



**DEVELOPER CONTRIBUTION PLAN FOR ROADWORK
AND STORMWATER DRAINAGE**

**BERRIMAH NORTH
Boulter Road
draft**

November 2012

Prepared by

City of Darwin

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**DEVELOPER CONTRIBUTION PLAN FOR ROADWORKS AND
STORMWATER DRAINAGE
BERRIMAH NORTH – BOULTER ROAD**

1. DEFINITIONS

Unless otherwise defined in this Contribution Plan, the terms used have the same meaning as given to them in the Planning Act.

The following terms have the following meanings:

“Allotment” means any parcel of land within the Policy Area on which a Development occurs.

“Contribution” means a contribution payable under this Plan.

“Contribution Rate” means the contribution rate, expressed in dollars as a rate per square metre and calculated in accordance with paragraph 8 and adjusted in accordance with paragraph 10 of this Plan.

“Council”: means the City of Darwin.

“Developer”: means the holder of an estate in fee simple in or lease from the Crown of an Allotment who undertakes a Development of an Allotment.

“Development”: means:

- (a) the subdivision of an Allotment; and
- (b) the construction of one or more buildings on an Allotment within the Policy Area, where a Contribution has not already been paid under or pursuant to this Plan.

“Infrastructure” means the construction of a motor vehicle carriageway and its associated infrastructure within a road reserve, including, but not limited to pavement, signage, kerbing, lighting, pathways and storm water infrastructure as well as intersections, traffic lights and roundabouts as more particularly described in Attachment 2.

“Masterplan” means the plan appearing in Attachment 1.

“Policy Area”: means the area described in paragraph 3 of this Plan.

“Plan”: means this Contribution Plan.

"Standard Single Cross Section" means the standard so described in City of Darwin Standard Drawing number 101 with the Road Reserve Typical Cross Sections appearing in Attachment 3 being the standard of road applicable for the urban area of Darwin, consisting of a sealed 2 lane, 2 way road with pathways, on-road cyclepaths, stormwater drainage, lighting, kerbs, gutters, and associated infrastructure within a road reserve.

2. INTRODUCTION

A Developer will be required to contribute towards the provision of the Infrastructure at the Contribution Rate and otherwise in accordance with the provisions of this Plan.

3. POLICY AREA TO WHICH THE CONTRIBUTION PLAN RELATES

The Policy Area is the area specified as the Policy Area as in Attachment 1.

4. WHEN THIS CONTRIBUTION PLAN TAKES EFFECT

This Plan takes effect on the publication of notice in the Gazette, specifying that the Plan has been made, or such later date as may be specified in the notice.

5. DESCRIPTION OF INFRASTRUCTURE REQUIRED IN POLICY AREA

An assessment of Boulter Road and the connecting roads from Amy Johnson Drive to Vanderlin Drive within the Policy Area was made, based on projected road usage and having regard to existing and potential Development within the Policy Area.

This assessment found that both the Boulter Road and the associated intersections within the Policy Area, require upgrading to cater for traffic generation associated with existing and potential Development of land within the Policy Area.

A description of the Infrastructure to be provided within the Policy Area is shown in Attachment 2.

6. STATEMENT OF INTENDED ORDER OF WORKS RELATING TO INFRASTRUCTURE

Council intends to undertake works relating to the development of the Infrastructure in the following order:

1. the construction of a motor vehicle carriageway and its associated infrastructure within a road reserve along the alignment and for the entire length of what is now Boulter Road, Berrimah to Typical Cross Section standard.
2. the construction and installation of two (2) roundabouts at new intersections connecting Boulter Road to other roads from the “Future Development Area” as indicated on the Masterplan.

Council may change the intended order and timing for undertaking works, depending on the developments that occur and the rate of increasing demand placed on existing infrastructure.

7. ESTIMATE OF AND METHOD OF CALCULATING THE CAPITAL COST OF WORKS RELATING TO INFRASTRUCTURE

The capital cost estimates in this part, for works relating to the Infrastructure, have been calculated by reference to the most appropriate and cost-effective form of construction.

The Infrastructure shall be provided in accordance with Council requirements, Australian Standards and relevant Austroads publications.

A cost summary for each item of the Infrastructure is provided in Table 1 below and detailed cost estimates are provided in Attachment 3.

The total contribution cost is based on the cost of the works within Council road reserve between Amy Johnson Avenue and Vanderlin Drive.

These estimated construction costs including GST and are current as at August 2012. It should be noted that these costings will be subject to review every 12 months, in accordance with Section 11 of this document (Adjustment of Contributions).

Table 1 – Estimated Cost of Infrastructure

Total Upgrading	Total Capital Cost
Boulter Road Upgrade	\$6,585,000
Intersection Upgrades	\$1,299,000
Total - DCC	\$7,884,000

8. GENERAL FORMULA FOR DETERMINATION OF DEVELOPER CONTRIBUTIONS

The formula for determination of Developer Contributions ensures that the contribution payable by a Developer is relative to the proportion of anticipated future usage of the Infrastructure attributable to the Development and is as follows:

$$CR = \frac{T}{TDA}$$

Where:

CR = The Contribution Rate, expressed in dollars as a rate per square metre of an Allotment (*) and in this Plan being \$8.41/m²;

T = Total contribution cost of the Infrastructure taken from Attachment 4, being \$7,884,000;

TDA = Total developable area within the Policy Area being 937,840 square metres.

(*) When applying the above formula, the number of square metres of an Allotment is to include the entire area of an Allotment to be developed and:

- (a) not just that part of an Allotment on which a Development is to occur; and
- (b) include, for example (but not limited to) in the instance of a subdivision, areas set aside for roads, open space and drainage and other reserves within the area of any Allotment to be subdivided.

(*) When applying the above formula, the number of square metres of an Allotment is to include the entire area of an Allotment to be developed and:

- (i) not just that part of an Allotment on which a Development is to occur; and
- (ii) include, for example (but not limited to) in the instance of a subdivision or unit title Development, areas set aside for roads, common property, open space and drainage and other reserves within the area of any Allotment to be subdivided.

9. CALCULATION OF CONTRIBUTION RATE

The infrastructure is required to meet the anticipated increase in usage of, and future traffic demand, on Boulter Road arising from the development of the areas described in Attachment 1.

The contribution rate is the same for the entire Policy Area.

10. ADJUSTMENT OF CONTRIBUTION RATE

For the purpose of the formula in paragraph 8, “CR” will be adjusted annually on 1 July in each year (“the Adjustment Date”) with the first Adjustment Date being 1 July 2013, in accordance with the following formula:

$$CR = CR^1 \times (1.0 + (Z/100))$$

Where:

CR = the adjusted Contribution Rate payable as and from the Adjustment Date.

CR¹ = the Contribution Rate payable immediately prior to the Adjustment Date.

Z = the percentage change in the All Groups Consumer Price Index for Darwin (“the Index”) as published by the Australian Bureau of Statistics between the end of the quarter immediately preceding the date on which this Plan takes effect or the last Adjustment Date, whichever is the later, and the end of the quarter immediately preceding the Adjustment Date. If the Index ceases to be published then the index which is substituted for it by the Australian Bureau of Statistics or the Commonwealth of Australia will be the Index for the purposes of this paragraph.

11. POSSIBLE WORKS PERFORMED BY THE DEVELOPER

Should the Developer, as part of a Development on the land outlined in this Plan, propose to construct infrastructure within the Policy Area that is included in the Infrastructure identified in this Plan, the amount of money spent by the Developer in constructing infrastructure, may be off-set against the Contribution otherwise payable under this Plan. Any off-set shall be at the discretion of the General Manager Infrastructure, City of Darwin.

The scope of works to be undertaken by the Developer and value of these works must be agreed to by both the Developer and Council, prior to the commencement of any such works.

12. TIMING OF PAYMENT OF DEVELOPER CONTRIBUTION

Contributions shall be payable on completion of the Development and in the case of:

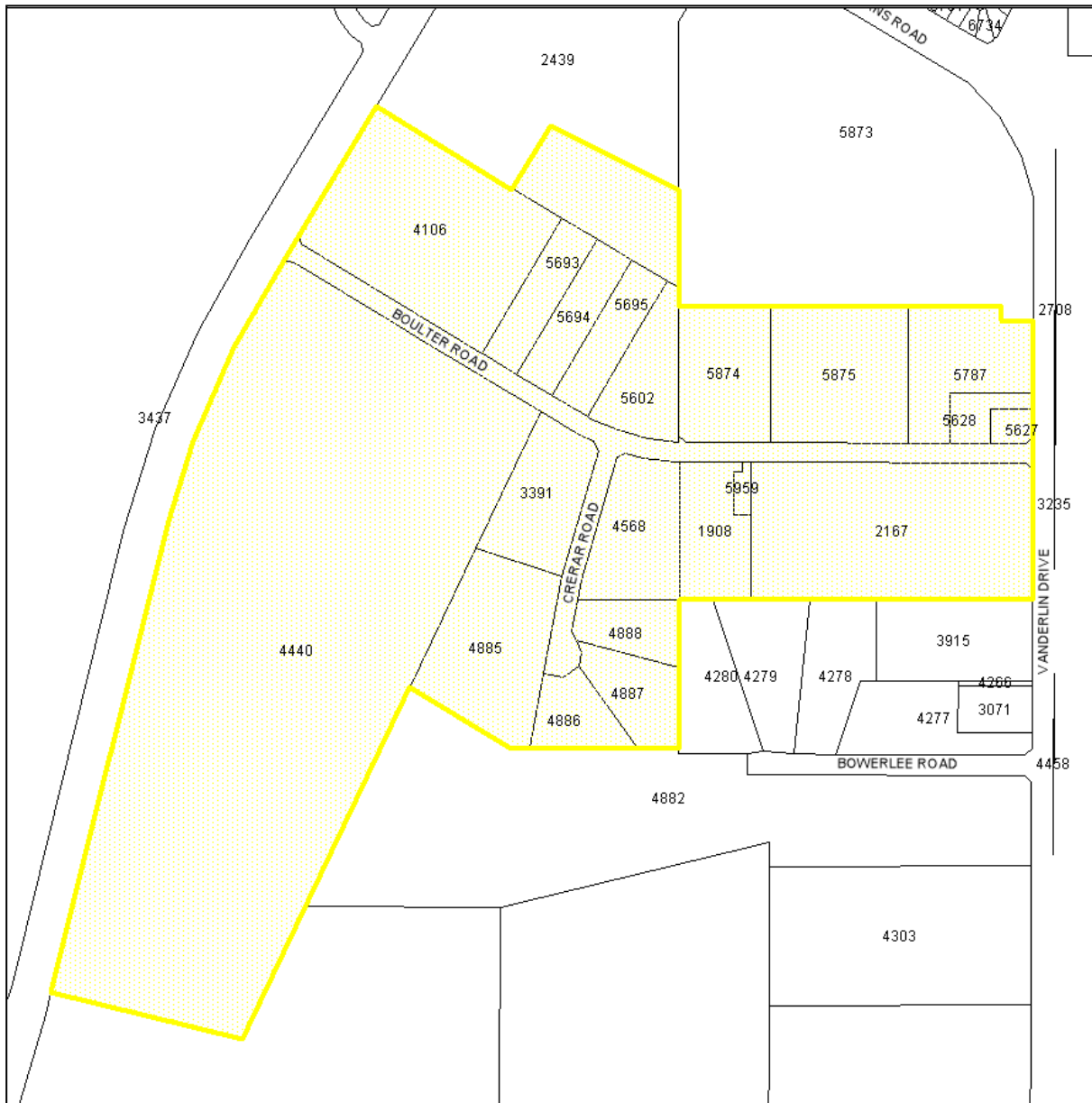
- (a) the subdivision of an Allotment, before separate titles issue in accordance with the relevant plan of subdivision; and
- (b) in any other case, before commencement of the use or occupancy of the buildings or improvements to which the Development relates.

Council shall not provide clearance for the relevant conditions of any Development Permit until the Contribution is paid to Council.

Attachments

Attachment 1 – Policy Area

The Policy Area is the area shaded and described as “Future Development” and “Existing Development” on the Masterplan appearing in this Attachment 1.



Attachment 2 – Infrastructure

The infrastructure to be provided under this Plan consists of the following:

1. the construction of a motor vehicle carriageway and its associated infrastructure within a road reserve along the alignment of what is now Boulter Road, Berrimah, including, but not limited to pavement, signage, kerbing, lighting, pathways and storm water infrastructure to the standard of Typical Cross Section; and
2. the construction and installation of two (2) roundabouts connecting Boulter Road to other roads from the “Future Development Area” as indicated on the Masterplan, with the precise location of those roundabouts to be determined.

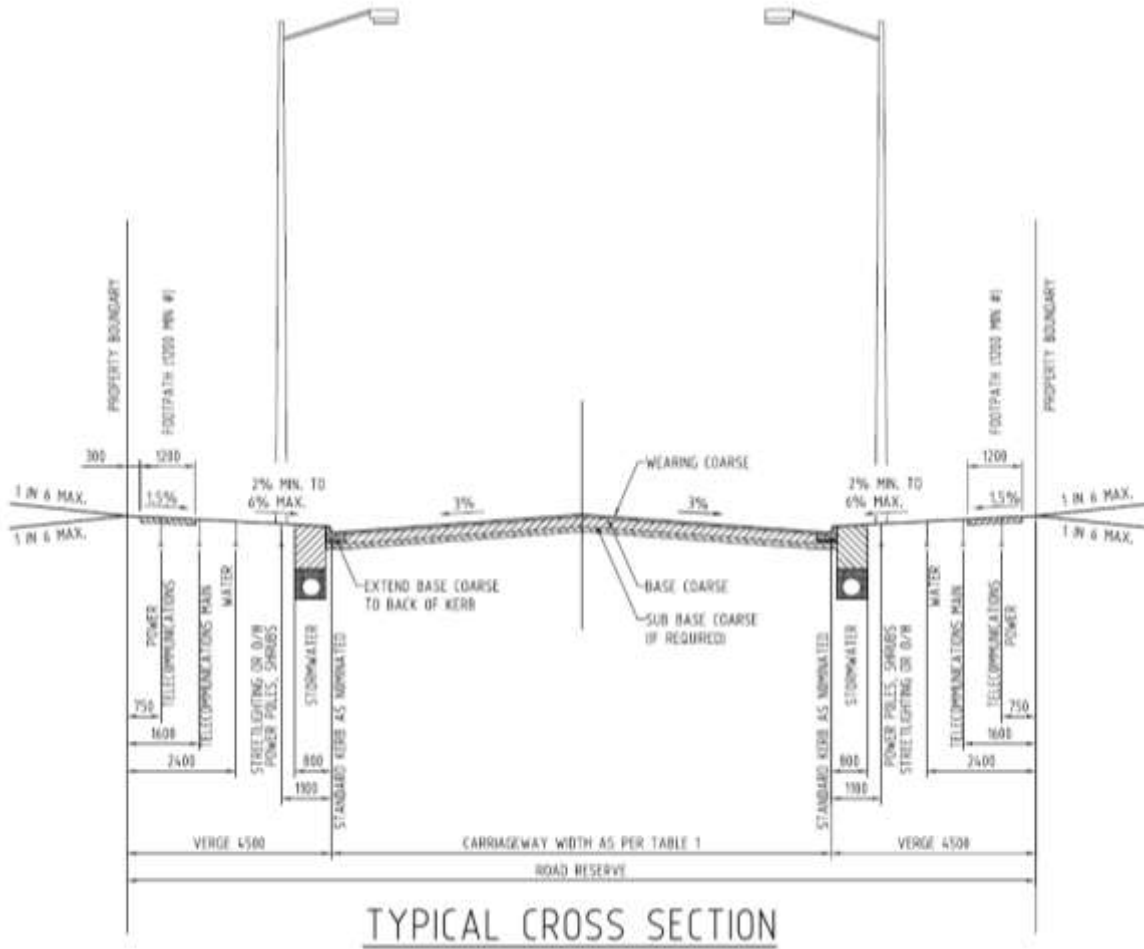
Area of works;



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Attachment 3 – City of Darwin Standard Typical Cross Section

From City of Darwin Standard Drawing no 101



Attachment 4 - Cost Summary

The method used for calculating the capital costs of the Infrastructure has been by reference to current rates payable for such works applied to what is considered to be the most appropriate and cost effective form of construction.

Rates for labour, services and materials have been based on rates payable in August 2012 for comparable labour, services and materials provided for subdivision developments and road reconstruction projects currently occurring in the City of Darwin local government area.

These rates have been consistently applied to estimated quantities for such items on each component of the Infrastructure.

These designs have applied contemporary models of construction which meet applicable design and construction standards as well as community expectations for such facilities.

	Boulter Road	Intersections	Total
CLEARING AND GRUBBING AND REHABILITATION	\$ 25,000	\$ 8,000	\$ 33,000
EARTH WORKS	\$ 189,000	\$ 55,000	\$ 244,000
PAVEMENTS AND SHOULDERS	\$ 667,000	\$ 193,000	\$ 860,000
SURFACING	\$ 380,000	\$ 110,000	\$ 490,000
CONCRETE PAVING	\$ 266,000	\$ 284,000	\$ 550,000
ROAD FURNITURE AND TRAFFIC CONTROL DEVICES	\$ 14,000	\$ 10,000	\$ 24,000
DRAINAGE WORKS	\$ 2,976,000	\$ 171,000	\$ 3,147,000
ELECTRICAL SERVICES	\$ 290,000	\$ 117,000	\$ 407,000
NON-CONSTRUCTION WORKS	\$ 1,778,000	\$ 351,000	\$ 2,129,000
			\$ 7,884,000