



**DEVELOPER CONTRIBUTION PLAN
FOR ROADWORK**

**LEE POINT ROAD
Vanderlin Drive to Lee Point Reserve**

November 2012

Prepared by

City of Darwin

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DEVELOPER CONTRIBUTION PLAN FOR ROADWORKS LEE POINT 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. It incorporates three regions adjacent to Lee Point Road from Vanderlin Drive to Lee Point.

Region 1 – Muirhead Region

Region 2 – Future Development Region north of Lyons and Muirhead

Region 3 – Existing Connecting Suburbs within vicinity using Lee Point Road as a collector – Lyons, Leanyer, Tiwi, Wanguri

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 Lee Point Road and the connecting roads from Vanderlin Drive to Lee Point within the Policy Area was made, based on projected road usage, and having regard to existing and potential Development within the Policy Area.

Projected road usage was calculated using recorded traffic data and traffic guidelines.

This assessment found that both Lee Point 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.

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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. Upgrade of Tambling Terrace intersection to include traffic lights in single carriageway format with infrastructure in place ready for duplication.
2. Upgrade of single carriageway to Standard Single Cross Section from Dulinda Terrace to the northern boundary of Muirhead/Lyons.
3. Road widening and carriageway duplication between Vanderlin Drive and Dulinda Terrace. This includes traffic lights at the intersection of Lee Point Road and Dulinda Terrace and the balance of the works described in Attachment 2.

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 Attachment 4 for works relating to the Infrastructure have been calculated by reference to the most appropriate and cost-effective form of construction.

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

A cost summary for each section of the Infrastructure is provided in Attachment 4.

These estimated construction costs include GST and are current as at August 2012.

8. GENERAL FORMULA FOR DETERMINATION OF DEVELOPER CONTRIBUTIONS

The formula for determination of 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:

- (a) \$0.23/m² for an Allotment in that part of the Policy Area, shown on the Masterplan as “Future Development Region”;
- (b) \$3.36/m² for an Allotment in that part of the Policy Area, shown on the Masterplan as “Muirhead Region” ;
- (c) \$0.00/m² for an Allotment in that part of the Policy Area, shown on the Masterplan as “Existing Connecting Suburbs”.

T = Total cost of the Infrastructure taken from Attachment 4, being:

- (a) \$3,769,000 for Infrastructure constructed in that part of the Policy Area, shown on the Masterplan as “Future Development Region”;
- (b) \$5,632,000 for Infrastructure constructed in that part of the Policy Area, shown on the Masterplan as “Muirhead Region”;
- (c) \$5,240,000 for Infrastructure constructed in that part of the Policy Area, shown on the Masterplan as “Existing Connecting Suburbs”.

TDA = Total developable area within the Policy Area being:

- (a) 16,209,000 square metres for that part of the Policy Area, shown on the Masterplan as “Future Developments Region”;
- (b) 1,676,000 square metres for that part of the Policy Area, shown on the Masterplan as “Muirhead Region”.

(*) 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 Lee Point Road arising from the development of the areas described in Attachment 1 as:

- Muirhead Region;
- Future Development Region;
- Existing Connecting Suburbs

Each of the regions within the Policy Area has a different Contribution Rate based on the anticipated traffic generation at full development and, in the case of the Existing Connecting Suburbs, contributions already made through the payment of, amongst other things, rates and that the Infrastructure to the standard proposed, whilst benefiting the Existing Connecting Suburbs, would not have been required but for the proposed development of the other parts of the 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 Director Technical Services, 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:

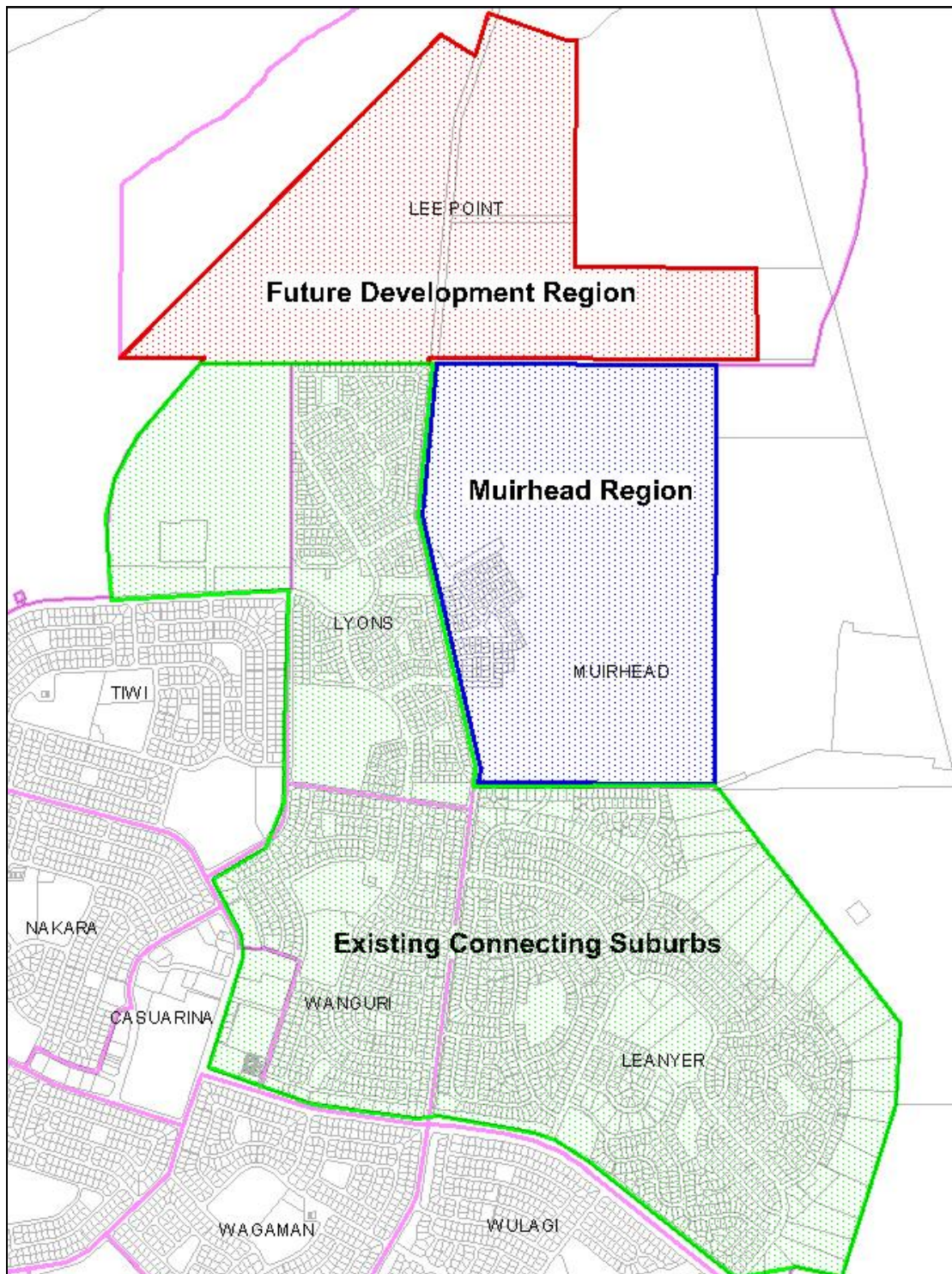
- (a) the subdivision of an Allotment, before separate titles issue in accordance with the relevant plan of subdivision; and
- (b) in any other case, before commencement of the use or occupancy of the buildings or improvements to which the Development relates.

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

Attachments

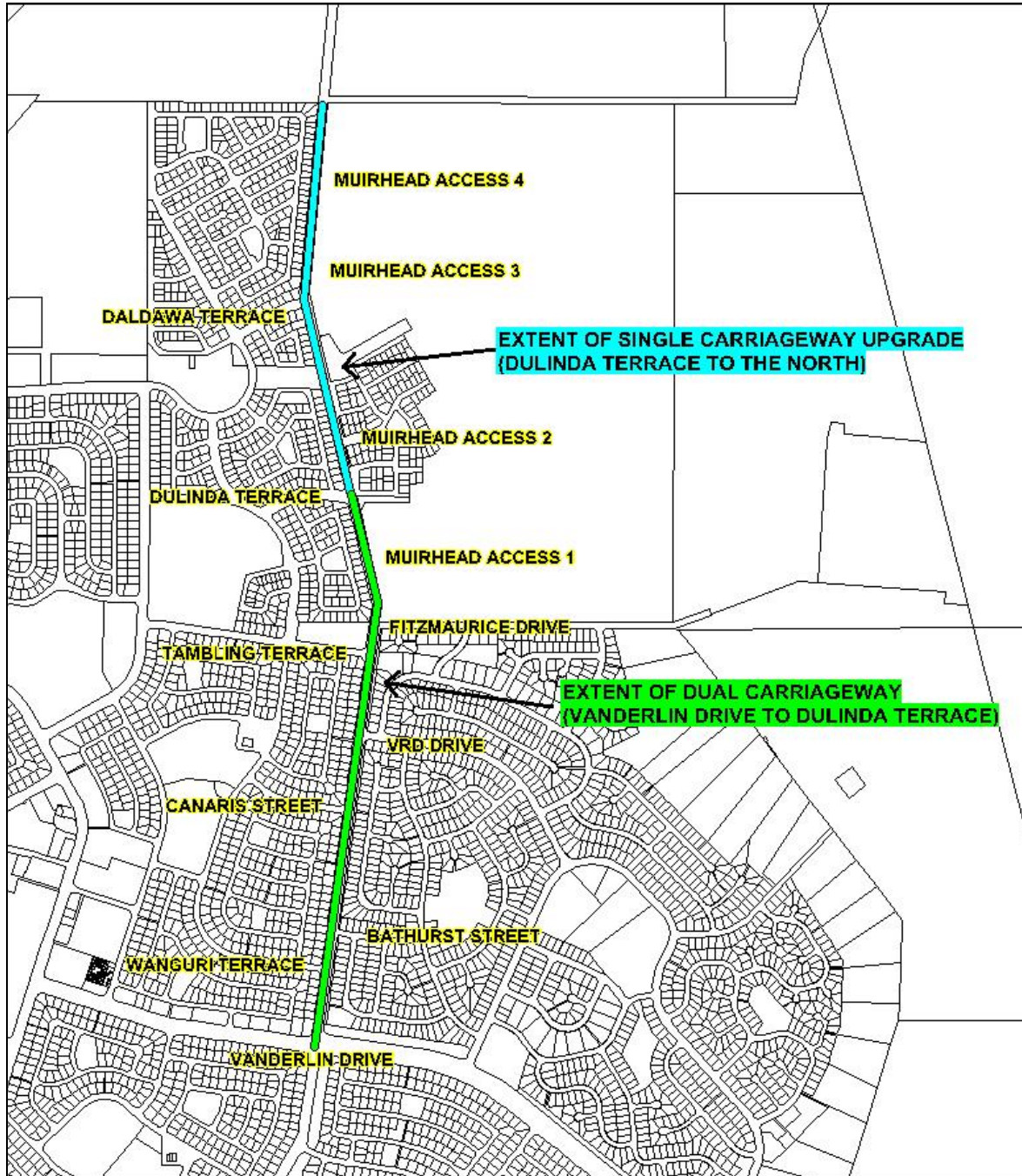
Attachment 1 – Policy Area

The Policy Area is the area shaded and described as Existing Connecting Suburbs (Lyons, Leanyer, Tiwi, Wanguri)”, Muirhead Region” and “Future Development Region” on the Masterplan appearing in this Attachment 1.



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Street plan showing intersections and location of Infrastructure:



Attachment 2 – Infrastructure

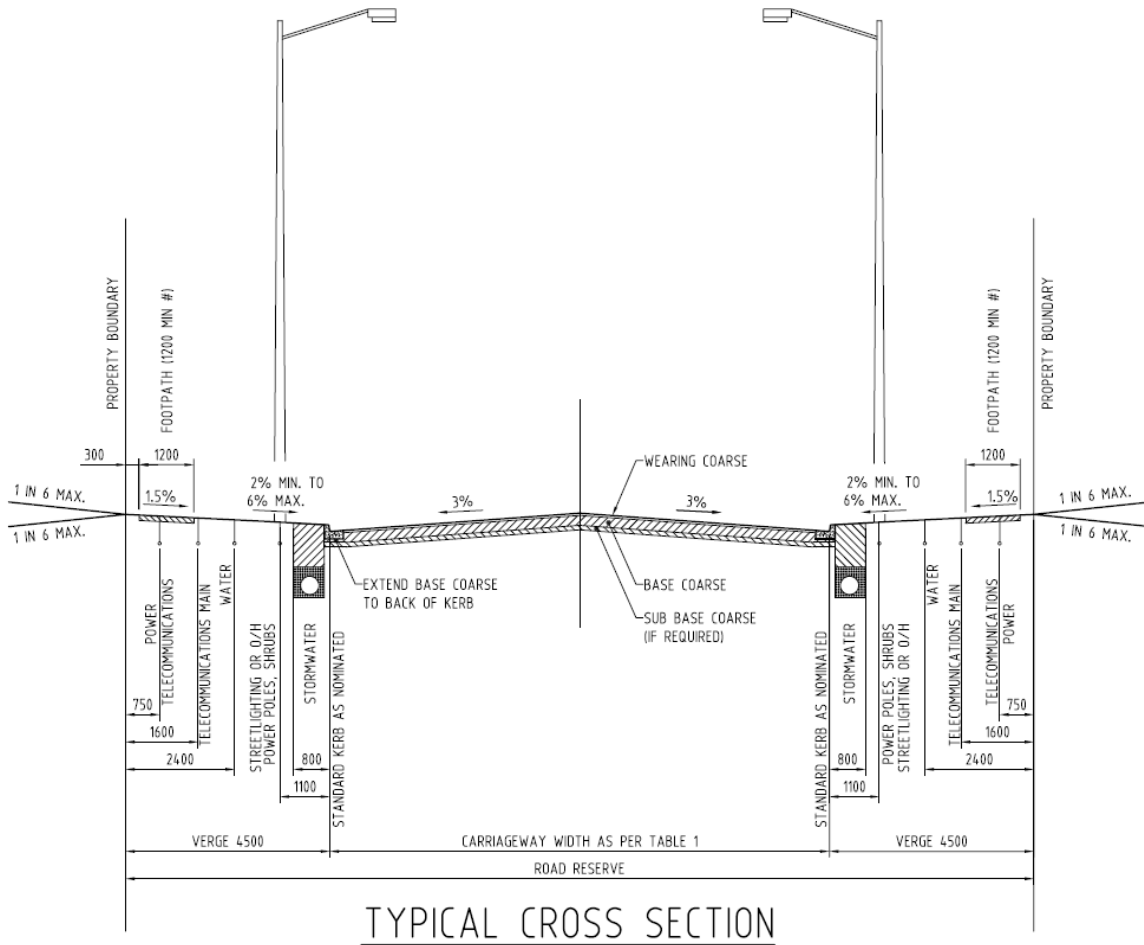
The infrastructure to be provided under this Plan consists of the following:

1. Duplication of what is now Lee Point Road from Vanderlin Drive to Dulinda Terrace, including the construction of a motor vehicle carriageway and its associated infrastructure within a road reserve along the alignment of what is now Lee Point Road from Vanderlin Drive to Dulinda Terrace, as a 4 lane, 2 way road, with pathways, on-road cyclepaths, storm water drainage, lighting, kerbs and gutters and other associated infrastructure within the road reserve, to the relevant Australian Standards as set out in the Austroads Guidelines.
2. Upgrade of what is now Lee Point Road from Dulinda Terrace to the northern boundary of what is the Muirhead Region as shown on the Masterplan to the Standard Single Cross Section, including the construction of a motor vehicle carriageway and its associated infrastructure within a road reserve along the alignment of what is now Lee Point Road from Dulinda Terrace to the; and
3. the construction and installation of all intersections along Lee Point Road from Vanderlin Drive to Dulinda Terrace as indicated on the Masterplan, with
 - (a) traffic lights at the intersections of Lee Point Road with Tambling Terrace and Dulinda Terrace;
 - (b) roundabouts (or an appropriate alternative) at the intersections of Lee Point Road with:
 - (i) Wanguri Terrace, Wanguri;
 - (ii) Bathurst Street, Leanyer;
 - (iii) Canaris Street, Wanguri;
 - (iv) VRD Drive Leanyer;
 - (v) Fitzmaruice Drive, Leanyer.

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Attachment 3 – City of Darwin Standard Typical Cross Section

From City of Darwin Standard Drawing no 101



TYPICAL CROSS SECTION

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, with such quantities being estimated on the basis of:

- (a) the detailed design that has been completed for the intersection of Lee Point Road and Tambling Terrace; and
- (b) indicative layouts and preliminary design works for the balance 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.

| | Dual Carriageway - Vanderlin Drive to Dulinda Terrace | Single Carriageway Section - Dulinda Terrace to Northern Extent | Total |
|---|---|---|---------------------|
| Engineering Design and Project Management | \$813,000 | \$313,000 | |
| Site Establishment And Preparation | \$1,592,000 | \$581,000 | |
| Earthworks | \$264,000 | \$288,000 | |
| Roadworks | \$3,573,000 | \$1,276,000 | |
| Stormwater Drainage | \$665,000 | \$577,000 | |
| Lighting, Electrical And Traffic Signals | \$1,739,000 | \$342,000 | |
| Miscellaneous Items | \$295,000 | \$70,000 | |
| Contingency | \$1,626,000 | \$627,000 | |
| Totals | \$10,567,000 | \$4,074,000 | \$14,641,000 |