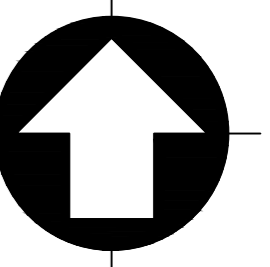


ATTACHMENT 1 - HILLMARTIN LANE - PROPOSED SCHEME AREA



LEGEND

■ PROPOSED SCHEME AREA

HILLMARTIN LANE AREA, DIAMOND CREEK - SPECIAL CHARGE SCHEME

PROPOSED SCHEME AREA

ATTACHMENT 1



ATTACHMENT 2

APPORTIONMENT TO AFFECTED PROPERTIES

HILLMARTIN LANE AREA SPECIAL CHARGE SCHEME, DIAMOND CREEK

LARCH CRESCENT, SUTHERLAND ROAD (BETWEEN LARCH CRESCENT & DIAMOND CREEK ROAD), HILLMARTIN LANE, FIELDING ROAD AND STARLING ROAD

Property Address	Frontage	Sideage/ Rearage	Abuttal Unit	Abuttal Cost	Access Benefit Unit	Access Benefit Cost	Total Cost	Upper limit
379-391 Diamond Creek Road		120.98	60.49	\$1,980.82	0.5	\$8,405.47	\$10,386.29	\$12,463.55
15-27 Larch Crescent	131.83		131.83	\$4,316.94	1.0	\$16,810.94	\$21,127.88	\$25,353.46
29-37 Larch Crescent	118.85		118.85	\$3,891.89	1.0	\$16,810.94	\$20,702.83	\$24,843.40
2 Larch Crescent	212.32		212.32	\$6,952.68	1.0	\$16,810.94	\$23,763.62	\$28,516.35
90 Sutherland Road	70.00	152.77	146.39	\$4,793.56	1.0	\$16,810.94	\$21,604.50	\$25,925.40
2 Hillmartin Lane	273.42	187.15	367.00	\$12,017.71	1.0	\$16,810.94	\$28,828.65	\$34,594.38
121 Sutherland Road	170.68		170.68	\$5,589.13	1.0	\$16,810.94	\$22,400.07	\$26,880.09
100 Sutherland Road	415.71		415.71	\$13,612.94	1.0	\$16,810.94	\$30,423.88	\$36,508.66
71-79 Sutherland Road	145.38	89.16	189.96	\$6,220.48	1.0	\$16,810.94	\$23,031.42	\$27,637.70
13-27 Hillmartin Lane	144.78		144.78	\$4,741.00	1.0	\$16,810.94	\$21,551.94	\$25,862.33
29-47 Hillmartin Lane	181.05	134.10	248.10	\$8,124.34	1.0	\$16,810.94	\$24,935.29	\$29,922.34
32 Hillmartin Lane	163.60		163.60	\$5,357.29	1.0	\$16,810.94	\$22,168.23	\$26,601.87
20 Fielding Road	20.63		20.63	\$675.56	1.0	\$16,810.94	\$17,486.50	\$20,983.80
49-71 Hillmartin Lane	226.05	137.36	294.73	\$9,651.30	1.0	\$16,810.94	\$26,462.24	\$31,754.69
72-78 Hillmartin Lane	72.48	292.30	218.63	\$7,159.31	1.0	\$16,810.94	\$23,970.25	\$28,764.30
50 Hillmartin Lane	345.10	180.60	435.40	\$14,257.72	1.0	\$16,810.94	\$31,068.66	\$37,282.39
41-59 Starling Road	151.30		151.30	\$4,954.51	1.0	\$16,810.94	\$21,765.45	\$26,118.54
48 Starling Road	113.44		113.44	\$3,714.73	1.0	\$16,810.94	\$20,525.68	\$24,630.81
63-83 Starling Road	156.73		156.73	\$5,132.32	1.0	\$16,810.94	\$21,943.26	\$26,331.91
125-139 Lambert Street		324.08	162.04	\$5,306.20	0.5	\$8,405.47	\$13,711.67	\$16,454.01
85-109 Starling Road	203.18		203.18	\$6,653.38	1.0	\$16,810.94	\$23,464.32	\$28,157.19
73-87 Hillmartin Lane	152.29		152.29	\$4,986.93	1.0	\$16,810.94	\$21,797.87	\$26,157.44
89-91 Hillmartin Lane	51.02		51.02	\$1,670.71	1.0	\$16,810.94	\$18,481.66	\$22,177.99
93-95 Hillmartin Lane	34.74		34.74	\$1,137.60	1.0	\$16,810.94	\$17,948.55	\$21,538.26
97-107 Hillmartin Lane	115.41		115.41	\$3,779.24	1.0	\$16,810.94	\$20,590.19	\$24,708.22
109-129 Hillmartin Lane	204.62		204.62	\$6,700.54	1.0	\$16,810.94	\$23,511.48	\$28,213.77
74 Cullen Crescent		181.05	90.53	\$2,964.35	0.5	\$8,405.47	\$11,369.82	\$13,643.79
87 Cullen Crescent		103.62	51.81	\$1,696.58	0.5	\$8,405.47	\$10,102.05	\$12,122.46
169-179 Hillmartin Lane	103.62		103.62	\$3,393.17	1.0	\$16,810.94	\$20,204.11	\$24,244.93
181-191 Hillmartin Lane	105.47		105.47	\$3,453.75	1.0	\$16,810.94	\$20,264.69	\$24,317.63
33-59 Pioneer Road		23.23	11.62	\$380.35	0.5	\$8,405.47	\$8,785.82	\$10,542.98
139-151 Ironbark Road		211.23	105.62	\$3,458.50	0.5	\$8,405.47	\$11,863.97	\$14,236.76
146-166 Hillmartin Lane	211.11		211.11	\$6,913.06	1.0	\$16,810.94	\$23,724.00	\$28,468.80
128-144 Hillmartin Lane	161.36		161.36	\$5,283.93	1.0	\$16,810.94	\$22,094.88	\$26,513.85
77-85 Ironbark Road		176.18	88.09	\$2,884.62	0.5	\$8,405.47	\$11,290.09	\$13,548.11
92-110 Hillmartin Lane	180.86		180.86	\$5,922.49	1.0	\$16,810.94	\$22,733.43	\$27,280.11
82-90 Hillmartin Lane	91.53		91.53	\$2,997.26	1.0	\$16,810.94	\$19,808.21	\$23,769.85
80 Hillmartin Lane	18.29		18.29	\$598.93	1.0	\$16,810.94	\$17,409.87	\$20,891.84
			5903.76	\$193,325.83	34.5	\$579,977.48	\$773,303.31	\$927,963.97

Total Scheme cost	\$773,303.31
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Abuttal rate / meter	\$32.75
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Benefit rate / meter	\$16,810.94
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Amount to be levied	\$773,303.31
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Abuttal percentage	25%
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Access benefit percentage	75%
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Total abuttal cost	\$193,325.83
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Total access benefit cost	\$579,977.48
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Guidelines for Apportionment of Costs for Road Construction

Apportionment of 75% of the Road Construction Cost on the Basis of Benefit Unit

A property derives 'special benefit' through having its road constructed. This benefit may be made up of issues including reduction in dust, better/smooth access, reduced vehicle operating costs, environmental benefits and control of storm water runoff from the road. This 'benefit' is not necessarily related to a properties dimensions, so the concept of Benefit Unit is used, as follows:

- All properties whether developed or otherwise, to which direct access may reasonably be obtained by means of the streets to be constructed shall be apportioned one (1) Benefit Unit.
- All properties that have a sideage or rearage to the scheme shall be apportioned one half (0.5) of a Benefit Unit.
- Units or dual occupancies that have a frontage to the scheme shall be apportioned 0.6 of a Benefit Unit.
- Units or dual occupancies that have a sideage to the scheme shall be apportioned 0.3 of a Benefit Unit.
- The benefit unit for properties (where there is already a section of constructed road in front of their property) will be based on a percentage of constructed road versus unconstructed road.
- Properties which are considered to have subdivisional potential when the owners have demonstrated an intention to subdivide by applying for a planning permit either prior to or during the Scheme process, up to the reconciliation stage. These properties will be apportioned an extra benefit unit for each additional property for the purpose of being "fair and equitable" in regards to the special benefit that these properties will receive.

Apportionment of 25% of the Road Construction Cost on the Basis of Amenity

The benefit that a property receives from road construction varies to some extent with the exposure that it has to the road. For example, a property with a very long frontage has more exposure to the dust problem from a gravel road and, therefore, is considered to receive more benefit from construction of the road than does a differently shaped property that has a relatively small frontage. This difference in relative benefit is not generally proportional to the difference in dimensions between

properties, which is why only 25 percent of the total cost of road construction is apportioned on this basis. The concept of Amenity Unit is outlined as follows:

- All properties fronting the scheme will be apportioned one (1) Amenity Unit per metre of frontage for that property.
- All properties with a sideage to the scheme will be apportioned one half (0.5) Amenity Unit per metre of sideage for that property.
- All properties with a rearage to the scheme will be apportioned one half (0.5) Amenity Unit per metre of rearage for that property.

Apportionment of Easement Drainage Cost on the Basis of Area

- Each property that contributes runoff to the catchment will be apportioned a drainage charge, based on the properties area as a proportion of the total catchment area.

Council Contributions

Exempt Land

“Exempt” land is land controlled by the Government. Generally speaking this is Council reserves and Crown Land controlled by the State Government.

Council and/or State Government shall be liable for a contribution as a land owner based on the Guidelines for Apportionment of Costs.

- **Exempt Land:** The limit on Council’s contribution to a scheme for Council owned land and exempt land will not exceed \$1,000 per average property involved in the scheme without specific Council approval. Should the required Council contribution exceed \$10,000 in total, it will need to be considered as part of the Capital Works budget estimates process.

This is to ensure both equity and financial control, to manage Council’s obligations in cases where the contribution required for exempt land may be an excessive subsidy provided to individual property owners by the ratepayers of Nillumbik. It provides guidelines to affected property owners in the case where high Council contributions may arise and simply means that such a case would need to go through the Council approval and budget process.

Whilst Government shall make a financial contribution as outlined above they are exempt from voting procedures to determine whether or not the scheme proceeds.

- **Community Benefit:** In addition to the special benefit derived by those properties with direct abuttal or sole access from a road, Council will make a contribution for ‘community benefit’ in cases where the construction standard needs to be increased beyond that of a typical residential street, to cater for through traffic. The level of Council’s contribution will be based on the cost differential between the required standard and the standard that would be required solely for local traffic.