Cost Plan Rev A

For

Works at Nash Road, Margate

For

Pipers Development Ltd

Project No. M2280

Version No.: REV A

Issue Date : **25 November 2019**

Sawyer & Fisher
65 College Road
Maidstone
Kent, ME15 6SX
01622 679532 www.sawyerandfisher.co.uk

Pipers Development Ltd
Works at Nash Road, Margate
Cost Plan Rev A
25 November 2019
DOCUMENT CONTROL

This Document is categorised as follows:

Category	Details
Report Type:	Cost Plan Rev A
Report No:	REV A
Project Name:	Works at Nash Road, Margate
Project No.:	M2280
Security Classification:	**Restricted**
Author:	John Rogers

Document approved by:

Name	Position	Date
Glenn Wadsworth	Project Director	26 November 2019

This Document has been distributed to the following:

Name	Organisation	Role
Tim Mitford-Slade	Strutt & Parker	Property Consultant
Alister Hume	Hume Planning Consultancy Ltd	Planning Consultant
Neil Piper	Elephant Windows, Doors & Conservatories	Client

Pipers Development Ltd
Works at Nash Road, Margate
Cost Plan Rev A
25 November 2019

Executive Summary

Sawyer & Fisher have been comissioned to review the "Cost Plan Review" for Salmestone Grange produced by Allen Dadswell Construction Consultants dated September 2019.

We have reviewed the "Cost Plan Review" and commentary produced by ADCC. We acknowledge that in some instances costs have been apportioned under different Series between our breakdown and the breakdown produced by ADCC. We have taken these comments into consideration and have tried to compare costs on a like for like basis. We have reviewed the costs and commentary provided by ADCC and provided an additional column titled "Cost Plan Rev A" and also additional commentary against each item for review.

It is agreed and confirmed that the stopping of Nash Road and the priority shift at Manston Road / Shottendane Road had been excluded from our original estimate. We have included these costs within this report and accept the costs proposed by ADCC.

We can confirm that our costs were based at September 2019 and at this stage no allowance made for inflation. We had however allowed 5% for design development and also a 5% contingency allowance which are both reasnoable allowances at this stage of the project.

We can confirm that our costs have been based on drawing 14-011-002 Rev B. ADCC confirm that the changes are minor and therefore at this stage we see no issues with evaluating costs on the basis of our assumptions to date. It would appear that drawing Rev C would only add cost at this stage. Given the basis of the discrepancy between the 2nr estimates we so no issue with agreeing on the basis of our costs which have been based on 14-011-002 Rev B. Sawyer & Fisher have yet to receive Rev C of the drawing.

We have allowed Design Fees at 5%. These are the contractor design fees under a design & build contract.

We continue to allow 7% for Main Contractor's OH&P. We do not accept that ADCC deem that this should be included within our rates. We also don’t agree that this has been included in the ADCC rates. The ADCC rates are not sufficent to have included OH&P within their rates.

We continue to allow 5% for Design Development. ADCC deem this to be included within the contingency allowance. Design Development is not a contingency allowance. This allowance is for the development of the design from the current scheme through to a fully developed scheme and makes allowances for any additional items which will be included.

NASH ROAD, MARGATE

Order of Cost Estimate Rev A
for
Arterial road and connections to existing road network

200 Series	Site clearance		£	55,973.00
300 Series	Fencing		£	25,000.00
400 Series	Road Restraint systems		£	-
500 Series	Drainage and services ducts		£	205,891.00
600 Series	Earthworks		£	425,654.00
700 Series	Pavements		£	562,496.00
1100 Series	Kerbs, Footways & Paved areas		£	185,531.00
1200 Series	Traffic signs and road markings		£	60,000.00
1300 Series	Road lighting columns		£	110,000.00
1400 Series	Electrical work		£	147,000.00
3000 Series	Landscaping		£	37,905.00
			£	1,815,450.00
Main contractor's preliminaries			£	558,000.00
Traffic management			£	189,000.00
Design fees		5%	£	90,772.50
Manston Road / Shottendane Road Priority Shift				132,998.50
Nash Road Closure				204,813.00
				2,991,034.00
Main Contractor's OH&P		7%	£	209,372.38
Main Contractor risk allowance		5%	£	149,551.70
Design development		5%	£	149,551.70
Road Safety Audit works post completion				50,000.00
			£	**3,549,509.78**
Client risk allowance		5%	£	177,475.49
Client design fees		10%	£	354,950.98
Highway authority inspection fees			£	150,000.00
Commuted sum for maintenance post adoption			£	150,000.00
			£	**4,381,936.25**

NASH ROAD, MARGATE

Order of Cost Estimate Rev A
for
Arterial road and connections to existing road network

Information used to prepare Order of Cost Estimate

C&A Consulting Engineers Ltd - Nash Road, Margate - Link Road - Phase 2 - Drawing No 14-011-002 Rev B

Assumptions/allowances

Removing existing trees allowance; £10k

General allowance for other fencing; £10k

Allowance for upgrade to existing drainage network to facilitate these works; £20k

Allowance for lowering or diverting existing services; £50k

Allowance for disposal of non-inert material; 25% of excavation volume

Allowance for soft spots; £50k

Allowance for re-enginaeering ground; £50k

Allowance for phasing works to maintain use of Nash Road; £250k

Allowance for traffic signage; £50k

Allowance for road markings; £5k

Assumed drainage and existing services are adjacent/close to the proposed works

Exclusions

Traffic signals

Pedestrian crossings

Archaeological works

Ecological works

Attenuation of drainage

VAT

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 200 Site Clearance	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
General Site Clearance								
General site clearance		10,000	m²	1.00	**10,000**	20,450	**20,450**	We were unaware of the retaining walls to be broken out therefore this is accepted.
Breaking up existing kerbs		300	m	20.00	**6,000**	6,600	**6,600**	Additional kerbs to be broken out and modifications to driveways accepted.
Breaking up existing carriageway		2,000	m²	15.00	**30,000**	13,923	**13,923**	The principle here is the fundamental difference between S&F costs and the ADCC costs. We have assumed that any existing roads will be replaced and ADCC have assumed that it can be reused and adopted. We are happy to accept this approach if KCC confirm that they are happy to accept that the road is reused and adopted. My client will require written confirmation from KCC.
Breaking up existing footpaths		300	m²	10.00	**3,000**	0	**0**	
Removal of existing trees, bushes & hedges								
Removing hedges			item		**5,000**	5,000	**5,000**	
Removing trees; allowance			item		**10,000**	1,000	**10,000**	Extent of trees to be removed was not known at the time of producing our cost estimate. Our allowance also would include any arboricultural works required to the existing trees. Our allowance is therefore a reasonable at this stage.
	Carried to Summary				**64,000**	46,973	**55,973**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 300 Fencing		Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
	Fencing								
	Fencing to either side of junction of new road with Nash Road		200	m	50.00	**10,000**	0	**10,000**	This is permanent fencing to define Highway boundary as part of a landscaping scheme.
	Fencing to railway side of new arterial prior to connection with existing road network		100	m	50.00	**5,000**	0	**5,000**	This is permanent fencing to define Highway boundary as part of a landscaping scheme.
	General allowance for other fencing			item		**10,000**	7,500	**10,000**	With no landscaping scheme currently avaliable it is a reasonable assumption to make that some form of pedestrian barrier maybe required. An allowance of £10,000.00 is a reasonable allowance to make at this stage of the project.
		Carried to Summary				**25,000**	7,500	**25,000**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 400 Road Restraint System		Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
	Road restraint system								
	Restraint barrier along re-aligned Nash Road to back of existing properties		200	m	150.00	**30,000**	0	0	Accepted that this is not required along Manston Road.
		Carried to Summary				**30,000**	-	**-**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 500 Drainage & Services	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Highway drainage								
Connection to existing strategic drainage system			item		**20,000**	17,500	**17,500**	Accepted.
Main drain run		535	m	125.00	**66,875**	84,391	**84,391**	ADCC quantity of 650m is accepted.
Branches to main drain run; single branch every 15m of main run		40	m	450.00	**18,000**	12,600	**12,600**	ADCC quantity of 3.5m / gully is accepted.
Gullies		40	nr	150.00	**6,000**	15,400	**15,400**	ADCC rate is accepted.
Manholes		15	nr	3,000.00	**45,000**	26,000	**26,000**	ADCC rate is accepted.
Existing services								
Allowance for lowering/diverting existing services			item		**50,000**	50,000	**50,000**	
Carried to Summary					**205,875**	205,891	**205,891**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 600 Earthworks	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Topsoil strip								
Strip topsoil; 150 thick; set aside for reuse in spoil heaps		10,000	m²	1.00	**10,000**	13,604	**10,000**	The area is for the new roundabout and new road to the highway boundary.
Strip subsoil; 300 thick; set aside for reuse in spoil heaps		10,000	m²	2.00	**20,000**	0	**20,000**	Retaining the subsoil is not viable and will also need removing.
Earthworks								
Assumed site does not require cut/fill and the road will be laid to approx existing site levels								
Excavate to reduce levels; assume 0.5m		5,000	m³	5.00	**25,000**	19,368	**19,368**	ADCC rate accepted.
Dispose off site		5,000	m³	40.00	**200,000**	172,536	**172,536**	ADCC rate accepted.
EO for disposing of non-inert material (assume 25%)		1,250	m³	75.00	**93,750**	14,528	**93,750**	We have had recent experience on sites where high volumes of material have been classified as non-inert material. There are no site investigations in particular geo-tech investigations and therefore we believe this is a reasonable assessment at this stage.
Compaction		10,000	m²	1.00	**10,000**	1,125	**10,000**	We believe we have made a fair and reasonable assessment at this stage.
Allowance for soft spots			item		**50,000**	23,103	**50,000**	We believe we have made a fair and reasonable assessment at this stage.
Allowance for re-engineering ground to improve CBR (extent if required not known)			item		**50,000**	0	**50,000**	As previously stated there is no site investigations avaliable at present therefore it is reasonable to assume some form of ground engineering will need to be undertaken. This could involve over digging anf laying the ground back in layers. This would not be a substitute for the capping layer.

			Topsoiling								
			Topsoiling to verge; 150 thick		5,700	m²	1.50	**8,550**	5,332		We have allowed for the landscaped area at back edge of footpaths. Our rates are very reasonable for this.
			Subsoil to verge; 300 thick		5,700	m²	2.50	**14,250**	3,750		We have allowed for the landscaped area at back edge of footpaths. Our rates are very reasonable for this.
				Carried to Summary				**481,550**	253,346	**425,654**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 700 Roads & Pavements		Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
	New Road								
	Sub-base & capping layer								
	Capping layer to carriageway pavement; assume 400mm thick		1,520	m³	40.00	**60,800**	59,708	**60,800**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
	Type 1 sub-base to carriageway pavement; assume 150mm thick		570	m³	50.00	**28,500**	97,715	**28,500**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
	Asphalt/Macacdam pavement								
	Base course to carriageway		3,800	m²	50.00	**190,000**	244,260	**190,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately. We have allowed for 200mm thick.
	Binder course to carriageway		3,800	m²	15.00	**57,000**	86,848	**57,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
	Wearing course to carriageway		3,800	m²	20.00	**76,000**	81,420	**76,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
	Speed humps		7	nr	2,000.00	**14,000**	25,000	**14,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
	Roundabout								
	Sub-base & capping layer								
	Capping layer to carriageway pavement; assume 400mm thick		320	m³	40.00	**12,800**	0	**12,800**	ADCC have included the new road and the roundabout costs together. We have priced these separately.

			Type 1 sub-base to carriageway pavement; assume 150mm thick		120	m²	50.00	**6,000**	0	**6,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
			Asphalt/Macacdam pavement								
			Base course to carriageway		800	m²	50.00	**40,000**	0	**40,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
			Binder course to carriageway		800	m²	15.00	**12,000**	0	**12,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
			Wearing course to carriageway		800	m²	20.00	**16,000**	0	**16,000**	ADCC have included the new road and the roundabout costs together. We have priced these separately.
			<u>Existing road</u>								
			Sub-base & capping layer								
			Capping layer to carriageway pavement; assume 400mm thick		1,000	m³	40.00	**40,000**	0	**0**	The principle here is the fundamental difference between S&F costs and the ADCC costs. We have assumed that any existing roads will be replaced and ADCC have assumed that it can be reused and adopted. We are happy to accept this approach if KCC confirm that they are happy to accept that the road is reused and adopted. My client will require written confirmation from KCC.
			Type 1 sub-base to carriageway pavement; assume 150mm thick		375	m³	50.00	**18,750**	0	**0**	The principle here is the fundamental difference between S&F costs and the ADCC costs. We have assumed that any existing roads will be replaced and ADCC have assumed that it can be reused and adopted. We are happy to accept this approach if KCC confirm that they are happy to accept that the road is reused and adopted. My client will require written confirmation from KCC.

			Asphalt/Macacdam pavement								
			Base course to carriageway		2,500	m²	50.00	**125,000**	0	**0**	The principle here is the fundamental difference between S&F costs and the ADCC costs. We have assumed that any existing roads will be replaced and ADCC have assumed that it can be reused and adopted. We are happy to accept this approach if KCC confirm that they are happy to accept that the road is reused and adopted. My client will require written confirmation from KCC.
			Binder course to carriageway		2,500	m²	15.00	**37,500**	28,616	**28,616**	Accepted.
			Wearing course to carriageway		2,500	m²	20.00	**50,000**	14,700	**14,700**	Accepted.
			Tie-in to existing			item		**50,000**	6,080	**6,080**	Accepted.
			Allowance for phasing works			item		**250,000**	0	**0**	Accepted.
				Carried to Summary				**1,084,350**	644,347	**562,496**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 1100 Kerbs, Footways & Paved areas	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Kerbs								
PCC HB2 kerbs to carriageways		1,700	m	35.00	**59,500**	49,560	**49,560**	ADCC costs accepted.
PCC edgings to footways		1,700	m	20.00	**34,000**	20,560	**20,560**	ADCC costs accepted.
Footways								
Sub-base to footway; assume 150mm thick		306	m³	50.00	**15,300**	0	**0**	ADCC costs accepted.
Footway surfacing; 100mm thick 2 course		2,040	m²	30.00	**61,200**	112,951	**112,951**	ADCC costs accepted.
Tactile paving to crossing points including drop kerbs		12	nr	2,000.00	**24,000**	2,460	**2,460**	ADCC costs accepted.
	Carried to Summary				**194,000**	185,531	**185,531**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 1200 Traffic Signs & Road marking	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Traffic signs								
Allowance for traffic signage			item		**50,000**	30,000	**50,000**	Extent of signage not yet known. We believe our allowance is reasonable.
Illuminated bollards			item		**5,000**	6,400	**5,000**	We believe our allowance is reasonable.
Road markings								
Allowance for road markings			item		**5,000**	5,000	**5,000**	
Traffic signals								
Asuumed traffic signals or pedestrain crossings are not required					**excluded**	0	**0**	
	Carried to Summary				**60,000**	41,400	**60,000**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 1300 Road Lighting columns	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Road Lighting columns (all provisional)								
Road lighting columns; assumed qty		40	nr	5,000.00	**200,000**	43,200	**100,000**	Road lighting scheme is currently not avaliable therefore quantities are based on an initial assessment of likely number of road lighting columns. We accept out initial assessment might have been slightly high therefore we have halved the quantity.
Feeder pillars; assumed qty at 1/5nr columns		8	nr	2,500.00	**20,000**	5,000	**10,000**	Road lighting scheme is currently not avaliable therefore quantities are based on an initial assessment of likely number of road lighting columns. We accept out initial assessment might have been slightly high therefore we have halved the quantity.
Carried to Summary					**220,000**	48,200	**110,000**	

Order of Cost Estimate Back-up

Project: Nash Road, Margate Client: TBC Series 1400 Electrical work for road lighting & Traffic signs	Rate build up	Qty	Unit	Rate	Total	ADCC Costs	S&F Cost Plan Rev A	Comments
Electrical work for road lighting & Traffic signs (all provisional)								
Trenching for street lighting inlcuding duct		700	m	50.00	**35,000**	24,500	**35,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
Cabling to street lighting in duct		700	m	40.00	**28,000**	0	**28,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
Cabling street lighting column and connection		40	nr	1,000.00	**40,000**	7,200	**40,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
Lamp to steet lighting column		40	nr	500.00	**20,000**	0	**20,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
Connection to feeder pillar		8	nr	500.00	**4,000**	0	**4,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
Allowance for electrical connection to new feeder pillar from existing supply			item		**20,000**	0	**20,000**	We believe that our assessment, based on a recently completed scheme, is a fair and reasonable assessment at this stage.
	Carried to Summary				**147,000**	31,700	**147,000**	