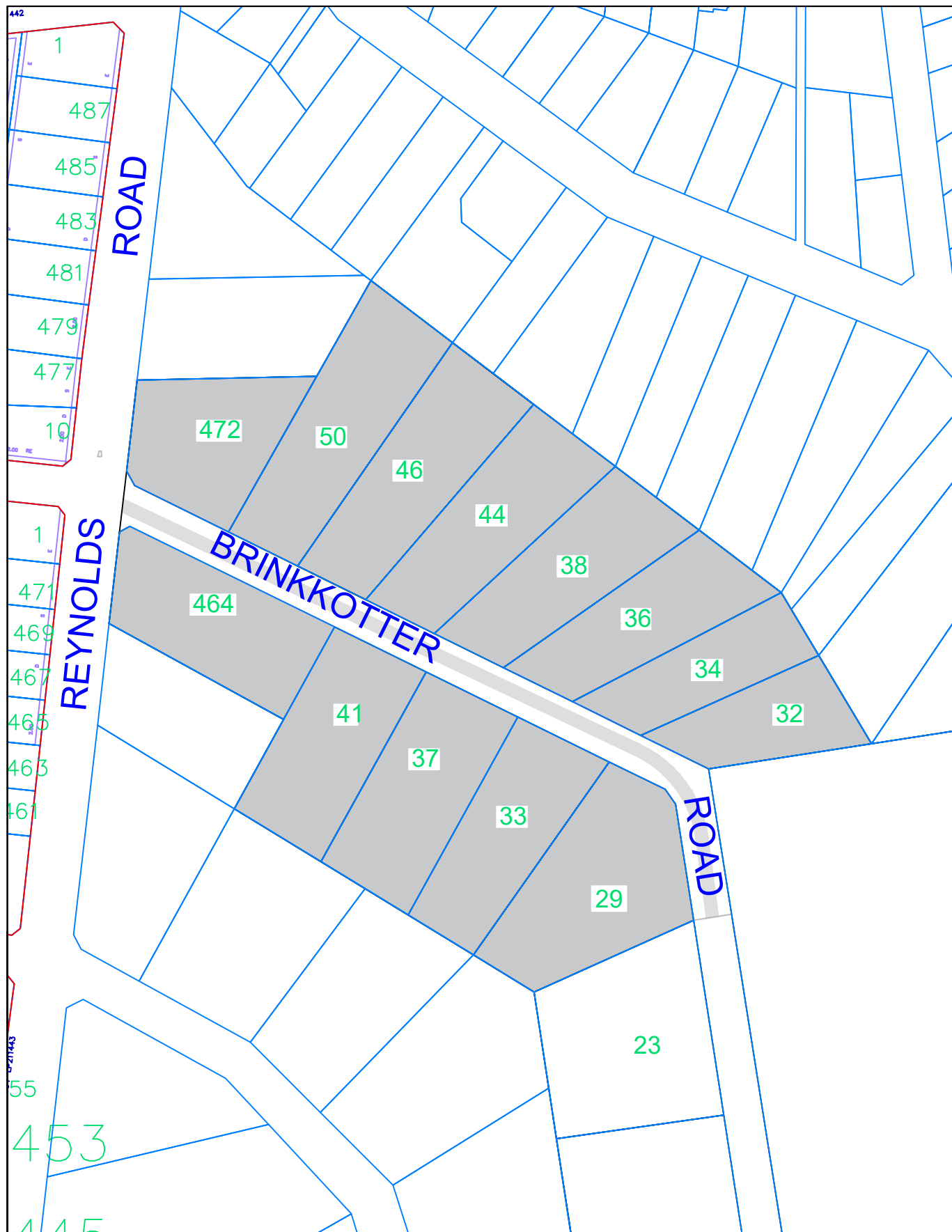







ATTACHMENT 1 - BRINKKOTTER ROAD SPECIAL CHARGE SCHEME AREA



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 PROPOSED SPECIAL CHARGE SCHEME AREA  EXTENT OF WORK

REPORT TO COUNCIL - ORDINARY COUNCIL MEETING ON 17 DECEMBER 2019,
ATTACHMENT - 1

APPORTIONMENT - BRINKKOTTER ROAD SPECIAL CHARGE SCHEME, RESEARCH

APPORTIONMENT - BRINKKOTTER ROAD SPECIAL CHARGE SCHEME, RESEARCH

Property Address	Frontage (m)	Sideage/ Rearage	Abuttal Unit	Abuttal Cost	Access Benefit Unit	Access Benefit Cost	Total Cost	Upper Limit Cost	Notes
472 Reynolds Road	0.00	47.81	23.905	\$3,944.06	0.5	\$10,099.60	\$14,043.66	\$16,852.39	have 1 crossover and a garrage at Brinkkotter Rd but not the main entrance
41 Brinkkotter Road	40.29	0	40.29	\$6,647.41	1	\$20,199.20	\$26,846.61	\$32,215.93	
50 Brinkkotter Road	30.39	0	30.3944	\$5,014.74	1	\$20,199.20	\$25,213.94	\$30,256.73	
46 Brinkkotter Road	30.08	0	30.08	\$4,962.87	1	\$20,199.20	\$25,162.07	\$30,194.48	
32 Brinkkotter Road	29.87	0	29.87	\$4,928.22	1	\$20,199.20	\$25,127.42	\$30,152.90	
44 Brinkkotter Road	30.07	0	30.07	\$4,961.22	1	\$20,199.20	\$25,160.42	\$30,192.50	
34 Brinkkotter Road	30.03	0	30.03	\$4,954.62	1	\$20,199.20	\$25,153.82	\$30,184.58	
38 Brinkkotter Road	30.40	0	30.4	\$5,015.67	1	\$20,199.20	\$25,214.86	\$30,257.84	
36 Brinkkotter Road	30.31	0	30.31	\$5,000.82	1	\$20,199.20	\$25,200.01	\$30,240.02	
37 Brinkkotter Road	40.26	0	40.26	\$6,642.46	1	\$20,199.20	\$26,841.66	\$32,209.99	
33 Brinkkotter Road	40.18	0	40.18	\$6,629.26	1	\$20,199.20	\$26,828.46	\$32,194.15	
464 Reynolds Road	0.00	94.5	47.25	\$7,795.73	0.5	\$10,099.60	\$17,895.33	\$21,474.40	
29 Brinkkotter Road	78.05	0	78.05	\$12,877.40	1	\$20,199.20	\$33,076.59	\$39,691.91	
87 Thompson Crescent (Reserve)	0.00	58.05	29.025	\$4,788.81	0.5	\$10,099.60	\$14,888.41	\$17,866.09	
			510.114		12.5		\$336,653.25	\$403,983.90	

TOTAL SCHEME COST	\$336,653.25
COUNCIL CONTRIBUTION	
AMOUNT TO BE LEVIED	\$336,653.25

ABUTTAL RATE PER METER	\$164.99
BENEFIT RATE PER UNIT	\$20,199.20

ABUTTAL PERCENTAGE	25%
ACCESS BENEFIT PERCENTAGE	75%

TOTAL ABUTTAL COST	\$84,163.31
TOTAL ACCESS BENEFIT COST	\$252,489.94

ATTACHMENT 3 - GUIDELINES FOR APPORTIONMENT OF COSTS FOR ROAD CONSTRUCTION

Apportionment of 75 per cent 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 the dimensions of a property, 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 in the scheme 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 that 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 per cent of the road construction cost on the basis of Amenity Unit

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 property that has a smaller frontage. This difference in relative benefit is not generally proportional to the difference in dimensions between properties, which is why only 25 per cent of the total cost of road construction is apportioned on this basis. The concept of Amenity Unit is as follows:

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

Council Contributions

Council Reserves

Council-owned reserves within the scheme area will attract a liability in accordance with **section 6.1** and **6.2** of the *Special Charge Scheme for Roads and Drainage Works Policy and Guidelines*. Council (as the land owner) shall be responsible for this liability. This does not include land designated as road reserve.

Exempt Land

Council is responsible for the liability of any land that is exempt from Special Charge Schemes (under the *Local Government Act 1989*). This generally applies to Crown Land within the scheme area. This liability shall be in accordance with **section 6.1** and **6.2** of the *Special Charge Scheme for Roads and Drainage Works Policy and Guidelines*.

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.

Direct Financial Contribution

Council may consider a financial contribution if it wishes to upgrade or replace existing infrastructure within the scheme area, at the same time as the works.

Council may also consider a financial contribution, where it has been determined that the scheme will provide benefit to those not included in the scheme.

Limits to Council Contributions

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 Council's 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.

While Council shall make a financial contribution as outlined above, Council is excluded from voting procedures to determine whether or not the scheme proceeds.
