

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

LEICHHARDT DEVELOPER CONTRIBUTIONS PLAN

TRANSPORT AND ACCESS

Environmental Planning and Assessment Act 1979

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TRANSPORT AND ACCESS

Leichhardt Municipal Council, pursuant to Section 94AB of the Environmental Planning and Assessment Act 1979 and a resolution passed at a duly convened meeting held on 26th October 1999 makes the Section 94 contributions plan set out hereunder. The plan came into operation by public notification on 3rd November 1999.



Cr. Maire Sheehan
Mayor
Leichhardt Municipal Council

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INTRODUCTION

Citation

This plan may be cited as "Leichhardt Developer Contributions Plan - Transport and Access".

Land to which Plan applies

This Plan applies to the whole of the Leichhardt Local Government Area. The Plan covers the wards, Glebe/Annandale, Leichhardt/Lilyfield and Balmain/Rozelle. Certain parts of the Plan apply to specific areas within the LGA as indicated within the Plan.

Development to which this Plan applies

Leichhardt Council intend to levy all development in the local government area which creates the potential for an increase in population or trip generation. Development includes subdivision, new dwellings, increased commercial and industrial floorspace and increased intensity of usage or employment in retail, commercial and industrial purposes.

Purpose of the Plan

The purpose of this Plan is to authorise the Council to impose a condition under Section 94 of the Environmental Planning and Assessment Act 1979 when granting consent to the carrying out of development on land which this Plan applies.

Section 94 contributions will partly fund public facilities required as a consequence of increased resident or worker population and increased commercial and residential development. The Contributions Plan enables Council to implement a program of public works to provide those amenities and services for which new development and/or redevelopment has created demand. It also provides the basis upon which the Council can effectively administer development contributions policies in a practical and equitable manner.

The Developer Contributions Plan covers a period of 10 years for Transport and Access and includes commercial car parking, light rail stops, bicycle facilities and traffic management works. The plan aims to be a fair and equitable plan that will withstand the rigors of the Land and Environment Court and be consistent with Council's Integrated Transport Strategy.

The Plan includes the following works for the Transport and Access in each suburb:

- Local Area Traffic Management works
- Light Rail Access works ;
- Bicycle Facilities as specified in the Bicycle Plan;
- Peninsula access works to arterial road network (Balmain & Rozelle only);
- Main Street and Town Centre Improvement works; and
- Commercial Car Parking

LOCAL AREA TRAFFIC MANAGEMENT WORKS

Proposed Works:

The proposed works are traffic management facilities which are to be implemented within a 10 year program throughout the Leichhardt Local Government Area (LGA). The derivation of these works is based on a series of Local Area Traffic Management studies by traffic planning consultant Geoplan Services Pty Ltd and its associates.

The proposed works aim to maintain an appropriate level of service and community amenity affected by traffic and transport standards within the existing road system.

The need for the proposed traffic/transport facilities is determined on the basis of an analysis of the road network, safety measures, environmental capacities of roads for the existing traffic situation, as well as the estimated additional traffic resulting from forecast growth in terms of population, land use, and floor space area within the LGA.

The proposed works are divided into two categories: **Category 1** relates to works which serve both the existing and incoming population; **Category 2** includes works which address the impacts from traffic that are forecast to result from new population and future developments within the area.

The schedule of works are shown in Appendix A.

The Basis for Contribution:

- To maintain a standard quality of life, amenity and environmental capacity of roads within the LGA.
- To provide an appropriate level of service, safety, and efficiency within the road network of LGA.
- To comply with goals and objectives of Council's Integrated Transport Strategy.
- To provide the need for traffic/transport facilities to alleviate the existing and forecasted traffic and road safety problems within the LGA.

The existing road system in the area provides an asset which has its amenity reduced by additional demand due to new developments. The additional population generated as a result of developments within the land to which the contribution plan applies will generate additional traffic movements, pedestrian and cycle movement, and traffic conflict in the vicinity of the area. The traffic implications of the area on both internal and external roads and adjoining intersections should therefore be

established and appropriate facilities be provided to maintain the current traffic and transport amenity standards.

Cost Allocation:

A total of \$2,687,840 of works has been identified for implementation of traffic management scheme within the LGA. The cost of Category 1 and Category 2 works is \$1,456,940 and \$1,230,900 respectively (Geoplan Services, 1999).

In order to ascertain the causal and spatial nexus of the contribution plan the identified works have been divided into the following three Council Wards:

- Balmain/Rozelle;
- Leichhardt/Lilyfield; and
- Glebe/Annandale.

Accordingly, works in each category are identified for each of the above areas and contributions are calculated based on the following and illustrated on Table 1.

- The total cost of works in **Category 1** is proportioned on the basis of traffic generation from its component including existing and potential residential and commercial developments.
- The total cost of works in **Category 2** is apportioned by discounting the new developments by a factor of 50%. This is in recognition that the new facilities will be used by the existing residents. This cost is then proportioned on the basis of traffic generated from new residential or commercial developments.

It is necessary to emphasise that the new developments and the population growth created thereby cause the required improvements within an area. This is why, generally, the cost of necessary improvements are directly borne by the new developments. However, it should be stated that some of these improvements could also be beneficial to the community in general. Thus it is reasonable that the Council also fund a portion of the total cost.

Table 1A Cost Allocation for LATM Works – Balmain/Rozelle

	Category 1 Cost Distribution		Category 2 Cost Distribution 50-50			Total	
	%	Cost (\$)	% Exist.	% Futr.	Cost (\$)	%	Cost (\$)
Existing/incoming Residents	58.3	176,595	67.0		141,220	43.8	317,815
Existing/approved Business	28.9	87,510	33.0		69,980	21.7	157,490
Future Residents	6.7	20,372		50.0	110,280	18.0	130,652
Future Business	2.1	6,504		10.0	35,207	5.8	41,711
Fringe Developments*	4.0	12,139		20.0	65,713	10.7	77,852
TOTAL	100	303,120	100	100	422,400	100	725,520
*Glebe Island/White Bay							

Table 1B Cost Allocation for LATM Works–Leichhardt/Lilyfield

	Category 1 Cost Distribution		Category 2 Cost Distribution 50-50			Total	
	%	Cost (\$)	% Exist.	% Futr.	Cost (\$)	%	Cost (\$)
Existing/incoming Residents	50.1	214,152	56.0		146,870	37.9	361,022
Existing/approved Business	39.4	167,944	44.0		115,180	29.8	283,124
Future Residents	6.6	27,955		60.0	163,688	20.2	191,643
Future Business	3.9	16,799		40.0	98,362	12.1	115,161
TOTAL	100	426,850	100	100	524,100	100	950,950

Table 1C Cost Allocation for LATM Works – Glebe/Annandale

	Category 1 Cost Distribution		Category 2 Cost Distribution 50-50			Total	
	%	Cost (\$)	% Exist.	% Futr.	Cost (\$)	%	Cost (\$)
Existing/incoming Residents	54.1	393,686	58.0		82,388	47.1	476,074
Existing/approved Business	39.3	285,811	42.0		59,812	34.2	345,623
Future Residents	3.8	26,832		57.0	80,371	10.6	107,203
Future Business	0.1	785		2.0	2,350	0.3	3,135
Fringe Developments*	2.7	19,856		41.0	59,479	7.8	79,336
TOTAL	100	726,970	100	100	284,400	100	1,011,371
*Rozelle Bay							

The contributions for future residents is calculated by dividing the required future improvement costs by the potential number of units in each area. Similarly, the contributions from commercial developments are calculated by dividing its required future costs by the potential total gross floor area (per 100m²) of new developments in each area. The traffic generation rates are based on those in the Roads and Traffic Authority's Guide to Traffic Generating Developments.

The average contribution rate (ACR_r) for future residential units in each ward is:

- Balmain/Rozelle = \$122.68
- Leichhardt/Lilyfield = \$174.86
- Glebe/Annandale = \$156.73

The contribution rate (CBR) for each type of residential unit is calculated by the following formula:

$$(CBR_d) = ACR_r \times PKR_d / APK$$

where:

ACR_r = Average Contribution Rate

PKR = Peak Hour Traffic Generation Rate

APK = Average Peak Hour Generation Rate (ie 0.50)

d = type of dwelling (eg 55m² dwelling)

r = residential development

The peak hour generation rates (PKR_d) for different types of dwelling are as follows:

- > 0.40 per < 55m² dwelling
- > 0.45 per 55m² – 85m² dwelling
- > 0.55 per 86m² – 120m² dwelling
- > 0.65 per >120m² dwelling

The average contribution rates (ACR_c) for future commercial developments are:

- Balmain/Rozelle = \$245.36 per 100m² GFA
Glebe Island/White Bay Developments = \$25.69 per 100m² GFA
- Leichhardt/Lilyfield = \$297.14 per 100m² GFA
- Glebe/Annandale = \$313.50 per 100m² GFA
Rozelle Bay Development = \$35.26 per 100m² GFA

The contribution rate (CBR) for different types of commercial development can be calculated by the following formula:

$$(CBR_c) = ACR_c \times DTR_c / 10$$

where the 10 is the base daily traffic generation rate and,

ACR_c = Average Contribution Rate for commercial development per 100 m², GFA (gross floor area);
DTR = Daily Traffic Generation Rate;
c = type of development (eg industrial, retail).

ACCESS TO BALMAIN PENINSULA

Proposed Works:

The proposed works are required for adequate access provisions to the Balmain Peninsula. The cost of these works should be borne by future residential and commercial developments. Works are currently identified as part of the existing Developer Contributions Plan for the Balmain Peninsula at the estimated cost of \$2,421,000. These are:

- Widening of Robert Street and intersection works;
- provision of a left turn slip lane from Victoria Road into Terry Street.

The scope of works for Access to Balmain Peninsula are shown in Appendix B.

The Basis for Contribution:

- To provide adequate access to the peninsula and maintain an appropriate level of service within the road network.
- To meet the future demand and need of adequate access for the peninsula in line with Council's Integrated Transport Strategy.
- To comply with the existing Developer Contributions Plan for the peninsula.

Cost Allocation:

A total of 4631 residential units are identified for potential development with 3627 dwellings approved. An estimated 17000 m² of commercial and retail development is also expected within the area. The traffic generated from this potential development and 1004 future residential units amounts to over 6720 vehicles per day. The need for improvement of access to the peninsula for any additional traffic therefore becomes more evident.

Currently, a total of \$1,573,304 of the total cost has been contributed by the developers as part of the existing contributions plan for the peninsula. The remaining \$847,696 cost of works for access improvements is proportioned on the basis of traffic generation per type of development. Accordingly, the contributions from residential developments amounted to 74.7% (\$633,249.10) while the remaining \$214,446.90 (25.3%) is to be paid by the commercial developments.

The contribution rates for access to Balmain peninsula are:

Residential development = \$630.73 per unit
Commercial development = \$1261.45 per 100 m² GFA

The contribution rate (CBR) for each type of residential unit is calculated by the following formula:

$$(CBR_d) = ACR \times PKR_d / APK$$

where:

ACR_r = Average Contribution Rate for residential unit
PKR = Peak Hour Traffic Generation Rate
APK = Average Peak Hour Generation Rate (ie 0.50)
d = type of dwelling (eg 55m² dwelling)

The peak hour generation rates (PKR_d) for different types of dwelling are as follows:

- > 0.40 per < 55m² dwelling
- > 0.45 per 55m² – 85m² dwelling
- > 0.55 per 86m² – 120m² dwelling
- > 0.65 per >120m² dwelling

LIGHT RAIL ACCESS WORKS

Proposed Works:

The proposed works for light rail stops within the LGA have been identified as part of the extension of the light rail service work program. The light rail will provide service for the suburbs of Glebe, Annandale and Lilyfield. The proposed light rail stops include Catherine Street, Lilyfield; Rozelle Bay, Annandale; Jubilee Park, Glebe; and Glebe.

The schedule of Council works is only complementary to the major light rail works and includes footpath improvements, provision of shelters and pedestrian facilities (as shown in Appendix C). Major works related to light rail is the responsibility of the State Government and light rail company.

The Basis for Contribution:

- To improve the access by public transport and benefit the community with better access.
- To provide a better quality of life and more choice of transport for the community. The implementation of the light rail service is part of the Integrated Transport Strategy to support a mode of transport which is more sustainable.

Cost Allocation:

The costs related to light rail access works are distributed on the basis of catchment areas. Accordingly, catchment areas are defined by suburbs where light rail provides services. These include suburbs of Glebe, Annandale and Lilyfield. The SRA and Rozelle Bay development sites are also within the catchment to the light rail stops.

- The cost of works has been allocated on the basis of population within each of the above catchment areas, the number of employees who work in the suburb (to account for the existing businesses within the catchment area), but who do not live within the LGA, and potential employment by new developments.

- On the basis of the above, a total of \$53,012.00 (26.5%) of the total cost of works will be paid by new developments and the remaining will be the responsibility of Council.
- Using the suburbs of Glebe, Annandale and Lilyfield as the catchment area, a rate of \$14.54 per unit for residential development and \$13.83 per 100m² of commercial development for the light rail access works contribution has been calculated.

The following formula is used to calculate the contribution rate (CBR) for each type of the residential unit.

$$(CBR_d) = ACR \times OCR_d / AOCR$$

where:

ACR_r = Average Contribution Rate

OCR_d = Occupancy Ratio per type of dwelling

AOCR = Average Occupancy Ratio (2.17 for Leichhardt LGA)

d = type of dwelling (eg 55m² dwelling)

The occupancy ratio (persons per dwelling) for each type of dwelling (OCR_d) in Leichhardt LGA are as follows:

- > 1.4 per < 55m² dwelling
- > 2.0 per 55m² – 85m² dwelling
- > 2.6 per 86m² – 120m² dwelling
- > 3.5 per >120m² dwelling

LEICHHARDT TOWN CENTRE IMPROVEMENTS

Proposed Works

The previous Developer Contributions Plan for Leichhardt Town Centre has identified interim works under the Norton Street Improvement Project. The area from which contribution should be sought is shown in **Figure 2**. Currently, contributions have been made as part of the existing plan for the implementation of the interim works (as shown in Appendix D). The cost of these works is \$2,840,880 comprising:

- \$1,443,000 for street works; and
- \$1,397,880 for Norton Street Improvement Project

A Leichhardt Town Centre Traffic Study was carried out in which the scope of the interim works will be within the existing work program.

The Basis for Contribution:

The nexus for these contributions is well supported by the fact that the proposed works will benefit the Town Centre and Business Community by providing better facilities and amenity for its existing and future users.

The improvements enhance the image of the centre as well as attracting more business and growth within the area. Contributions are in proportion to the floorspace of existing and future development and are applied to the commercial development in the Leichhardt Town Centre only.

Cost Allocation:

The costs of the improvements are allocated to the existing and future developments within the specified area. The total floor area in the town centre including existing, approved and potential development is 56,110m².

Accordingly the contribution rate for Leichhardt Town Centre Works and Norton Street Improvement Project is \$2,840,880 divided by 56,110 m² which is equivalent to \$5,063.05 per 100 m²

BICYCLE WORKS

Proposed Works

The following works have been identified as part of the future implementation of bicycle works:

- \$60,392 for local works funded 50/50 by Council and the RTA
- \$352,296 for foreshore works funded by Council and contributions from developments.
- \$305,930 for State works fully funded by the RTA.

The local and foreshore works are relevant for application of Developer Contributions. The total cost of works for which a proportion would be paid through contribution therefore is:

$$50\% \times \$60,392 + 352,296 = \$382,492$$

A portion of these contributions has been raised as part of the Section 94 Contribution Plans for Leichhardt Town Centre and Access for the Balmain Peninsula.

The scope of works are shown in Appendix E.

The Basis for Contribution:

- To meet the objectives of the Leichhardt Integrated Transport Strategy.
- To ensure an adequate bicycle network and links throughout the LGA.
- To provide an appropriate level of service and amenity of cycle path for existing and future residents within the LGA.

Cost Allocation

The bicycle network throughout the LGA has been identified as part of the Leichhardt Bike Plan. The cost of bicycle works as part of the contributions plan has been proportioned on the basis of the existing and the potential increase of future population within the next 10 years.

Based on the existing population of 58,304 persons within the LGA and the potential increase of 10,893 persons, the contribution for bicycle works by future residential developments is equivalent to \$60,212. This amounts to a contribution rate of \$21.16 per unit based on a total of 2845 potential residential units.

The following formula is used to calculate the contribution rate (CBR) for each type of the residential unit.

$$(CBR_d) = ACR \times OCR_d / AOCR$$

where:

ACR_r = Average Contribution Rate

OCR_d = Occupancy Ratio per type of dwelling

AOCR = Average Occupancy Ratio (2.17 for Leichhardt LGA)

d = type of dwelling (eg 55m² dwelling)

The occupancy ratio (persons per dwelling) for each type of dwelling (OCR_d) in Leichhardt LGA are as follows:

- 1.4 per < 55m² dwelling
- 2.0 per 55m² – 85m² dwelling
- 2.6 per 86m² – 120m² dwelling
- 3.5 per >120m² dwelling

COMMERCIAL DEVELOPMENT – PARKING

The requirements of a contribution for car parking only applies in the business centres of Balmain, Rozelle and Leichhardt, as shown on **Figure 3**. These are the areas where works have been identified to provide additional car parking. The contribution does not apply in other areas, where adequate provision for all parking associated with a development is expected.

The contribution applies to the following forms of development:

- Increases in the floor area of existing commercial developments,
- Changes in use of buildings and land which result in an intensification of use,
- New developments where for reasons of site constraints or development types, it is not appropriate to provide all parking on the site,
- The demand for long term occupant parking will normally be satisfied by the provisions of on-site parking as a condition under Section 80A of the Environmental Planning & Assessment Act, 1979.

In addition there are situations where on-site parking cannot be provided, or there are constraints on such provision. There can also be situations where the on-site parking that might be provided for customers would not be easily accessed. In this situation the development should be provided with the minimum parking requirement in the Parking Policy, with the difference between the minimum and the maximum requirement to be made up by a monetary contribution.

The contribution rates are (Appendix F) :

Balmain:	\$13,200 per space
Rozelle:	\$10,000 per space
Leichhardt	\$10,000 per space

The contribution rates reflect the cost of construction and infrastructure as the land for parking area is provided by the Council.

Options for provision of public car parking areas are as follows, including provision of on street parking (where possible) in vicinity of these locations :

Balmain

- Woolworths Parking Area
- Beattie Street Carpark
- Balmain Depot and Town Hall
- On street parking, Booth Street

Rozelle

- Hamilton Street Parking Area
- Waterloo Street Land at Balmain Leagues Club

Leichhardt

- Leichhardt Town Hall

SUMMARY OF CONTRIBUTION RATES & WORK SCHEDULE

Table S1 Residential Development Contribution Rates (\$) by the Size of Dwelling

Suburb	<55m ²	55m ² – 85m ²	86m ² – 120m ²	>120m ²
Balmain	616.04	696.72	854.73	1012.75
Rozelle	111.46	129.07	160.93	192.81
Leichhardt	153.20	176.03	218.33	260.64
Lilyfield	162.35	188.85	236.18	283.54
Annandale	147.85	172.54	216.24	259.97
Glebe	147.85	172.54	216.24	259.97

Table S2 Commercial Development Contribution Rates (\$) per GFA (100m²)

Suburb or Special Area	Within that area
Balmain	1506.81
White Bay & Glebe Island	25.69
Rozelle	245.36
Rozelle Goods Yard & Railway Land	25.69
Leichhardt (other than Town Centre)	297.14
Leichhardt Town Centre	5360.19
Lilyfield	310.97
Annandale	327.33
Rozelle Bay (SREP 26 Land)	49.09
Glebe	327.33
Blackwattle Bay (SREP 26 Land)	49.09

Table S3 Work Schedule Summary (\$)

	LATM	Light Rail	Bike Plan	Peninsula Access	Town Centre	Total
Council – Funding to be allocated	1,892,838	146,988	319,979		1,790,399	1,790,399
Council– Funding collected (or to be collected) from Approved Developments	48,310		2,302	1,573,304	860,313	2,435,919
Future Developments	746,692	53,012	60,212	847,696	190,168	1,897,780
Total	2,687,840	53,012	382,493	2,421,000	2,840,880	6,124,098

Attachments

Figures

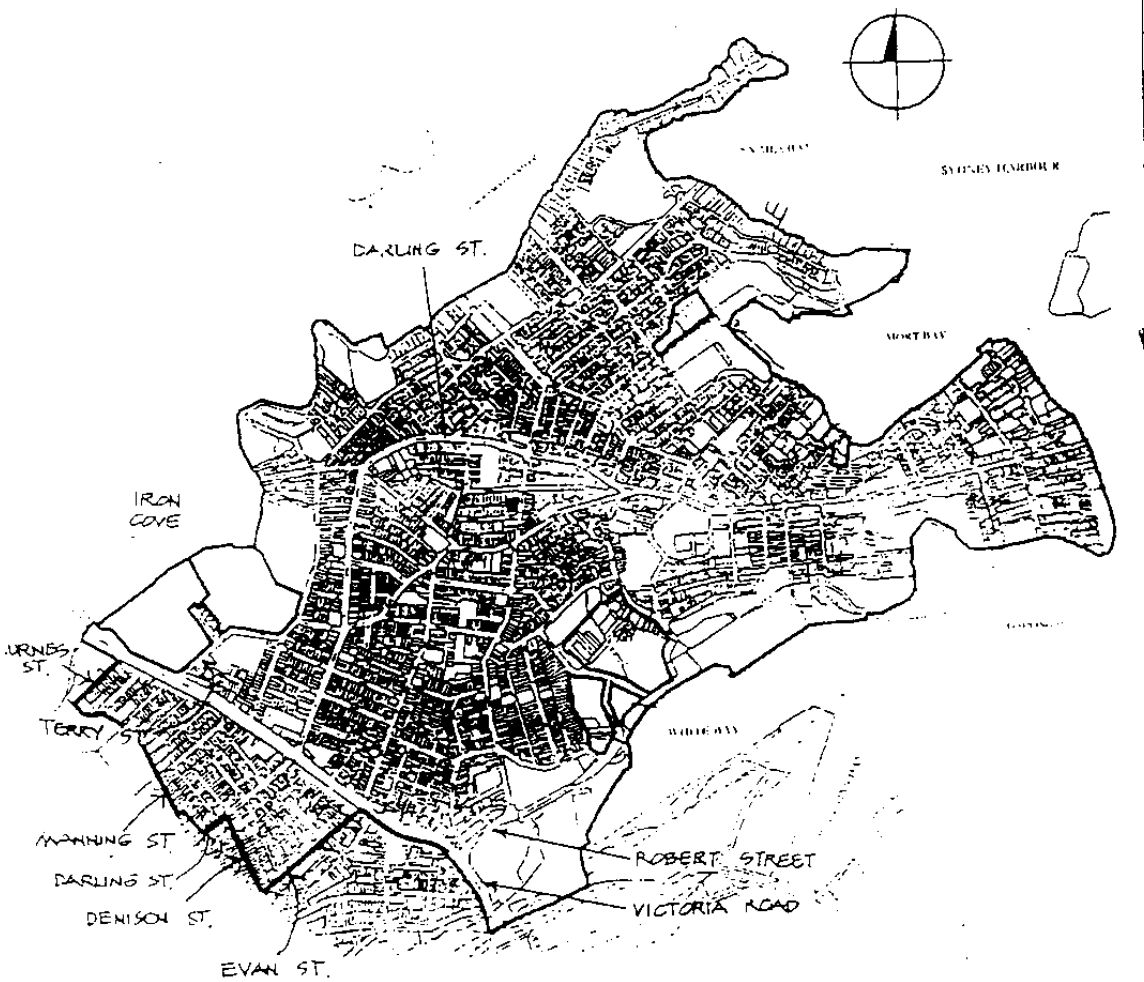
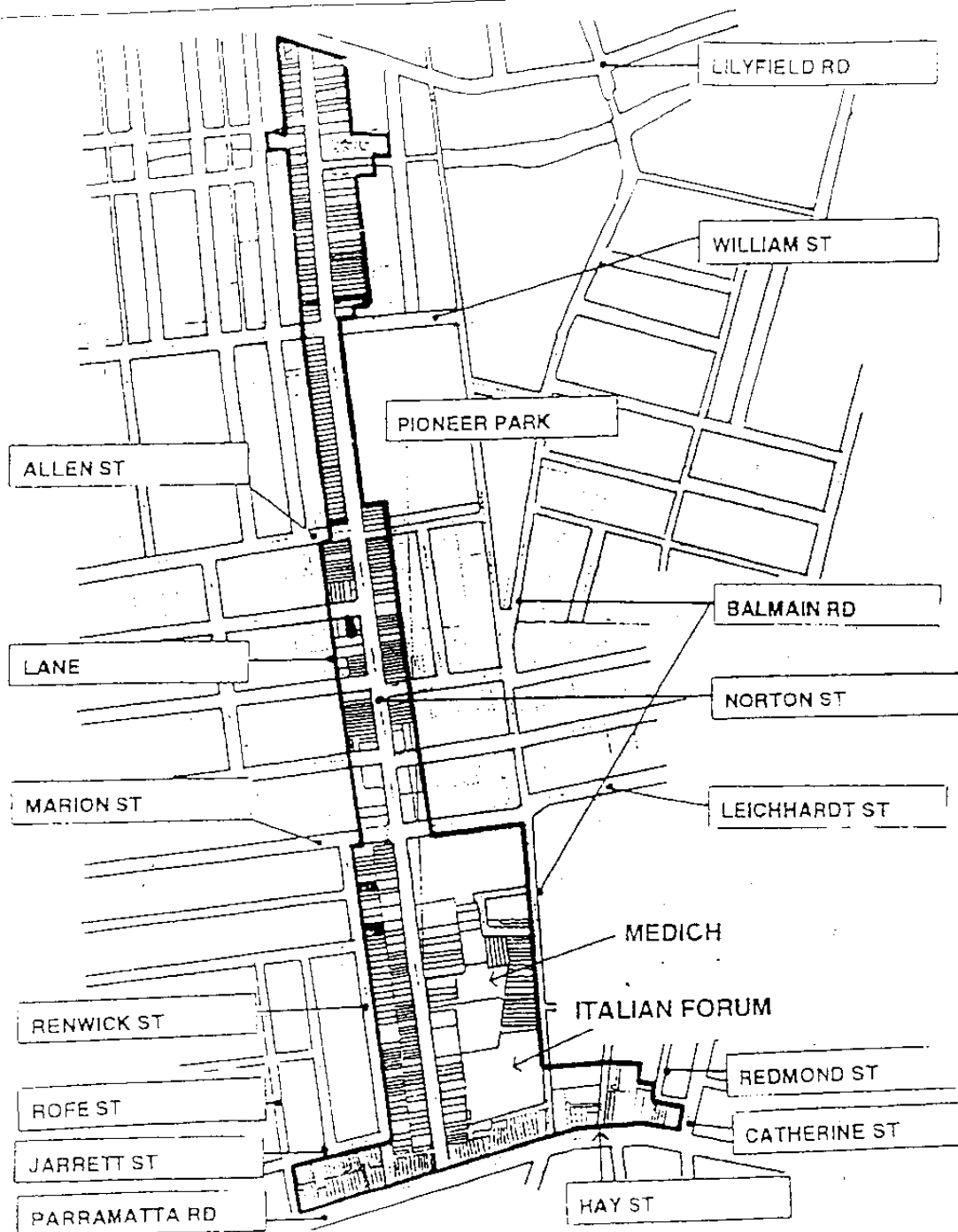


Figure 1 - Area Covered by the Component of the Plan for Works



Note: This area includes land which is zoned Residential and Special Uses.
 Only business development is levied under Leichhardt Town Centre Improvements,
 Residential and other non-business development is exempt.
 The Parking section of the Plan may apply to any land use, subject to conditions

Figure 2 - Area Covered by the
 Component of the Plan for Leichhardt
 Town Centre Improvements & Parking

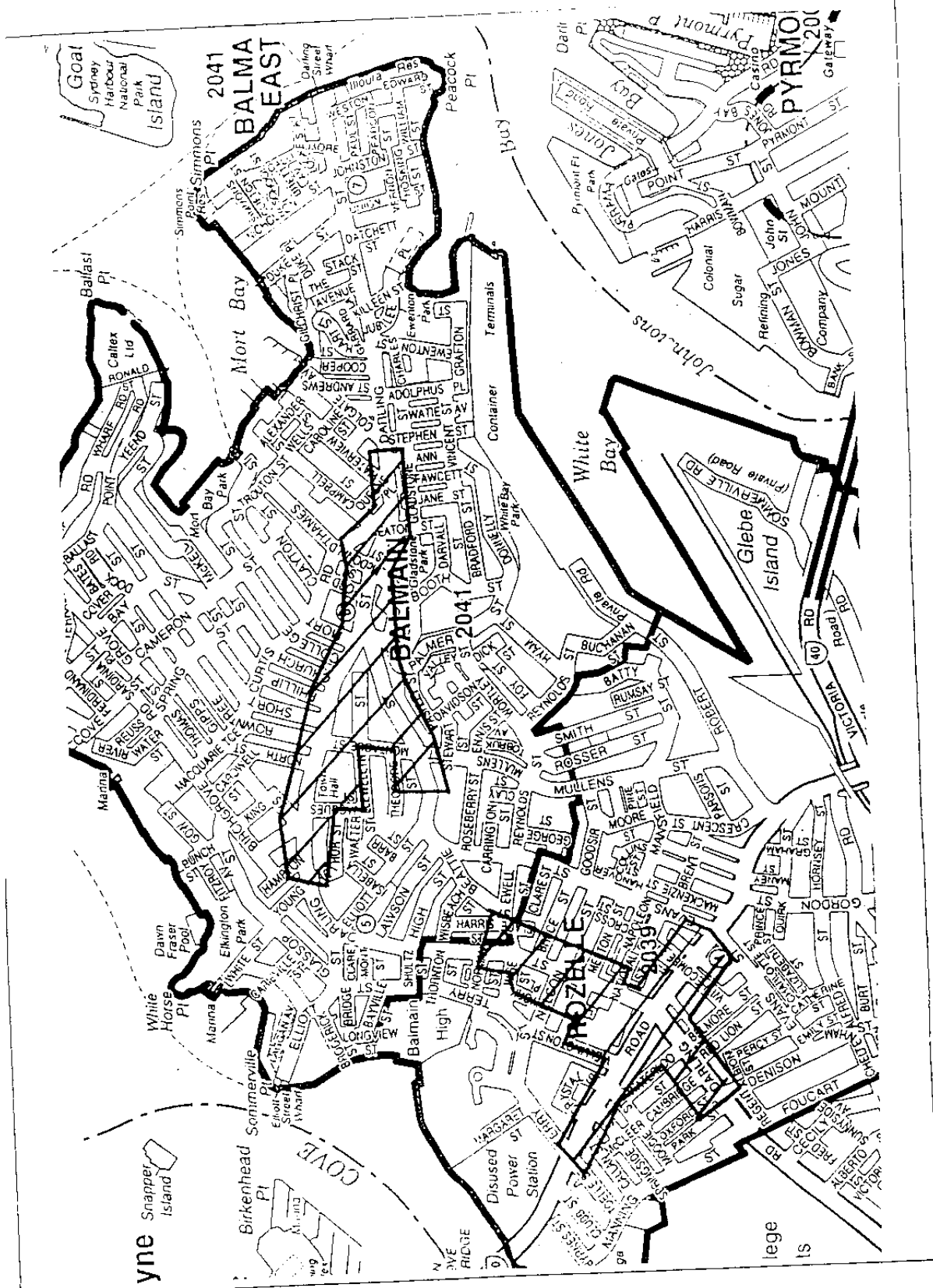


Figure 3 – Area Covered by Parking Plan
Balmain and Rozelle

Appendix A

Scope of Works - LATM

Note

This scope of works to be updated with LATM plans approval.

The costs have been corrected in the summary on page ~~10~~ 10.

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Schedule of Works - Traffic Management Works

Location	Priority	Funding	Costs			
			Total	RTA	Exist	Future
Balmain						
Treatment of Main Traffic Routes						
Darling Street, Wise St to Birchgrove Rd (includes part Rozelle)						
	O	R	\$3,200	\$1,600	\$1,600	\$0
	X	R	\$6,000	\$3,000	\$0	\$3,000
	O	R	\$6,000	\$3,000	\$3,000	\$0
	O	R	\$400	\$200	\$200	\$0
	O	R	\$600	\$300	\$300	\$0
Darling Street, north of Curtis Road						
	O	R	\$4,000	\$2,000	\$2,000	\$0
	X	R	\$30,000	\$15,000	\$0	\$15,000
	X	R	\$40,000	\$20,000	\$0	\$20,000
	X	R	\$40,000	\$20,000	\$0	\$20,000
Road Safety Treatments						
Darling/BirchgroveRd/King	O	L	\$75,000	\$0	\$75,000	\$0
Llewellyn St/Montague St	O	R	\$6,000	\$3,000	\$3,000	\$0
Beattie St/Mullens St	O	L	\$40,000	\$0	\$40,000	\$0
Mort St/Curtis Rd	X	L	\$40,000	\$0	\$0	\$40,000
Mort St/Cameron St	X	L	\$40,000	\$0	\$0	\$40,000
Rowntree St/Cameron St	X	L	\$40,000	\$0	\$0	\$40,000
Mullens St north of Reynolds St	O	R	\$1,500	\$750	\$750	\$0
	O	R	\$12,000	\$6,000	\$6,000	\$0
Evans St/Ewell St	O	L	\$600	\$0	\$600	\$0
Vehicle Speed Strategy						
40km/h speed limit	X	L	\$15,000	\$0	\$0	\$15,000
Peacock Point	X	L	\$600	\$0	\$0	\$600
	X	L	\$800	\$0	\$0	\$800
Northern Louisa Rd	X	L	\$60,000	\$0	\$0	\$60,000
Louisa Rd	X	L	\$12,000	\$0	\$0	\$12,000
Rowntree St	O	L	\$24,000	\$0	\$24,000	\$0
	O	L	\$24,000	\$0	\$24,000	\$0
	O	L	\$3,000	\$0	\$3,000	\$0
Roseberry St	O	L	\$9,220	\$0	\$9,220	\$0
Reynolds St	X	L	\$12,000	\$0	\$0	\$12,000
Wortley St	X	L	\$24,300	\$0	\$0	\$24,300
Short St	X	L	\$7,500	\$0	\$0	\$7,500
Pearson St	X	L	\$12,000	\$0	\$0	\$12,000
One Way Traffic Flow						
Short/Phillip Street	O	L		\$0	\$0	\$0
College St	O	L		\$0	\$0	\$0
Ann St/ Stephen St	O	L		\$0	\$0	\$0
Residential Amenity - Load Limits						
Beattie St	O	L		\$0	\$0	\$0
Evans St	X	L	\$12,000	\$0	\$0	\$12,000
BALMAIN TOTAL			\$601,720	\$74,850	\$192,670	\$334,200

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Costs			
				Total	RTA	Exist	Future
Rozelle							
Treatment of Main Traffic Routes							
Darling Street, Wise St to Victoria Rd	2m wide parking lane line marking	O	R	\$1,600	\$800	\$800	\$0
	Built kerb extensions at intersections	O	R	\$9,000	\$4,500	\$4,500	\$0
	2m raised centre median with gaps at intersections	O	R	\$30,000	\$15,000	\$15,000	\$0
	3.4m travel lanes with bike logos at every intersection in the travel lanes	O	R	\$500	\$250	\$250	\$0
	Kerb extensions outside the primary school	O	R	\$6,000	\$3,000	\$3,000	\$0
Darling Street, Victoria Rd to Manning Street	2.2m wide parking lane line markings in the non clearway sections	O	S	\$1,200	\$1,200	\$0	\$0
	Built kerb extensions at the pedestrian crossing at Waterloo St	O	S	\$6,000	\$6,000	\$0	\$0
	1m raised centre median with gaps at intersections	O	S	\$26,250	\$26,250	\$0	\$0
	3.7m travel lanes with bike logos 2m wide parking lane line markings	O	S	\$2,100	\$2,100	\$0	\$0
	Built kerb extensions at intersections	O	S	\$21,000	\$21,000	\$0	\$0
	Relocation of the bus stop north of Waterloo St	O	S	\$300	\$300	\$0	\$0
Lilyfield Rd	Centre blisters east & west of Gordon St	X	S	\$30,000	\$30,000	\$0	\$0
	Kerb blisters and centre median around the curve at Denison St	O	S	\$7,500	\$7,500	\$0	\$0
Road Safety Treatments							
Darling St/Thomson St/Wisebach St	Kerb extensions are proposed on Darling St at the pedestrian refuge	O	L	\$6,000	\$0	\$6,000	\$0
Darling St/Beattie St	Roundabout	O	L	\$40,000	\$0	\$40,000	\$0
Darling St at Waterloo St, Cambridge St, Oxford St & Park St	Signposting of no right turns in peak hours during the week days	O	L	\$600	\$0	\$600	\$0
Mullens St/Mansfield St Intersection	Redesign raised platform at the pedestrian crossing	O	R	\$12,000	\$6,000	\$6,000	\$0
Vehicle Speed Strategy							
40km/h speed limit	Signposting	X	L	\$15,000	\$0	\$0	\$15,000
National St	10km/hr shared zone, raised entry device, night turn ban	X	L	\$12,300	\$0	\$0	\$12,300
Percy St/Albion St	10km/hr shared zone, conversion to one-way northbound, single lane entry from Evans St	X	L	\$8,900	\$0	\$0	\$8,900
Speed Reduction Treatments							
Beattie St	2 raised platforms, one near Ann Cashman reserve & one north of Ewell St near the Church	O	L	\$24,000	\$0	\$24,000	\$0
Goodsir St	raised platform mid block	X	L	\$12,000	\$0	\$0	\$12,000
Mansfield St/The Crescent	Roundabout	X	L	\$40,000	\$0	\$0	\$40,000
Arthur St	Angled parking in the wide section with an angled slowpoint match up with the rest of the street	X	L	\$0	\$0	\$0	\$0
Cambridge St	One-way travel north with alternating angle & parallel parking with a single lane angled slowpoint	O	L	\$9,400	\$0	\$9,400	\$0
Residential Amenity - Load Limits							
Evans St	Load limit north of Darling St	O	L	\$600	\$0	\$600	\$0
Manning St	Prohibition of vehicles longer than 6m at the entry from Moodie St	O	L	\$300	\$0	\$300	\$0
ROZELLE TOTAL				\$322,550	\$123,900	\$110,450	\$88,200

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Total	Costs		
					RTA	Exist	Future
Lilyfield							
Balmain Rd & Perry St							
Balmain Rd	Kerb blisters at the refuge west of The Boulevard	O	S	\$6,000	\$6,000	\$0	\$0
	Kerb blisters at the refuge west of Grove St	O	S	\$6,000	\$6,000	\$0	\$0
Perry St	Marking of parking lanes with kerb blisters and medians on Perry St from Fredbert St to Mary St	O	S	\$14,400	\$14,400	\$0	\$0
	Marking of parking lane eastbound through the curve	O	S	\$100	\$100	\$0	\$0
Speeds on Local Traffic Routes							
Lilyfield Rd east of Catherine St	3 centre blisters with kerb blisters	X	R	\$45,000	\$22,500	\$0	\$22,500
Catherine St, Moore St to Brennan St	Angled and parallel parking with switches in parking treatment by the use of raised angled slowpoints from Moore St to Piper St	O	L	\$16,200	\$0	\$16,200	\$0
	2 raised platforms in the section north of Piper St	X	L	\$24,000	\$0	\$0	\$24,000
Treatment of Residential Streets							
40km/h speed limit	Signposting	X	L	\$9,000	\$0	\$0	\$9,000
Lamb St	Angled parking plus a raised angled slowpoint mid block between O'Neill St & Joseph St	X	L	\$14,800	\$0	\$0	\$14,800
Grove St	Angled parking from O'Neill St to a raised platform just north of the industrial land use	X	L	\$14,100	\$0	\$0	\$14,100
Justin St	Angled parking from O'Neill St to a road closure just north of Joseph St	X	L	\$14,800	\$0	\$0	\$14,800
Ainsworth St	Angled parking and one switch with a raised angled slowpoint mid block	X	L	\$16,200	\$0	\$0	\$16,200
O'Neill St	Marking of wide parking lanes are proposed with T-deviations at intersections	X	L	\$21,000	\$0	\$0	\$21,000
The Boulevard	Raised platforms at the entry from Balmain Rd and midblock	X	L	\$24,000	\$0	\$0	\$24,000
Alberto St	Platform south of Maida St	X	L	\$12,000	\$0	\$0	\$12,000
Helena St	2 speed humps	X	L	\$5,000	\$0	\$0	\$5,000
Camington St	2 speed humps	X	L	\$5,000	\$0	\$0	\$5,000
Trevor St	1 speed hump	X	L	\$2,500	\$0	\$0	\$2,500
Glover St south of Church St	2 speed humps	X	L	\$5,000	\$0	\$0	\$5,000
Shared Zone							
Piper St/White St	Shared Zone on Piper St and in White St abutting the reserve area	O	L	\$900	\$0	\$900	\$0
	Raised threshold with kerb extensions in White St (north)	O	L	\$12,000	\$0	\$12,000	\$0
	Raised threshold north of the St Vincent de Paul building in White St (south)	O	L	\$12,000	\$0	\$12,000	\$0
LILYFIELD TOTAL				\$280,000	\$49,000	\$41,100	\$189,900

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Costs			
				Total	RTA	Exist	Future
Leichhardt							
Treatment of North-South Arterial Roads							
Darley Rd, Foster St, Tebbutt St	3.4m bike/parking lanes with 3m travel lanes	O	S	\$8,800	\$8,800	\$0	\$0
	Pedestrian refuges every 200-300m	O	S	\$20,000	\$20,000	\$0	\$0
	Bike logos at every intersection in the bike/parking lanes	O	S	\$2,000	\$2,000	\$0	\$0
	Bus stop boxes are marked out to discourage parking at bus stops	O	S	\$1,200	\$1,200	\$0	\$0
Treatment of the Sub-Arterial Roads							
Norton St, Manon St to Parramatta Rd	2.2m parking lanes	O	R	\$2,200	\$1,100	\$1,100	\$0
	1m painted centre median	O	R	\$2,200	\$1,100	\$1,100	\$0
	Raised pedestrian refuges spaced in the centre median every 200m	O	R	\$10,000	\$5,000	\$5,000	\$0
	Bus boxes	O	R	\$900	\$450	\$450	\$0
Marion St	Raised centre medians including pedestrian gaps at Edith St, Cromwell St and Renwick St	O	R	\$4,500	\$2,250	\$2,250	\$0
	Mark lanene lines up to the intersection with Balmain Rd & through continuity lines	O	R	\$300	\$150	\$150	\$0
	Bus boxes at bus stops	O	R	\$1,200	\$600	\$600	\$0
	Install pram ramps at all signalised and unsignalised side intersections	O	R	\$6,000	\$3,000	\$3,000	\$0
Leichhardt & Styles St	Kerb extensions at side intersections and bring forward limit lines to improve driver visibility	O	R	\$15,000	\$7,500	\$7,500	\$0
	2.7m parking lane line marking	O	R	\$3,200	\$1,600	\$1,600	\$0
	1m painted centre median	O	R	\$3,200	\$1,600	\$1,600	\$0
	Raised pedestrian refuges spaced in the centre median where driveways permit	O	R	\$10,000	\$5,000	\$5,000	\$0
Styles St	Kerb extensions at side intersections	O	R	\$15,000	\$7,500	\$7,500	\$0
	Continuous lane line marking near Mackenzie St leading up to the existing pedestrian refuge	O	R	\$100	\$50	\$50	\$0
	Reinforcement of the 50km/h speed limit by pavement markings every 300m in both directions	O	R	\$300	\$150	\$150	\$0
	Treatment of the Traffic Routes (Collectors) on Council Streets						
Norton St, north of the Allen St roundabout	3.4m bike/parking lanes	O	L	\$2,800	\$0	\$2,800	\$0
	Kerb extensions at intersections	X	L	\$5,000	\$0	\$0	\$6,000
	Bus boxes at bus stops	O	L	\$600	\$0	\$600	\$0
	Pedestrian kerb extensions	X	L	\$6,000	\$0	\$0	\$6,000
Norton St, Allen St to Marion St	2m parking lanes with built kerb blisters at intersections	O	L	\$1,600	\$0	\$1,600	\$0
	Raised platforms at the existing pedestrian crossing	O	L	\$12,000	\$0	\$12,000	\$0
	2m painted centre median	O	L	\$2,800	\$0	\$2,800	\$0
	Bus boxes	O	L	\$600	\$0	\$600	\$0
	Bike logos in the travel lanes	O	L	\$350	\$0	\$350	\$0
	Occasional Cafe platforms	O	L	\$17,000	\$0	\$17,000	\$0
William St	Raised platforms near Charles St & Hubert St	O	L	\$24,000	\$0	\$24,000	\$0
	Roundabouts at Flood St & Francis St	X	L	\$80,000	\$0	\$0	\$80,000
	3.4m bike/parking lane line markings with logo	X	L	\$3,600	\$0	\$0	\$3,600
	A raised centre median through the curve west of Elswick St	O	L	\$2,250	\$0	\$2,250	\$0
Catherine St, south of Moore St	Angled and parallel parking with switching the angled/parallel sides at 120-150m spacings	O	L	\$14,000	\$0	\$14,000	\$0
	Two lane raised angled slowpoints at the switch points	X	L	\$48,000	\$0	\$0	\$48,000
	Marked parking lanes	O	L	\$4,000	\$0	\$4,000	\$0
	Bike logos in the travel lanes	O	L	\$600	\$0	\$600	\$0
Flood St, north of Manon St	5 raised platforms evenly spaced from William St to Manon St	O	L	\$60,000	\$0	\$60,000	\$0
	3.4m parking lane line markings	O	L	\$2,800	\$0	\$2,800	\$0
	Signposting of a 3 tonne load limit	O	L	\$600	\$0	\$600	\$0

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Costs			
				Total	RTA	Exist	Future
Flood St - southern Market St	Signposting of a 3 tonne load limit from Market St to Treadgold St South	O	L	\$800	\$0	\$800	\$0
	Raised platform north of Treadgold St South	O	L	\$12,000	\$0	\$12,000	\$0
	Pedestrian fencing on the raised centre median opposite Market Town	O	L	\$20,000	\$0	\$20,000	\$0
Lords Rd, Tebbutt St to Flood St	Marking of bus boxes parking lane lines	O	L	\$1,100	\$0	\$1,100	\$0
Treatment of Residential Streets							
Streets in general	Signposting of 40km/hr speed limit	X	L	\$15,000	\$0	\$0	\$15,000
Speed Reduction Treatments							
The South West Area							
National St	Angled and parallel parking from Albert St to Myrtle St with a swap and a single lane angled slow point midblock, 3t load limit	X	L	\$9,400	\$0	\$0	\$9,400
Edith St	Angled and parallel parking with a swap in parking and a single lane angled slow point midblock, 3t load limit	X	L	\$9,400	\$0	\$0	\$9,400
Myrtle St - west of National St	Angled and parallel parking west, 3t load limit	O	L	\$2,000	\$0	\$2,000	\$0
Kegworth St & Lords Rd west of Tebbutt St	Angled and parallel parking	O	L	\$2,000	\$0	\$2,000	\$0
Elswick St	Raised platforms to be installed in the existing angled slowpoints, 3t load limit	O	L	\$60,600	\$0	\$60,600	\$0
Albert St, b/w National St & Elswick St	Raised platform midblock, 3t load limit	O	L	\$12,600	\$0	\$12,600	\$0
Reuss St	2 speed humps, 3t load limit	O	L	\$5,300	\$0	\$5,300	\$0
Role St	2 speed humps, 3t load limit	O	L	\$5,600	\$0	\$5,600	\$0
Edith Lane	10km/hr Shared Zone with raised devices	X	L	\$24,300	\$0	\$0	\$24,300
Renwick St, Excelsior St, Junior St, Role St and Thomley St	Signposting of a 3 tonne load limit	O	L	\$2,400	\$0	\$2,400	\$0
Cary Street	speed restricting devices	X	L	\$7,500	\$0	\$0	\$7,500
The Eastern Area							
Annesley St, at Mackenzie St	Install centre median	O	L	\$1,500	\$0	\$1,500	\$0
Redmond St	10km/hr Shared Zone with speed restricting devices at the centres	X	L	\$24,300	\$0	\$0	\$24,300
The Central Area							
Macauley St (west) at Cromwell St	Stop signs with centre medians with kerb extensions	O	L	\$6,000	\$0	\$6,000	\$0
Malborough St at Cromwell St	Stop signs with centre medians with kerb extensions *2	O	L	\$12,000	\$0	\$12,000	\$0
Elswick St	Angled and parallel parking with switching the angled/parallel sides at 120-150m spacings	O	L	\$26,400	\$0	\$26,400	\$0
Edith St	Angled and parallel parking with switching the angled/parallel sides at 120-150m spacings	O	L	\$17,600	\$0	\$17,600	\$0
Cromwell St	Stop signs with centre medians with kerb extensions *2	O	L	\$12,000	\$0	\$12,000	\$0
Allen St	Install 5 raised platforms - bus cushions	X	L	\$50,000	\$0	\$0	\$50,000
Thorby Avenue	Angled parking is implemented on one side	O	L	\$3,000	\$0	\$3,000	\$0
Northern Area							
Flat St, Falls St, Elswick St, Charles St, Hubert St & Francis St	Half road closures at Darley Rd	X	L	\$50,700	\$0	\$0	\$50,700
LEICHHARDT TOTAL				\$789,000	\$69,050	\$385,750	\$334,200

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Total	Costs		
					RTA	Exist	Future
Annandale							
Treatment of Main Traffic Routes							
Booth St	Roundabout at Annandale St	O	R	\$40,000	\$20,000	\$20,000	\$0
	Raised 1.6m centre median from Johnston St east to Taylor St	O	R	\$30,000	\$15,000	\$15,000	\$0
	Roundabout at Trafalgar St	O	R	\$40,000	\$20,000	\$20,000	\$0
	Roundabout at Taylor St	O	R	\$40,000	\$20,000	\$20,000	\$0
	Kerb extensions with forward limit lines at all intersections on Booth St	O	R	\$24,000	\$12,000	\$12,000	\$0
	2.2m parking lane line markings	O	R	\$2,800	\$1,400	\$1,400	\$0
Collins St	Roundabout at Young St	X	R	\$40,000	\$20,000	\$0	\$20,000
Speed Reduction Treatments							
Annandale St north of Booth St	6 raised platforms at 120m spacing	O	L	\$72,000	\$0	\$72,000	\$0
Young St, Albion St to Booth St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$28,200	\$0	\$28,200	\$0
Trafalgar St, Parramatta Rd to north of the school zone, then north of the school zone to Booth St	Angled parking and angled slowpoints at 100-120m spacing	X	L	\$30,400	\$0	\$0	\$30,400
Nelson St, Parramatta Rd to Booth St	Angled parking and angled slowpoints at 100-120m spacing	X	L	\$26,400	\$0	\$0	\$26,400
Road Safety Treatments							
Albion Lane, between Johnston St & Annandale St	Install speed humps	O	L	\$5,000	\$0	\$5,000	\$0
Albion St/Annandale St	Raised median islands on Albion St & right turn from Johnston Street into Albion Lane is banned	O	L	\$2,300	\$0	\$2,300	\$0
Albion St/Johnston St	Seagull island to provide a right turn lane into Albion St east of Johnston St & protect diane for vehicles turning right out of Albion St east of Johnston St	X	L	\$8,000	\$0	\$0	\$8,000
Young St	Road closure north of Booth St	O	L	\$15,000	\$0	\$15,000	\$0
Weynton St/Johnston St	left in/left out island	O	L	\$5,000	\$0	\$5,000	\$0
Kentville Av/Johnston St	left in/left out island	O	L	\$5,000	\$0	\$5,000	\$0
Piper Streets North & South	conversion to one way pair	O	L	\$1,800	\$0	\$1,800	\$0
View St, Booth St to Piper St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$16,200	\$0	\$16,200	\$0
View St north of Piper St	2 raised platforms	O	L	\$24,000	\$0	\$24,000	\$0
Trafalgar St, Booth St to Piper St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$16,200	\$0	\$16,200	\$0
Trafalgar St north of Piper St	3 raised platforms	O	L	\$36,000	\$0	\$36,000	\$0
Nelson St, Booth St to Piper St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$38,400	\$0	\$38,400	\$0
Lane between Nelson St & Taylor St	10km/hr Shared Zone	O	L	\$5,600	\$0	\$5,600	\$0
Piper Streets North & South	Raised platforms just west of View St	O	L	\$24,000	\$0	\$24,000	\$0
ANNANDALE TOTAL				\$576,300	\$108,400	\$383,100	\$84,800

Schedule of Works - Local Area Traffic Management

Location	Works Proposed	Priority	Funding	Costs			
				Total	RTA	Exist	Future
Glebe, Forest Lodge							
Treatment of Traffic Routes							
Wentworth Park Rd	Raised platforms at existing pedestrian crossings	O	R	\$24,000	\$12,000	\$12,000	\$0
Glebe Point Rd	2m marked parking lanes, south of Bridge Rd	X	R	\$1,600	\$800	\$0	\$800
	Kerb blisters at intersections	X	R	\$12,000	\$6,000	\$0	\$6,000
	1.5m at grade centre median either painted or paved to comply with the urban design requirements	X	L	\$3,200	\$0	\$0	\$3,200
	Bike logos in the 3.6m travel lanes	X	L	\$400	\$0	\$0	\$400
	Pedestrian refuges & kerb extensions at the four pedestrian crossings north of Bridge Rd	X	L	\$48,000	\$0	\$0	\$48,000
St Johns Rd east of Glebe Point Rd	1.5m raised centre median from Bridge Rd to Toxteth Rd with gaps at intersections	X	L	\$45,000	\$0	\$0	\$45,000
	1.5m at grade centre median North of Toxteth Rd	X	L	\$2,000	\$0	\$0	\$2,000
	Bike/parking lanes of 2.8m width	O	L	\$2,000	\$0	\$2,000	\$0
	2 stop signs at Glebe St & Philip St	O	L	\$300	\$0	\$300	\$0
	Kerb extensions at all side intersections	O	L	\$36,000	\$0	\$36,000	\$0
St Johns Rd, Glebe Point Rd to Ross St	Marked bus stop boxes	O	L	\$600	\$0	\$600	\$0
	Bike/parking lanes of 3.4m width	X	L	\$2,000	\$0	\$0	\$2,000
	3 raised bus cushions	X	L	\$30,000	\$0	\$0	\$30,000
	Near Mt Vernon St, a raised platform with the existing pedestrian crossing marked on top	O	L	\$12,000	\$0	\$12,000	\$0
	Kerb extensions at all intersections	X	L	\$21,000	\$0	\$0	\$21,000
Wigram Rd, east of Minogue Crescent	Marked bus stop boxes	X	L	\$600	\$0	\$0	\$600
	Signposting of 40km/hr speed limit	X	L	\$600	\$0	\$0	\$600
	Parking lane line marking	O	L	\$2,000	\$0	\$2,000	\$0
	4 pedestrian refuges with narrow kerb blisters	O	L	\$44,000	\$0	\$44,000	\$0
	2 raised platforms at the existing pedestrian crossings near Glebe Point Rd & Mansfield St	O	L	\$24,000	\$0	\$24,000	\$0
Wigram Rd, west of Minogue Crescent	4 raised platforms	O	L	\$48,000	\$0	\$48,000	\$0
Road Safety Treatments							
Mitchell St north-east of Glebe Point Rd	Convert to a one way northbound with angled and parallel parking	O	L	\$18,300	\$0	\$18,300	\$0
	Speed bumps at side streets which have priority	X	L	\$10,000	\$0	\$0	\$10,000
Arundel St (west)/Ross St intersection	Installation of Stop Signs and marking of limit lines on the road	O	L	\$170	\$0	\$170	\$0
St Johns Rd/Tailford St/Campbell St	install kerb extensions with advance limit lines in St Johns at the side intersections	X	L	\$6,000	\$0	\$0	\$6,000
Treatment of Residential Streets							
Taylor St	2 raised platforms, one near Quarry St & Another near St Johns Rd at the side intersections	X	L	\$24,000	\$0	\$0	\$24,000
Derwent St	One platform at the existing crossing to the school near Catherine St	O	L	\$12,000	\$0	\$12,000	\$0
Derwent St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$24,300	\$0	\$24,300	\$0
Westmoreland St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$16,900	\$0	\$16,900	\$0
Catherine St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$16,300	\$0	\$16,300	\$0
Arundel St east of Ross St	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$9,500	\$0	\$9,500	\$0
Mitchell St west of Glebe Point Rd	Angled parking and angled slowpoints at 100-120m spacing	O	L	\$7,800	\$0	\$7,800	\$0
Avenue Rd	10km/hr Shared Zone along School frontage including road redesign	O	L	\$40,000	\$0	\$40,000	\$0
Colbourne St at Bridge Rd	Road closure	O	L	\$15,000	\$0	\$15,000	\$0
Lyndhurst St at Bridge Rd	Left turn ban into Lyndhurst St from Bridge Rd	O	L	\$150	\$0	\$150	\$0
Cowper St	One way south west with parallel parking	O	L	\$2,550	\$0	\$2,550	\$0
GLEBE, FOREST LODGE				\$562,270	\$18,800	\$343,870	\$199,600
TOTAL							

Schedule of Works - Traffic Management Works

Location	Priority	Funding	Costs			
			Total	RTA	Exist	Future
Summary						
BALMAIN			\$601,720	\$74,850	\$192,670	\$334,200
ROZELLE			\$322,550	\$123,900	\$110,450	\$88,200
LILYFIELD			\$280,000	\$49,000	\$41,100	\$189,900
LEICHHART			\$789,000	\$69,050	\$385,750	\$334,200
ANNANDALE			\$576,300	\$108,400	\$383,100	\$84,800
GLEBE, FOREST LODGE			\$562,270	\$18,800	\$343,870	\$199,600
TOTAL			\$3,131,840	\$444,000	\$1,456,940	\$1,230,900

Appendix B

Scope of Works – Access to Balmain Peninsula

Schedule of Works - Balmain Peninsula Access Works

Robert Street widening and intersection works	\$2,021,000
Left turn slip lane from Victoria Road into Terry Street	\$400,000
Total Access to Balmain Peninsula Works	\$2,421,000

Appendix C

Scope of Works – Light Rail

Schedule of Works - Light Rail

Rozelle Bay Station

Description	Unit	Rate	Quantity	Total
Concrete kerb with concrete gutter	M	\$ 110	34	\$ 3,740
Refuge island and linemarking and sign posting	Item	\$ 7,000	1	\$ 7,000
Footpath Paving to match Light Rail	M ²	\$ 145	30	\$ 4,350
New Kerb Ramp	Item	\$ 500	1	\$ 500
Concrete path	M ²	\$ 90	112	\$ 10,080
Allowance For Contingencies (-15%)				\$ 4,030
Sub Total Rozelle Bay				\$ 29,700

Rozelle Bay Station - Pritchard Street Extension

Concrete kerb with concrete gutter	M	\$ 110	100	\$ 11,000
Double Grated Gully Pit with EKI	Item	\$ 2,142	2	\$ 4,284
Concrete Path	M ²	\$ 90	180	\$ 16,200
New Kerb Ramp	Item	\$ 500	3	\$ 1,500
Modify Drainage Convertor	Item	\$ 1,720	1	\$ 1,720
Allowance For Contingencies (-15%)				\$ 5,449
Sub Total -Rozelle Bay Station - Pritchard Street Extension				\$ 40,153

Rozelle Bay Station - Bayview Crescent Extension

Concrete kerb with concrete gutter	M	\$ 110	45	\$ 4,950
Double Grated Gully Pit with EKI	Item	\$ 2,142	1	\$ 2,142
New Kerb Ramp	Item	\$ 500	3	\$ 1,500
Concrete path	M ²	\$ 90	54	\$ 4,860
Allowance For Contingencies (-15%)				2,112
Sub Total - Rozelle Bay Station - Bayview Crescent Extension				\$ 15,564
Total Rozelle Bay Station - Works				\$ 85,417

Jubilee Park External Works

Sandstone kerb with concrete gutter	M	\$ 200	30	\$ 6,000
Double Grated Gully Pit with EKI	Item	\$ 2,142	1	\$ 2,142
375mm RCP	M	\$ 203	12	\$ 2,436
Asphalt Path	M ²	\$ 75	110	\$ 8,250
Signposting/Linemarking	Item	\$ 5,000	1	\$ 5,000
Allowance For Contingencies (-15%)				\$ 3,741
Sub Total - Jubilee Park External Works				\$ 27,569

Jubilee Park Internal Works

Concrete kerb with concrete gutter	M	\$ 110	25	\$ 2,750
Double Grated Gully Pit with EKI	Item	\$ 2,142	1	\$ 2,142
375mm RCP	M	\$ 203	5	\$ 1,015
Asphalt Path	M ²	\$ 75	330	\$ 24,750
Allowance For Contingencies (-15%)				4,813.15
Sub Total - Jubilee Park Internal Works				\$ 35,470
Total Jubilee Park				\$ 63,039

Glebe Station

Sandstone kerb with concrete gutter	M	\$ 200	50	\$ 10,000
Footpath Paving to match Light Rail	M ²	\$ 145	50	\$ 7,250
New Kerb Ramps	Item	\$ 500	8	\$ 4,000
Concrete path	M ²	\$ 90	120	\$ 10,800
Asphalt Path	M ²	\$ 75	100	\$ 7,500
Signposting/Linemarking	Item	\$ 5,000	1	\$ 5,000
Allowance For Contingencies (-15%)				\$ 6,994
Sub Total - Glebe Station Works				\$ 51,544

TOTAL LIGHT RAIL WORKS

				\$ 200,000
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Appendix D

Scope of Works – Leichhardt Town Centre

Schedule of Works - Leichhardt Town Centre

Street Works:	
Pedestrian Crossing with traffic calming on Norton Street	\$20,000
Paving and drainage works in Dot Lane between Norton Street and Balmain Road	\$750,000
Extension of Dot Lane from Balmain Road to Catherine Street, including paving and drainage works	\$673,000
Total Street Works	\$1,443,000
Norton Street Improvement Project, including:	
Satge 1	\$257,650
Satge 2	\$133,140
Satge 3	\$367,690
Satge 4	\$506,900
Satge 5	\$90,500
Total Norton Street Improvement	\$1,397,880
TOTAL LEICHHARDT TOWN CENTRE	\$2,840,880

Appendix E

Scope of Works - Bicycle Works

Schedule of Works - Bicycle Works

	Council/ Developer		Total Cost
	Funded	RTA Funded	
Leichhardt Bicycle Plan - State Bicycle Facilities		\$305,930	\$305,930
Leichhardt Bicycle Plan - Local Bicycle Facilities	\$30,196	\$30,196	\$60,392
Leichhardt Bicycle Plan - Foreshore Canal Routes	\$352,296		\$352,296
Total Access to Balmain Peninsula Works	\$382,492	\$305,930	\$658,226

Appendix F

Scope of Works - Car Parking

– Options for Provision of Public Car Parking Areas

1. BALMAIN

1.1 Woolworths Parking Area

The existing parking area is 67 spaces. A preliminary design would involve one level of parking over the parking area and Watson Lane. This structure should be set back from the southern and eastern property boundaries by 6 m. The net increase in parking spaces would be about 47. Construction costs would be approximately \$484,000. Allowing a 20% increase for suitable appearance would make the total cost \$580,000. The net cost per space, for construction, would be \$12,340. Note that Council does not have control over this land.

1.2 Beattie Street Carpark

This parking area has 24 existing spaces. It could be possible to provide another 20 spaces on an upper deck, although with a tight site, it would not be an efficient layout. The approximate cost is \$275,000, including a 20% allowance for good urban design. The net cost per additional space would be \$13,750.

1.3 Balmain Depot & Town Hall

The options are:

- a) Demolish greenhouse in front of child care centre and pave for parking: 6 spaces for \$7,000.
- b) At rear of Town Hall, provide 40 spaces, with 20 on each side of a single circulation row (currently occupied by the two storey depot building). The land area is about 1100 sq m, with an approximate value of \$1.3 million, based on residential land prices in Balmain of \$1,200/sq m. The land cost of \$1.3 million would be the Council contribution to the parking. With an estimated construction cost of \$85,000, the average cost per space would be about \$2,000.
- c) A further option would be to redevelop the depot site and include public parking, rather than use land for at-grade parking only. This option would require the developer of the depot to provide a level of parking for public use, with the air space over being developed. Council would contribute to the construction cost of the parking structure. Based on construction cost only, of \$350,000, and 35 spaces, the average cost per space would be \$10,500. This third option is preferred.

Averaged over the carpark options, the average cost per additional parking space, including a 10% construction contingency allowance, is \$13,200.

ROZELLE

2.1 Hamilton Street Parking Area

This area includes land resulting from a land swap with the Department of Education. The land is not properly developed and is used informally for carparking. It currently accommodates approximately 41 cars. A properly designed parking area could provide 60 spaces, including parking in Hamilton Street. Approximate paving cost would be about \$65,000, for a net gain of 19 spaces, at \$3,500 per space.

A deck over this parking could be constructed, to increase the capacity by about 20 spaces. Construction cost would be approximately \$226,000. For both stages, the cost would be about \$300,000, for an additional 40 spaces, at about \$7,500 per space. This excludes any consideration of land value.

2.2 Waterloo Street Land at Balmain Leagues Club

There is a vacant block of land owned by Balmain Leagues Club in Waterloo Street adjacent to the Club. While it could be developed for at-grade parking, the more likely scenario is that the site would be redeveloped, in a joint venture between the Club and Council. The option might be a parking level at-grade with Waterloo Street, and development – and parking for development – above. While the cost would depend on the overall development design, an indicative estimate is \$400,000 for the provision of 36 spaces, or \$11,000 per space.

Averaged over the two Rozelle car park sites, and including a 10% contingency allowance, the average cost per space is \$10,000, excluding land value.

3. LEICHHARDT

3.1 Leichhardt Town Hall

Additional public parking on Council land at Leichhardt Town Hall would be well placed to serve a number of functions, namely:

- Additional visitor parking for Council activities, including both office use during the day and Council meetings. There is at present a reasonably heavy usage of Wetherill Street and Marion Street for this purpose.
- Provide additional parking for large functions at the Leichhardt Town Hall
- Public parking to service activities in that part of Norton Street from Macauley Street south to the new cinema site at 99 Norton Street

The Council owned property at 13 Marion Street, if demolished, could provide parking for 25 cars. The two properties at 9 and 11 Marion Street could be similarly redeveloped. In the event that Council extended its administration offices over this land, the opportunity should be taken to provide additional parking which could serve a number of users.

With the uncertainty of precise options, it is difficult to accurately cost the parking. In the circumstances, the average costs estimated for the Rozeile options are recommended for application in Leichhardt Town Centre, this being \$10,000 per space.

ORDINARY COUNCIL MEETING 26 OCTOBER 1999

C270/99 DRAFT DEVELOPER CONTRIBUTIONS PLAN FOR TRANSPORT

RESOLVED MURPHY/PARKER

That Council:

- 2.1 Adopt the attached developer contributions plan for transport & access pursuant to section 94 of the Environmental Planning and Assessment Act; and
- 2.2 Advertise the adoption plan in accordance with the EP&A Act and Regulation.