00
Bike lane	16	m2	\$55.00		\$880.00
Arrows	6	No.	\$75.00		\$450.00
Bike symbol	5	No.	\$55.00		\$275.00
Services & Utilities:					\$117,500.00
Lighting:					\$87,500.00

Description	Quantity	Unit	Rate	Markup	Total
Allowance for new street lights including connection to existing service	5	No.	\$17,500.00		\$87,500.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$87,731.50
Cultivate subgrade	367	m2	\$0.50		\$183.50
Allowance for garden beds complete including soil, edging & mulch	367	m2	\$49.00		\$17,983.00
Allowance for plants (200mm)	367	No.	\$25.00		\$9,175.00
Allowance for street tree- Black Tuepelo (100ltr)	27	No.	\$550.00		\$14,850.00
Mulch ring to last	27	No.	\$75.00		\$2,025.00
Allowance for tree guard	27	No.	\$750.00		\$20,250.00
Supply & lay kykuyu turf on & including underlay	1,551	m2	\$15.00		\$23,265.00
Contractors Overheads & Margin:					\$79,215.80
Allowance for Contractors Overheads & Margin (15%)	1	item	\$79,215.80		\$79,215.80
Contingency:					\$60,732.11
Allowance for Contingency (10%)	1	item	\$60,732.11		\$60,732.11
4. CESSNOCK ROAD					\$770,544.02
Preliminaries:					\$55,375.06
Allowance for Preliminaries (10%)	1	item	\$55,375.06		\$55,375.06
Demolition:					\$24,001.00
Demolish & dispose of the following off site:					\$24,001.00
Existing kerb & gutter	34	m	\$28.00		\$952.00
Existing AC carpark	682	m2	\$32.00		\$21,824.00
Existing concrete footpath	35	m2	\$35.00		\$1,225.00
Groundworks:					\$2,642.50
Allowance for stripping topsoil on site for new footpaths & gardens	755	m2	\$3.50		\$2,642.50
Concrete Kerbs & Paths:					\$21,780.00
125 thick reinforced concrete footpath	113	m2	\$110.00		\$12,430.00
Allowance for sandstone feature pavement	34	m2	\$275.00		\$9,350.00
Buildings/Structures:					\$137,000.00
Allowance for public amenity block (based on Gross Floor Area)	22	m2	\$6,000.00		\$132,000.00
Allowance for connection of services	1	Item	\$5,000.00		\$5,000.00
Playground:					\$215,204.14

Description	Quantity	Unit	Rate	Markup	Total
Supply & Install medium playground structure	1	No.	\$150,000.00		\$150,000.00
Supply & Install small playground structure	1	No.	\$45,000.00		\$45,000.00
2000 long x 500 high stepping log	12	No.	\$288.60		\$3,463.20
Timber stepping cylinders nominal 500 high	2	No.	\$135.00		\$270.00
Allowance for palisade fence nominal 1800 high	12	m	\$250.00		\$3,000.00
Extra over allowance for gate to last	1	No.	\$550.00		\$550.00
300 thick organic soft fall on & including A34 biddum	174	m2	\$46.56		\$8,101.44
Rubber soft fall on & including 200 thick FCR base	10	m2	\$285.95		\$2,859.50
Timber Edge	56	m	\$35.00		\$1,960.00
Street Furniture:					\$11,000.00
Supply & installation of bench	3	No.	\$2,000.00		\$6,000.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$5,000.00		\$5,000.00
Services & Utilities:					\$113,000.00
Potable Water:					\$7,500.00
Allowance for Bubblers complete including connections	1	No.	\$7,500.00		\$7,500.00
Lighting:					\$75,500.00
Allowance for new street lights including connection to existing service	4	No.	\$17,500.00		\$70,000.00
Allowance for lighting to footpath pavements	1	No.	\$5,500.00		\$5,500.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$29,123.00
Cultivate subgrade		m2	\$0.50		
Allowance for garden beds complete including soil, edging & mulch	197	m2	\$49.00		\$9,653.00
Allowance for plants (200mm)	197	No.	\$25.00		\$4,925.00
Allowance for street tree (45ltr)	10	No.	\$250.00		\$2,500.00
Mulch ring to last	10	No.	\$75.00		\$750.00
Allowance for tree guard	10	No.	\$750.00		\$7,500.00
Supply & lay kykuyu turf on & including underlay	253	m2	\$15.00		\$3,795.00
Contractors Overheads & Margin:					\$91,368.86
Allowance for Contractors Overheads & Margin (15%)	1	item	\$91,368.86		\$91,368.86
Contingency:					\$70,049.46

Description	Quantity	Unit	Rate	Markup	Total
Allowance for Contingency (10%)	1	item	\$70,049.46		\$70,049.46
5. CLIFT STREET					\$174,443.45
Preliminaries:					\$12,536.36
Allowance for Preliminaries (10%)	1	item	\$12,536.36		\$12,536.36
Demolition:					\$12,095.00
Sawcut existing AC pavement not exceeding 100 thick	64	m	\$10.00		\$640.00
Allowance to remove existing linemarking	84	m	\$3.00		\$252.00
Demolish & dispose of the following off site:					\$11,203.00
Existing AC pavement	329	m2	\$32.00		\$10,528.00
Existing concrete driveway layback	15	m	\$45.00		\$675.00
Groundworks:					\$966.00
Allowance for stripping topsoil on site for new footpaths & gardens	276	m2	\$3.50		\$966.00
Concrete Kerbs & Paths:					\$21,902.85
Kerb & gutter	23	m	\$57.95		\$1,332.85
125 thick reinforced concrete footpath	187	m2	\$110.00		\$20,570.00
Linemarking:					\$2,214.75
Linemarker establishment	1	No.	\$1,800.00		\$1,800.00
Allowance for longitudinal road lines	84	m	\$1.50		\$126.00
Hold line (TF)	7	m	\$7.50		\$52.50
Carpark lines	69	m	\$1.25		\$86.25
Arrows	2	No.	\$75.00		\$150.00
Street Furniture:					\$2,500.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$2,500.00		\$2,500.00
Services & Utilities:					\$65,000.00
Lighting:					\$35,000.00
Allowance for new street lights including connection to existing service	2	No.	\$17,500.00		\$35,000.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$30,000.00		\$30,000.00
Landscaping:					\$20,685.00
Cultivate subgrade	270	m2	\$0.50		\$135.00
Allowance for street tree (45ltr)	12	No.	\$550.00		\$6,600.00
Mulch ring to last	12	No.	\$75.00		\$900.00
Allowance for tree guard	12	No.	\$750.00		\$9,000.00
Supply & lay kykuyu turf on & including underlay	270	m2	\$15.00		\$4,050.00

Description	Quantity	Unit	Rate	Markup	Total
Contractors Overheads & Margin:					\$20,684.99
Allowance for Contractors Overheads & Margin (15%)	1	item	\$20,684.99		\$20,684.99
Contingency:					\$15,858.50
Allowance for Contingency (10%)	1	item	\$15,858.50		\$15,858.50
6. JOHN ROSE AVENUE AND BRAXTON OVAL PARKING AREA					\$1,053,331.18
Preliminaries:					\$75,697.53
Allowance for Preliminaries (10%)	1	item	\$75,697.53		\$75,697.53
Clearing:					\$7,000.00
Allowance to clear & grub the following:					\$7,000.00
Large trees	2	No.	\$3,500.00		\$7,000.00
Demolition:					\$1,072.00
Sawcut existing AC pavement not exceeding 100 thick	13	m	\$10.00		\$130.00
Allowance to remove existing linemarking	314	m	\$3.00		\$942.00
Groundworks:					\$7,780.50
Allowance for stripping topsoil on site for new footpaths & gardens	2,223	m2	\$3.50		\$7,780.50
Pavement:					\$178,484.43
Allow to boxout for new pavement not exceeding 450 thick	673	m2	\$20.25		\$13,628.25
Trim & compact subgrade (new pavement)	673	m2	\$3.50		\$2,355.50
Allowance to rip & recompact existing carpark pavement	2,135	m2	\$2.50		\$5,337.50
Allowance to remove & replace unsuitable subgrade (5% of trim area x 300 thick)	43	m3	\$145.00		\$6,235.00
Allowance to for tip fees to haul & dispose of spoil	727	t	\$35.00		\$25,445.00
Supply & place 250 thick subbase	673	m2	\$29.07		\$19,564.11
Supply & place 150 thick base	563	m2	\$19.73		\$11,107.99
Prime seal	2,808	m2	\$5.00		\$14,040.00
40 thick AC10 wearing course	2,808	m2	\$28.51		\$80,056.08
Allowance to tie in new pavement to existing	13	m	\$55.00		\$715.00
Concrete Kerbs & Paths:					\$138,732.16
Kerb & gutter	388	m	\$57.95		\$22,484.60
Construct raised pedestrian crossing (2 No.)	2	No.	\$12,872.28		\$25,744.56

Description	Quantity	Unit	Rate	Markup	Total
Allowance for 150 thick reinforced concrete maintenance driveway (nominal 2.5m wide)	79	m2	\$157.00		\$12,403.00
125 thick reinforced concrete footpath	75	m2	\$110.00		\$8,250.00
Allowance for sandstone flagstone feature pavement	254	m2	\$275.00		\$69,850.00
Buildings/Structures:					\$80,000.00
Provisional Allowance to upgrade existing Branxton oval amenities	1	PSUM	\$50,000.00		\$50,000.00
Allowance for skillion roof bus shelter (based on Gross Floor Area)	20	m2	\$1,500.00		\$30,000.00
Stormwater:					\$129,740.00
Allowance for stormwater pipes to carpark	300	m	\$250.00		\$75,000.00
Allowance for stormwater pits to carpark	8	No.	\$3,500.00		\$28,000.00
Subsoil drainage to back of kerb & gutter	388	m	\$65.00		\$25,220.00
Flushpoint to last	16	No.	\$95.00		\$1,520.00
Street Furniture:					\$43,000.00
Allowance for new bench seating	30	m	\$550.00		\$16,500.00
Supply & install rubbish bin complete	2	No.	\$2,000.00		\$4,000.00
Supply & installation of flag poles	5	No.	\$1,500.00		\$7,500.00
Allowance to reinstate existing RV dump point	1	Item	\$10,000.00		\$10,000.00
Allowance for sundry street furniture including bike hold rails & bollards etc	1	Item	\$5,000.00		\$5,000.00
Signage:					\$5,000.00
Allowance for street signage	1	Item	\$5,000.00		\$5,000.00
Linemarking:					\$3,325.75
Linemarker establishment	1	No.	\$1,800.00		\$1,800.00
Allowance for longitudinal road lines	273	m	\$1.50		\$409.50
Hold line (TF)	8	m	\$7.50		\$60.00
Carpark lines	365	m	\$1.25		\$456.25
Arrows	8	No.	\$75.00		\$600.00
Services & Utilities:					\$97,500.00
Lighting:					\$87,500.00
Allowance for new street lights including connection to existing service	5	No.	\$17,500.00		\$87,500.00
Provisional Allowance for adjustments to existing utilities	1	PSUM	\$10,000.00		\$10,000.00
Landscaping:					\$65,340.50
Cultivate subgrade	2,301	m2	\$0.50		\$1,150.50

Description	Quantity	Unit	Rate	Markup	Total
Allowance for garden beds complete including soil, edging & mulch	175	m2	\$49.00		\$8,575.00
Allowance for plants (200mm)	175	No.	\$25.00		\$4,375.00
Allowance for nominal 200 high finished sandstone edging	22	m	\$175.00		\$3,850.00
Allowance for street tree (45ltr)	29	No.	\$250.00		\$7,250.00
Allowance for street tree- Black Tuepelo (100ltr)	6	No.	\$550.00		\$3,300.00
Mulch ring to last	6	No.	\$75.00		\$450.00
Allowance for tree guard	6	No.	\$750.00		\$4,500.00
Supply & lay kykuyu turf on & including underlay	2,126	m2	\$15.00		\$31,890.00
Contractors Overheads & Margin:					\$124,900.93
Allowance for Contractors Overheads & Margin (15%)	1	item	\$124,900.93		\$124,900.93
Contingency:					\$95,757.38
Allowance for contingency (10%)	1	item	\$95,757.38		\$95,757.38

OTHER PROJECT COSTS

DESIGN FEES

Allowance for Design Fees - EXCL.	1	Item			EXCL
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AUTHORITIES FEES & CHARGES

Allowance for Authorities Fees & Charges - EXCL.	1	Item			EXCL
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ESCALATION

Allowance for Escalation - EXCL.	1	Item			EXCL
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SCHEDULE OF INFORMATION

Branxton Town Centre Master Plan *received 19/09/2018	NOTE		\$0.00		
Scope Comments & email from Hannah Cheetham dated 19/09/2018	NOTE		\$0.00		

SCHEDULE OF EXCLUSIONS

Tendering Costs - EXCL.	NOTE		\$0.00		
Staging Costs - EXCL.	NOTE		\$0.00		
Design Fees - EXCL.	NOTE		\$0.00		
Authorities Fees & Charges - EXCL.	NOTE		\$0.00		
Delay costs including Inclement Weather- EXCL.	NOTE		\$0.00		
Testing, treatment & management of contaminated material/buried rubbish on site - EXCL.	NOTE		\$0.00		
Unknown ground conditions & engineers design - EXCL.	NOTE		\$0.00		
Cost escalation beyond October 2018 - EXCL.	NOTE		\$0.00		

Description	Quantity	Unit	Rate	Markup	Total

Subtotal	\$4,732,431.59
Adjustment	\$0.00
Post adjustment	\$4,732,431.59
G.S.T [10%]	\$473,243.16
Total	\$5,205,674.75

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