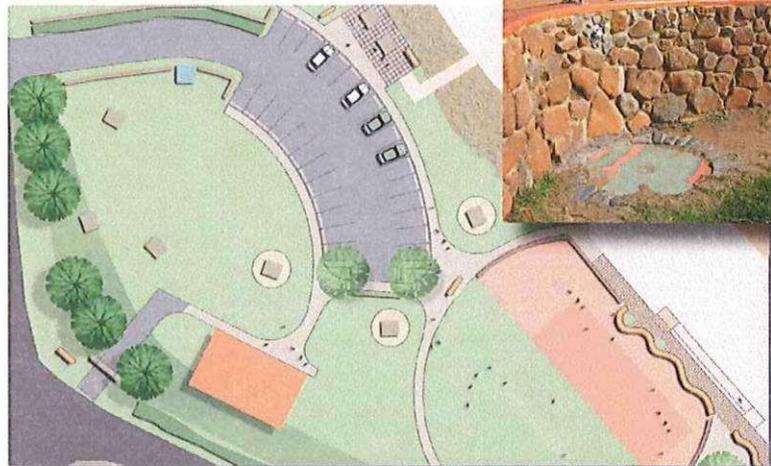


INSPIRE: *n.* the arousing of feelings, ideas and impulses that lead to a creative activity. *v.* to uplift the mind of spirit
PLACE: *n.* the connection between nature and culture which gives meaning to our everyday life. *v.* to pavilion or arrange.
NOTHOFAGUS GUNNII: *n.* Deciduous beech, the only native deciduous tree endemic to the island of Tasmania, Australia.



Final KING PARK LANDSCAPE MASTER PLAN

prepared for Circular Head Council



Inspiring Place

October 2007

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Final

KING PARK LANDSCAPE MASTER PLAN

prepared for
Circular Head Council



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Date	Version
15.06.07	Draft to Council and Public Review
15.10.07	Final Report

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1. INTRODUCTION

1.1 KING PARK

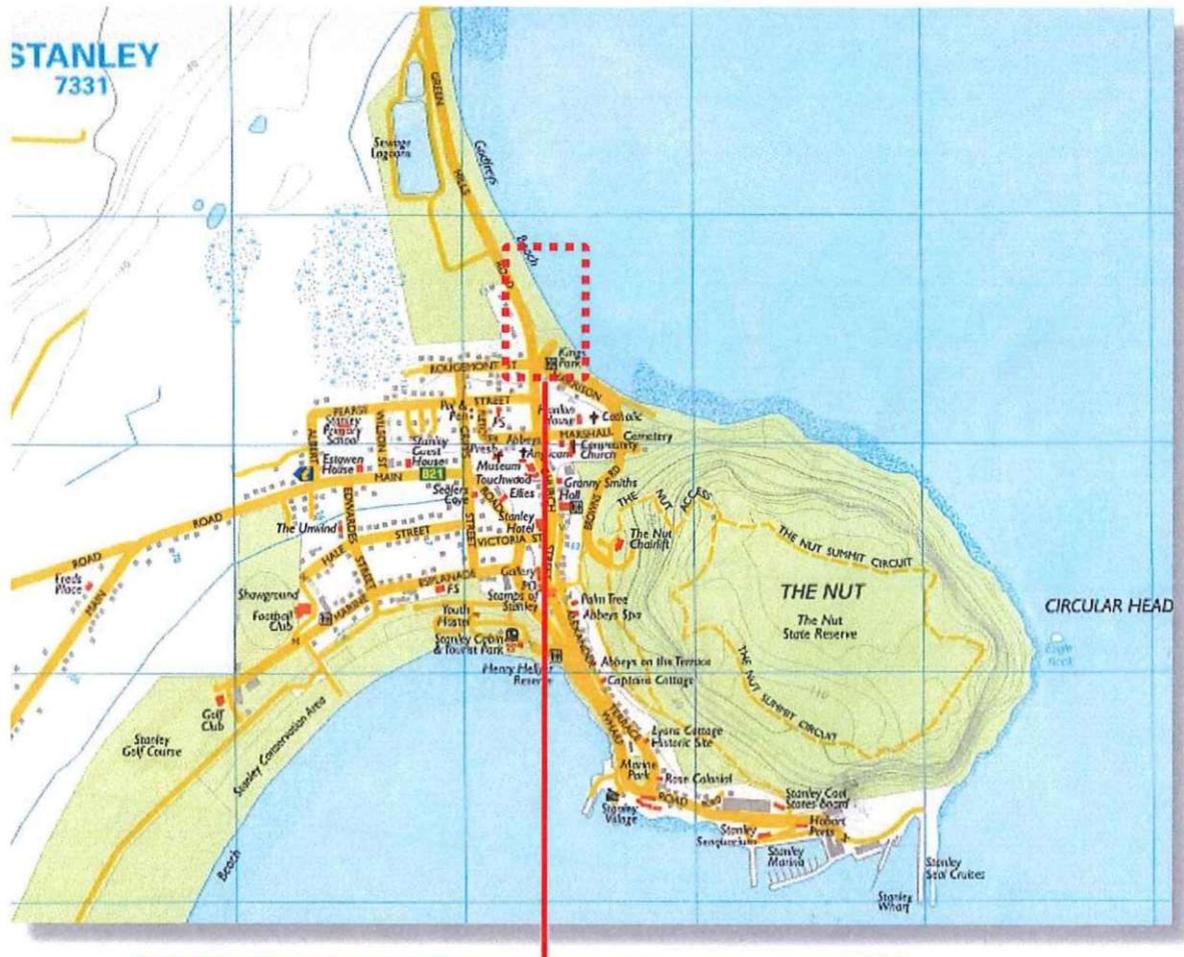
King Park is located on Godfreys Beach on the western side of The Nut (see Map 1.1). King Park has long been a popular passive recreation area for local residents, and was established by local community members in the early 1900's. Local residents regularly walk with dogs, swim, relax, picnic and use the play facilities within the park. The grassy banks are a popular spot for children to use for sliding. Remains of the old surf life saving club building can still be seen on the foreshore - the park is still a well-loved swimming and beach destination throughout the summer months.

The park is also frequented by local and regional organisations for picnics and BBQ's, with group sizes sometimes up to 100 people. Proximity to the foreshore coupled with easily accessible facilities have resulted in a recent increase in the number of overnight campervan visitors also utilising the park.

Existing facilities and amenities include a public toilet block, parking, a BBQ shelter with tables, external BBQ and seating, and a new sculptural feature known as the 'wavy wall' that includes seating and a shower, and a new playground.

A penguin rookery is located on the foreshore adjacent to the historic cemetery. Evening tours of the rookery are available through a private tourism operator.

In recognition of the increasing popularity of the park, and the need to ensure that it continues to have the capacity to sustainably cater for the demand and expected standard of facilities, Council engaged consultants Inspiring Place to develop a Landscape Master Plan for King Park. The project is being undertaken in conjunction with three other planning and design projects within the municipality, including a Landscape Master Plan for West Esplanade Foreshore Park in Smithton, and Recreation Trail Plans for both Stanley and Smithton.



Map 1.1. Location of King Park, Stanley

1.2 PURPOSE OF THE LANDSCAPE MASTER PLAN

The Plan is intended to provide Council with a conceptual design framework *for the future enhancement of the park, and is to be used in conjunction with further site investigation and detailed design work, to achieve the best quality outcome.*

The purpose of the Landscape Master Plan is to:

provide a strategic framework for the future enhancement and/or development of Kings Park, that is achievable within the resources available to the Council and community;

identify the issues involved with the park and the opportunities to resolve or mitigate these issues;

make best use of the land available at King Park for the enjoyment of the community and visitors to Stanley, through better arrangement of facilities and amenities, and its connection to other attractions of interest within the village; and

protect environmental and cultural values through sensitive and sustainable design and development of the park.

1.3 APPROACH

Development of the Landscape Master Plan for King Park involved 5 main stages:

project start up including organisation of work program including consultation program and sourcing of relevant background material, including previous reports, maps and base plan information (Stage 1);

review of all background information and setting-up consultation program (Stage 2);

a four day intensive team site visit¹, including initial briefing with Council, field investigations, running a community walk and talk, consultation with other key stakeholders and presentation of the findings and proposed design concepts to Council staff (Stage 3);

preparation of the draft Landscape Master Plan for Council review (Stage 4);

public exhibition of the Landscape Master Plan and associated report incorporating amendments as required by Council (Stage 5); and

finalisation of the King Park Landscape Master Plan incorporating amendments arising from the public exhibition.

1.4 REPORT STRUCTURE

The report is comprised of three main sections:

an introduction to the project and to King Park (this Section);

an overview of the community views expressed at the 'walk and talk', and a summary of the key issues, opportunities and proposed recommendations relevant to the development of the Landscape Master Plan (Section 2); and

a summary of the *King Park Landscape Master Plan*, including a vision and objectives, an implementation strategy and an order of cost estimate for the recommended works (Section 3).

1.5 ACKNOWLEDGEMENTS

Inspiring Place would like to acknowledge the support of the Circular Head Council, in particular the project coordinator Deb Mainwaring and local residents who attended the community 'walk and talk' and offered valuable information and suggestions.

¹ During this four day period the team also worked on a Recreation Trail Plans for Stanley and Smithton and preparing master plans for both West Esplanade Foreshore Park in Smithton and King Park in Stanley.



2.

KEY ISSUES AND OPPORTUNITIES

This section provides an overview of the key issues and opportunities arising from community consultation, discussions with council staff, field investigations and background research (Section 2.1).

The issues have been grouped into five categories. Each category includes a description of the key issues, a discussion of the opportunities and a set of recommendations, forming a basis for the development of the Landscape Master Plan.

The five issue categories are:

vehicular access and parking (Section 2.2);

pedestrian access (Section 2.3);

landscaping and park furniture (Section 2.3);

facilities and amenities (Section 2.4); and

environmental and cultural considerations (Section 2.5).

2.1 COMMUNITY VIEWS

A community 'walk and talk' was held at King Park on the 18th of April 2007. Seven local residents attended. A summary of the main comments, suggestions and issues raised during the walk and talk are provided below, in no particular order:

King Park is the most popular park in Stanley;

New features such as the wavy wall are well accepted by local residents;

Large groups including local and/or regional organisations (e.g. New Life Centre, youth groups) occasionally use the park for BBQs and picnics;

the existing picnic tables, seats and BBQ's do not adequately cater for large groups;

it is a local tradition for children to slide down the grass banks behind the BBQ shelter on cardboard;

some local residents indicated that growing numbers of overnight campers (motor home campers) are degrading the park, and encroaching on the enjoyment of residents²;

there was concern that increasing overnight camping pressure would be placed on King Park if the Stanley Port area is developed and they can no longer use that area;

it was suggested that a 'No Camping' sign be installed in the park;

access is problematic, with the main road entrance to the park creating a five-way intersection, and the other entrance when accessed by buses, involves reversing down to the parking area posing safety concerns;

some residents also indicated that speed is some times a concern – people entering the parking areas too fast;

the area surrounding the memorial is largely comprised of saw dust fill and maybe prone to subsidence;

local residents and visitors like to park within close proximity to the foreshore, to view the beach from their vehicle;

need for change facilities in the existing toilet block;

need for more shelter (shade, wind and rain);

its known that some of the adjacent landowners would like some of the larger trees removed to open the view to the ocean from their properties;

suggestion for installing interpretive material within the park and a sculpture on Eagle Rock;

the existing saw dust surface under the playground, used as soft fall, is easily blown around in the wind and should be replaced by a better material;

there is a need for designated coach parking in or near the park; and

² However some public comment received on the draft master plan from some local residents living near the park indicated that they considered the users were not causing impact.



at times in summer, both car parks can be used with parking also occurring along Green Hills Road.

2.2 VEHICULAR ACCESS AND PARKING

2.2.1 Vehicular Access

Concern was expressed regarding the existing vehicular entrances into King Park. The western entrance off Harrison Street is problematic in that it has resulted in a five-way intersection (a combination of Church Street/Green Hill Road, Rougemont Street, Harrison Street and the park access road). Five-way intersections fall outside generally accepted safe road planning guidelines, creating confusion among motorists as to who should give way. If an accident or fatality was to occur at the site, then it is likely that legal action could follow based around the argument that Council would/should have been aware of the likelihood of such a problem and acted to reduce the risk.

The eastern entrance near the cemetery is the primary access for buses. Local residents indicated that buses are often reversed down this access road to the parking area, resulting in a significant safety hazard for pedestrians, particularly children, who may not be seen by the reversing bus driver. This car park is not considered to be of an adequate size to safely accommodate bus turning and parking. Regular vehicular access via this entrance is considered to be safe although minor works to improve the left turn-in would be beneficial. Another potential safety issue is allowing right hand turns by vehicles leaving the entrance given the slope, crossing lanes and poor alignment of the intersection.

The issues outlined above are likely to have a higher risk factor during the summer months, when the park is heavily utilised, particularly by visitors to the area, who will not be familiar with the existing road conditions.

2.2.2 Parking

Designated parking is currently provided at either end of the park – near the cemetery on the eastern end, and off the existing Harrison Street entrance. Both parking areas are poorly defined, resulting in inefficient parking and erosion of vegetation around the edges of the hardened surfaces. The current parking arrangements forces all pedestrians to walk behind the cars and through the car parking areas as there is no designated pathway.

One option discussed was to position the cars back from the foreshore sufficient distance to regain open space linkage along the foreshore and safe passage for all pedestrians. However some residents did not support this

option as they wanted people to be able to park and view the water and overview the beach. An alternative option is to regain a narrow amount of foreshore land to allow safe pedestrian movement whilst still providing space for vehicles to be parked and for people to obtain the view.

It was also indicated that on a few occasions during the summer months, parking overflows onto the grassed area off Green Hill Road and above the steep embankment along the edge of Harrison Street. This would appear to be a logical solution to the limited capacity of the existing parking areas that cater well for most times and the high cost and environmental impacts of developing more formal car parking areas.

RECOMMENDATIONS

1. Construct a new, two – coat sealed access road off Green Hill Road, as close as practicable to the existing Norfolk Island pines (see Landscape Master Plan). The Norfolk Island pine closest to the alignment of the new road will require under pruning to allow vehicle movement.

The proposed alignment has been located with consideration given to reducing the potential impact of car headlights on adjacent residents. The road alignment and use of screening plantings (see Landscape Master Plan) will aid further in mitigating potential glare.

This recommendation will require a geo-technical investigation to determine the stability of the fill surface in the area of the proposed new road alignment.

2. Construct a new, two-coat sealed car park at the termination of the proposed new entrance (see Landscape Master Plan). The proposed car park will provide 29 car spaces, be raised approximately 500mm from the existing ground level so as to allow for views of the beach from vehicles, and be set back from the foreshore edge to allow safe pedestrian movement and seating on the foreshore. The car park as been designed so as to provide safe pedestrian linkages to the foreshore, toilets and other amenities/facilities, and to the memorial and interpretive material. Formalisation of parking spaces with wheel stops will promote efficient parking.

3. Maintain and formalise the eastern car park with wheel stops to delineate parking spaces, and install timber bollards (where required) to prevent further erosion of the foreshore.

4. Develop an alternative bus turning and parking area on Green Hill Road (see Landscape Master Plan), utilising the existing vegetation as a screen for the adjacent residences.



It is also recommended that a cement stabilised compacted gravel pick up/drop off node be constructed at this location, with a pedestrian connection to King Park (a cement stabilised compacted gravel path).

5. Install 'No Bus Access' signs at both entrances to mitigate any potential safety issues resulting from reversing buses, and to maintain maximum parking spaces for cars.

6. Install a 'No right hand turn' sign at the top of the eastern entrance to the car park. Undertake minor works to widen the entry to the car park to facilitate safer access by vehicles making left hand turns off Harrison Street.

2.3 PEDESTRIAN ACCESS

The existing vehicular entrances also provide the main access points for pedestrians, and although relatively safe, this arrangement may result in safety conflict during summer when the park is at its busiest.

Visitors also access the park from the eastern end of Godfreys Beach where a *small car park* is located. The steep, grassed slope along Harrison Street is difficult for pedestrian access.

Section 2.2 above outlined some of the pedestrian safety issues associated with the current vehicular access to King Park, particularly safety concerns associated with bus access to the eastern car park. Given the popularity of the cemetery, and the alignment to Church Street, this entrance is likely to be utilised by visitors who are exploring the village on foot. The proposed recommendations outlined in Section 2.2 will result in safer pedestrian movement within and to the park, through the provision of designated pedestrian paths between facilities and amenities, and restricting access to the eastern car park to cars only.

RECOMMENDATIONS

1. Implement Recommendations 2 and 4 above (Section 2.2) to provide for *safer pedestrian movement* within the park.

2. Convert the existing vehicular entrance off Harrison Street to a designated pedestrian entrance (see Landscape Master Plan). This will require removing a portion of the existing bitumen to allow for pedestrian/bike access only.

An entry feature, utilising existing design materials in the park (wood, stone) may also be installed to delineate the pedestrian access, and provide a 'sense of arrival'.

2.4 LANDSCAPING

There are a number of prominent landscape design elements (excluding the pleasant coastal position below The Nut) that give the park its distinctive character – the Norfolk Island pines, the playground, the traditional post and rail fence, and the 'wavy wall' with associated facilities (BBQ, seating and shower) and the overlooking to Godfreys Beach. These elements are well loved by local residents and appreciated by visitors.

All of these elements are to be maintained and/or strengthened in the proposed Landscape Master Plan. Materials such as the natural stone and timber used in the construction of the wavy wall provide strong design elements that can be utilised in new landscape features and furniture, resulting in a cohesive design language for King Park.

The recommendations outlined below are intended to provide pragmatic improvements to the visual and physical amenity of the park, whilst maintaining the existing 'feel' of the park, and its relationship to the broader natural and cultural landscape of Stanley.

RECOMMENDATIONS

1. Relocate the existing post and rail fence to be along the borders of the proposed new access road. Relocating the fence to this location will prevent vehicles from driving and/or parking on the grassed areas on either side and provide pedestrian safety whilst maintaining a traditional landscape feature.
2. Construct a cement stabilised compacted gravel path, connecting the proposed bus parking/drop off area with the park, as per recommendation 5, Section 2.2. The path would continue around the periphery of the proposed new car park, and provide linkages to the toilets, the proposed pedestrian entry, the foreshore and other park facilities (see Landscape Master Plan). The paths have been located to the edge of the grassed area used for ball games.

Paths of the same construction are to be developed from the eastern car park, connecting to park facilities (see Landscape Master Plan).

3. Construct a timber deck on the foreshore side of the wavy wall, with timber step access to the shower facility from the beach, to prevent further erosion of the sandy bank.



The timber deck should be designed so as to be 'flush' against the bottom of the wavy wall. 'No slip' surfacing should be applied to the timber steps to limit slip.

4. Plant two additional Norfolk Island pines at the locations shown on the Landscape Master Plan, to provide some shade and strengthen this existing landscape feature.

5. Maintain existing open grassed open space areas to a high standard (see Landscape Master Plan) for informal recreational activities. This includes the need to improve drainage and/or watering of the grassed area between the two car parks.

6. Obtain an arboroculturist report on the age, condition and safety of the macrocarpa tree on Harrison Street³.

2.5 FACILITIES AND AMENITIES

King Park currently has a good standard of basic public facilities and amenities that can either be maintained as they are or upgraded to a higher standard.

The existing public toilet is currently on a septic system, located on the eastern side of the facility. Some seepage can occur in this area, presenting potential public health risks (children play on the grass around this location). Council indicated that they are in the process of investigating the possibility of connecting the toilets to the town reticulated sewerage system. This should be seen as a high priority.

Although the size of the toilet building is somewhat excessive in relation to the number of stalls, it does not include adequate change facilities (seating, hooks for clothing/towels). The popularity of the park and Godfreys Beach during summer suggests that there is a demand for such facilities. This can be easily incorporated within the existing building rather than as an extension. For improved convenience and public safety, the entry doors to the toilets/change rooms should be located at the front of the building rather in future alterations.

The existing picnic shelter is reaching the end of its life span. Council has indicated that they intend to replace the shelter in the near future. The new shelter could be of a more contemporary design (of the same footprint), utilising timber and natural stone to complement other park features, and be designed to provide more light and scenic viewing than the existing structure.

³ This is recommended as a result of a concern raised by a focal resident during the public review period.

It would be possible to use the same design principles for the other picnic/BBQ facilities to maintain some design consistency on the site.

Residents indicated that there is a need for more shelter in the park (sun, wind and rain) and that the existing picnic/BBQ facilities are not adequate for the larger groups who use the park during summer. A new barbeque shelter is shown in the area to the west of the proposed main car park which would make better use of the existing picnic tables in that location.

The existing playground is of a good quality, and only requires upgrading of the soft fall area in the short term (and includes some extension due to location of the swing), to ensure that it complies with current Australian Standards.

The surrounding dramatic landscape of The Nut, the coast line, the beach and the nearby historic village provide opportunities for interpretive installations that provide a means of enhancing the 'King Park experience', and provide an arrival point for visitors.

RECOMMENDATIONS

1. Connect the public toilet facilities to the reticulated town sewerage system.
2. Upgrade the existing toilet block to include change facilities such as seating/benches and clothes hooks. The existing structure is of ample size to accommodate these facilities without requiring structural modification. The alterations to the building should include relocation of the entry doors to the front of the building.
3. Engage an architect to design and document the new picnic shelter.
4. Maintain existing picnic tables and BBQ facilities.
5. Install a new BBQ shelter on the western side of the proposed car park that will facilitate use of the existing picnic tables already within this area (see Landscape Master Plan). The shelter should be of a consistent design and colour scheme that is complimentary to the existing facilities and the park setting.
6. Investigate the opportunities for thematic interpretive material (panels or other installations) that can be installed on the existing concrete slab on the foreshore (see Landscape Master Plan). The proposed King Park trailhead (see *Stanley Recreation Trails Strategy*) may also be installed in this location, as it provides a logical starting point for the walks in the area.



7. Apply feature paving on a mortar bed over the top of the existing concrete slab, with seating overlooking the beach, to add visual interest to the interpretive node.

8. Investigate a more suitable material to be used as soft fall. The existing saw dust is problematic from a maintenance perspective, as it blows around the park.

9. Increase the soft fall area underneath playground equipment to meet current Australian Standards, and contain with small timber edge walls (such as railway sleeper construction, 500mm high) doubling as seating.

2.6 ENVIRONMENTAL AND CULTURAL CONSIDERATIONS

The recommendations presented in the Landscape Master Plan have been developed with a consideration of the natural and cultural values of the park and surrounding area.

The village of Stanley has a strong historical context and visual 'theme'. The proposed recommendations, whilst offering contemporary solutions, are not considered to be in conflict with the heritage aesthetic of the village.

The main environmental issues at King Park are to repair and limit further foreshore erosion, prevent waste water seepage, minimise the disturbance to the nearby penguin rookery, and maintain a sense of 'naturalness' along Godfreys Beach.

Foreshore erosion concerns have been addressed in the above sections, and include mitigation techniques such as better delineation of parking areas with the installation of wheel stops and bollards (where necessary), the construction of a boardwalk and steps on the foreshore side of the wavy wall, and better delineation of pedestrian access paths and foreshore access points.

Rehabilitation of foreshore vegetation will also aid bank stabilisation and provide a natural buffer for the penguin rookery.

RECOMMENDATIONS

1. Rehabilitate the foreshore area adjacent to the eastern car park with locally indigenous species, creating a buffer between the park and the penguin rookery, and aiding in the stabilisation of the sandy bank.

2. Install a dog waste bag dispenser within the park.

3. Incorporate information relating to the natural environment, such as the sensitivity of shore bird nesting sites (if applicable), or the intrigue of the tufa formations at the far end of Godfreys Beach, into interpretive material.
4. Maintain the locked gate at the entrance to the penguin rookery to minimise disturbance to the colony (from stray dog etc.)



3. THE LANDSCAPE MASTER PLAN

3.1 VISION AND OBJECTIVES

The proposed vision for King Park is:

King Park will be the premier park for Stanley, catering for a diversity of passive recreational and social activities, and enhancing community and visitor use and enjoyment of the Stanley foreshore.

The following management objectives have been developed to aid in the realisation of the vision:

manage the foreshore to support a diversity of community and recreational activities;

ensure that safe access and safe facilities are provided;

ensure that King Park is sustainably managed, and that the capacity of the park to absorb increasing levels of use is improved through strategic design;

improve the user experience through quality site planning, design, construction, and maintenance, and through the interpretation of natural and cultural values;

improve the visual amenity of the park and its contribution to the broader sense of place of Stanley village area; and

provide connections between the park and other attractions within the town (for example, the proposed trailhead will provide a connection to the broader recreation trail network in the Stanley area).

3.2 THE LANDSCAPE MASTER PLAN

The Landscape Master Plan for King Park is presented in Map 3.1.

The Master Plan is intended to provide a design concept for King Park, and is diagrammatic in its level of detail. Further investigation, design and documentation will be required prior to the construction of the elements outlined in the Master Plan, including a geotechnical survey, a feature survey

and detailed design and documentation of new landscape elements and facilities as outlined in Section 2.

3.3 IMPLEMENTATION STRATEGY

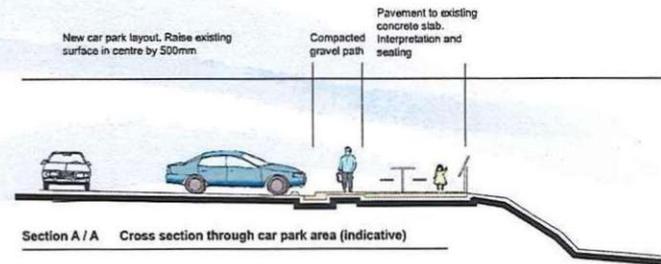
This section sets out a strategy for the implementation of the recommendations made in the Landscape Master Plan. The strategy does not refer to every recommendation made in Section 2, but sets out a staging plan for implementation as resources are made available.

High priorities (Stage 1 priorities) are considered to be those recommendations that require completion prior to the commencement of construction works, including further site investigations and detailed design of the concepts presented in the Landscape Master Plan.

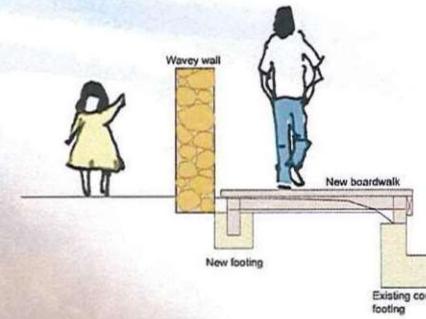
High – Moderate priorities (Stage 2 priorities) are those recommendations that involve improvements to existing safety and/or health conditions.

The remainder of the recommendations fall into either the Moderate or Low priority categories. The staging of these recommendations should be based on the pre-tender cost estimate, Councils available budget, and community priority. The best case scenario is that all works are completed in one stage, providing Council with value for money, and an integrated upgrade for King Park – however this will be determined by Council's available budget for improvements at the park.





Photomontage Boardwalk to front of the 'wavy wall'. Improved access to beach



Stanley

North 1:500@A1 October 07

Stanley - King Park

Landscape Master Plan

Recommendation	Priority	Time frame
Pre-construction Activities (Stage 1)		
Undertake a feature survey of King Park.	High	By March 2008
Undertake a geotechnical survey of the new access location.	High	By March 2008
Undertake detailed design and documentation of the recommended works presented in the Landscape Master Plan.	High	By June 2008
Obtain an arboriculturist report on the age, condition and safety of the macrocarpa tree on Harrison Street	High	By March 2008
Develop a pre-tender cost estimate.	High	By August 2008
Immediate Construction Priorities (Stage 2)		
Connect the existing public toilet to the reticulated sewerage system.	Moderate-High	By December 2008
Construct the new vehicular entrance and new car park.	Moderate-High	By December 2008
Construct the new bus parking/drop off area.	Moderate-High	By December 2008
Install 'No Bus Access' signs at other access points.	Moderate-High	By December 2008
Stage 3 Construction Priorities		
Determine the staging of the remaining recommendations based on the pre-tender cost estimate, the available budget and community demand. The suggested order of works are: <ul style="list-style-type: none"> ▪ Install new entry signs and rehabilitation of former car parking site ▪ Complete upgrade of picnic shelter (already planned by Council) ▪ Construct gravel paths and interpretative panels/seating off car park ▪ Investigate sprinkler and irrigation system for grassed area ▪ Tree planting ▪ Install deck and timber access in front of the wavy wall ▪ Upgrade play facilities area ▪ Complete alterations to the toilets building ▪ Install new picnic and BBQ facilities 	Moderate	Completion of works based on available funding

Table 3.1. Implementation Strategy



3.4 ORDER OF COST ESTIMATE

This section provides an Order of Cost Estimate for the implementation of the works recommended in the Landscape Master Plan.

The rates shown are considered to be within $\pm 25\%$ of the actual rate, and are based on the consultants' experience of similar projects.

The Order of Cost Estimate includes indicative costs of professional fees for further project stages, but excludes the cost involved in connecting the existing toilet facility to the reticulated town sewerage system.

Order of Cost Estimate (-/+25%)

Item	Amount	Unit	Unit \$	Sub-total
Road / Civil works				
2 Coat Seal	900	sq.m	\$ 65.00	\$ 58,500.00
Kerb / shoulder	150	lin.m	\$ 90.00	\$ 13,500.00
Wheel Stops	29	item	\$ 150.00	\$ 4,350.00
Sub Total - Above Works				\$ 76,350.00
Site preparation 10% (demolition, earthworks, drainage)				\$ 7,635.00
Preliminaries 12.5%				\$ 9,543.75
Contingency 10%				\$ 7,635.00
Sub-total - Works				\$ 101,163.75

Item	Amount	Unit	Unit \$	Sub-total
Hard Landscaping				
New compacted gravel paths	550	sq.m.	\$ 35.00	\$ 19,250.00
Feature pavements	60	sq.m	\$ 120.00	\$ 7,200.00
Fence (heritage post and rail)	25	lin.m	\$ 200.00	\$ 5,000.00
New boardwalk / deck	80	lin.m	\$ 250.00	\$ 20,000.00
Gateway structure	1	item	\$ 3,500.00	\$ 3,500.00
New shelters / seating picnic nodes	1	item	\$ 15,000.00	\$ 15,000.00
Minor roadworks at entry to eastern carpark				\$ 2,500.00
Sub Total - Above Works				\$ 72,450.00
Site preparation 10% (demolition, earthworks, drainage)				\$ 7,245.00
Preliminaries 12.5%				\$ 9,056.25
Contingency 10%				\$ 7,245.00
Sub-total - Works				\$ 95,996.25

Item	Amount	Unit	Unit \$	Sub-total
Soft Landscaping				
New garden beds	180	sq.m.	\$ 35.00	\$ 6,300.00
Advanced trees	3	item	\$ 500.00	\$ 1,500.00
Irrigation of grassed area (between car parks)				\$ 10,000.00
Sub Total - Above Works				\$ 17,800.00
Site preparation 10%(demolition, earthworks, drainage)				\$ 1,780.00
Preliminaries 12.5%				\$ 2,225.00
Contingency 10%				\$ 1,780.00
Sub-total - Works				\$ 23,585.00

Item	Amount	Unit	Unit \$	Sub-total
Signage				
New park sign	1	item	\$ 1,500.00	\$ 1,500.00
Track head signs	2	item	\$ 1,000.00	\$ 2,000.00
Interpretation installations	1	item	\$ 2,500.00	\$ 2,500.00
Slow down signs	2	item	\$ 1,000.00	\$ 2,000.00
Sub Total - Above Works				\$ 8,000.00
Site preparation 10% (demolition, earthworks, drainage)				\$ 800.00
Preliminaries 12.5%				\$ 1,000.00
Contingency 10%				\$ 800.00
Sub-total - Works				\$ 10,600.00

Capital Costs Total **\$ 231,345.00**

Feature Surveys	\$ 2,500.00
Professional Design and Documentation Fees (12%)	\$ 19,432.98
Project Management	\$ 10,000.00
Graphic Design	\$ 2,500.00
MiscExpenses	\$ 5,000.00
Arboriculturist report	\$ 300.00

Sub-total Professional Fees and Related Expenses \$ 39,732.98

Capital Costs and Fees and Related Expenses \$ 271,077.98
plus GST \$ 27,107.80

Total Capital Costs, Fees and Taxes **\$ 298,185.78**