8.3 Dunvegan Crescent - Intention to Declare Special Charge Scheme

Division	**Future Places**
Council Plan Strategic Objective	**Thriving Places** *Facilities and infrastructure meet current and future needs. Growth is sustainable and well planned. Our economy, agriculture, tourism, and industries are resilient. Unique character is preserved.*

Declaration

The author has no general or material interests in relation to this report.

Summary

The purpose of this report is to present a preferred concept option and funding mechanism for a road upgrade project along Dunvegan Crescent, Surf Beach.

- At the July 2024 Council meeting, Council received a petition from property owners requesting a road upgrade project along Dunvegan Crescent and subsequently resolved to proceed with the initiation of the project.
- In August and September 2024, Council officers engaged property owners to understand their preferred concept option.

It is recommended that, in accordance with the Proposed Declaration of Special Charge (Attachment AT-4), Council give public and other statutory notice of its intention to declare a special charge scheme for the upgrade of road infrastructure along Dunvegan Crescent, Surf Beach.

The recommendation, if adopted by Council, signifies the start of the special charge scheme process in accordance with the requirements of the *Local Government Act 1989* (Act). This will enable Council to formally ascertain the level of support and/or objection through the written objections and/or submissions process in accordance with the legislated requirements of the Act.

Recommendation

That Council:

1. **Adopts the concept option as shown in Attachment AT-1 as the preferred design option.**
2. **Commences the statutory process under section 163 of the Local Government Act 1989 (Act) to declare at the 21 April 2027 Council Meeting a Special Charge for the purpose of defraying the expenses and costs to be incurred by Council in relation to the construction and improvement of road along Dunvegan Crescent, Surf Beach to be known as the 'Dunvegan Crescent Road Upgrade Project' (Special Charge Scheme).**
3. **In accordance with sections 163(1A) and 163B(3) of the Act, directs that public notice be given in the 'South Gippsland Sentinel Times' and the 'Phillip Island and San Remo Advertiser' of the Council's intention**

to declare at the 21 April 2027 Council Meeting a Special Charge in the form of the attachment to this resolution (Proposed Declaration of Special Charge) (Attachment AT-4, including Schedule 1 and Schedule 2), and also the statement pursuant to sections 163(2)(a), (2A) and (2B) of the Act (Benefit Ratio Statement (Attachment AT-2)), such Special Charge to be as detailed in the Proposed Declaration of Special Charge, for the purposes set out at paragraph 1 thereof.

4. **Further directs that, in accordance with section 163(1C) of the Act, separate letters enclosing a copy of the public notice be sent to the owners of the properties referred to and set out in Schedule 2 to the Proposed Declaration of Special Charge advising of Council's intention to declare the Special Charge at the 21 April 2027 Council Meeting, the amount for which each property owner will be liable, the basis of the calculation and distribution of the Special Charge and notifying such persons that any written submissions and/or objections in relation to the Proposed Declaration of Special Charge must be received by 16 December 2026 and will be considered and/or taken into account by Council in accordance with sections 163A, 163B and 223 of the Act.**
5. **Establishes and appoints a Committee, under section 223(1)(b)(i) of the Act, comprising (subject to their individual availability) the Mayor and the three Island Ward Councillors, to hear any persons who have requested to be heard in support of their submissions.**
6. **Authorises the Council's General Manager Future Places (or any person for the time being acting in that position) to carry out any and all other administrative procedures to enable Council to carry out its functions under sections 163(1A), (1B) and (1C), 163A, 163B and 223 of the Act.**

Background

Council's Urban Roads and Drainage Improvement (URDI) Policy 2024 provides a framework for future upgrades to areas across the Shire with unconstructed streets and inadequate drainage.

The funding mechanism for these types of upgrades shall be adopted through Council resolution. Funding sources may include:

- direct Council contribution;
- external grants, funding, or contributions;
- a special rate or charge in accordance with section 163 of the Act; and/or
- a combination of the above.

The special charge provisions allow for costs to be equitably attributed to those who receive a special benefit.

There are many road and drainage improvement projects across the Shire, and these will take decades to develop, fund and construct. A priority list has been developed so that designated improvement project areas can be developed in a manner that aligns with the current objectives of the Council Plan 2025-2029 and Council's Asset Plan 2025-2035.

Council will consider reprioritising or redefining a road and drainage improvement project if there is strong support from the community. The minimum community support required for a project to be reprioritised or redefined is 50 percent or greater from the affected property owners. This should be in the form of a petition signed by affected property owners and presented to Council for consideration.

The petition is required to state that the affected property owners would like a road and/or drainage project undertaken, and that they are willing to financially contribute towards the project in accordance with this policy.

At the July 2024 Council meeting, Council received a petition from property owners requesting a road upgrade project for Dunvegan Crescent, Surf Beach.

At its 17 July 2024 Council Meeting Council resolved to:

1. *Receive the petition, Dunvegan Crescent Upgrade*
2. *Commence work with the head petitioner and other property owners to investigate a preferred treatment option and potential costs to upgrade the road;*
3. *Note that a potential upgrade project would need to be considered in accordance with the URDI Policy at a future meeting; and*
4. *Advise the head petitioner of Council's decision.*

In the development of the preferred design option, Council has undertaken deliberative community engagement with residents to identify any problems and to prepare a concept plan to resolve any issues.

Between 16 August 2024 and 13 September 2024, Council officers engaged with affected property owners on a range of concept options and costs, so that a preferred option from the community was understood.

Discussion

Apportionment of costs

Council must determine the 'Maximum Total Amount' that may be levied on landowners in accordance with the Act. This is calculated using a Benefit Ratio. The 'Benefit Ratio Statement' (Attachment AT-2) provides a full description of how the benefit ratio has been calculated and the basis on which it is recommended to Council.

The distribution of all leviable costs (Maximum Total Levy') to property owners is calculated based on:

- 75% sharing costs equally; and
- 25% distributing costs based on frontage and side boundaries.

A full description of the apportionment method, including where discounts for various considerations are applied, is included in the Apportionment Distribution Statement (Attachment AT-3).

This apportionment methodology is the fairest and most appropriate and reasonable amongst all the apportionment options considered by Council.

Payment Options for Landowners

The total estimated scheme cost for the preferred concept option (Attachment AT-1) for the Dunvegan Crescent Road Upgrade Scheme is $860,038. After deduction of the amounts to be paid by Council, the Maximum Total Levy amount that can be charged to all landowners who will receive a special benefit from the works is calculated to be $176,394.

The contribution to the cost of the proposed scheme for each individual property included in the scheme is estimated to be between $3,796.29 and $10,358.71.

The Act makes provision for Council to determine the payment options for a scheme that best suits the project. It requires, as a minimum, that Council offer payment by:

- lump sum, with payment to be due at least 28 days after the date of issue of a levy notice; or
- payment plan, with quarterly repayments over a minimum period of four years.

It is proposed that if this special charge scheme were to proceed, then the following payment options be offered:

- Payment Option 1: Lump Sum Payment – upfront payment of the Special Charge in full within 30 days of the date of issue of an invoice, with a 5% discount and no interest.
- Payment Option 2: Lump Sum Payment – upfront payment of the Special Charge in full within 90 days of the date of issue of an invoice, with no discount and no interest.
- Payment Option 3: Instalment Payment Plan – payment of the Special Charge in 40 quarterly instalments over 10 years, with interest. Interest will be charged on the reducing balance of the principal each quarter at the rate of 1% above the estimated borrowing costs of the Council. If a ratepayer is late with payment of an instalment, penalty interest will be charged on the balance of principal due each quarter.
- Payment Option 4: Hardship Payment Plan – a payment plan, extended beyond 10 years to a maximum of 20 years, tailored to the individual needs of the ratepayer upon receipt of a completed Financial Hardship Application Form. Interest will be charged on the reducing balance of the principal each quarter at the maximum rate of 1% above the estimated borrowing costs of the Council. This option is subject to the Council assessing the property owner as experiencing financial hardship, in accordance with the Council's Hardship and Financial Hardship Policy.

The first invoice to property owners would list the four payment options. A property owner can then elect a payment option by ensuring that Council receives payment for that option by the relevant due date.

If property owners do not elect a payment option by the relevant date, then Payment Option 3 will be the default option. This will be clearly stated on the first invoice (being the levy notice for the Special Charge).

Council has a Debt Management Policy and a Hardship and Financial Hardship Policy. Council Policies are available to help those ratepayers who may experience financial hardship from the imposition of a scheme. Property owners having difficulty paying are encouraged to contact Council's revenue service team and confidentially discuss

payment options that take into account their current situation. Property owners who reside in the affected property and whose only form of income is a government pension may qualify for hardship assistance.

Calculation of Council's estimated borrowing costs

Section 167(6)(b) of the Act states that Council:

"may include in the amount of an instalment a component for reasonable interest costs the total of which must not exceed the estimated borrowing costs of the Council in respect of the performance of the function or the exercise of the power in respect of which the special rate or special charge is to be levied by more than 1%"

For example, if the rate at which Council would be able to obtain funds from its bank is 6%, then the interest rate charged to those landowners who opt for Payment Option 3 or 4 would be no more than 7%. In this case, it is proposed that the interest be charged at the rate of 1% above Council's estimated borrowing costs.

Sustainability Implications

The proposed concept design achieves a strategic balance between minimising cost to property owners and Council and improving road safety, accessibility, and visual amenity.

Investing in road infrastructure will position the community to better withstand current and future extreme weather events, strengthening the community's resilience to climate change impacts.

The proposed road upgrade will generally follow the existing alignment of the road and aims to avoid disruption to established vegetation. Due diligence reports are undertaken to ensure consideration is given to protecting local fauna and flora and to mitigate potential environmental impacts.

Finances

The estimated costs of the concept design option which was adopted by Council for the upgrade of roads along Dunvegan Crescent are as follows.

	Council Adopted Design Option
Total Project Cost	$900,038
LESS the cost to remove dust suppressant seal on north end and return to gravel	$40,000
Total Scheme Cost	$860,038
Maximum Total Levy to be recovered from Property Owners	$176,394
Council Contribution to Scheme Costs	$683,644
Total Council Contribution	$723,644

As shown above, Council's contribution to the scheme would be $683,644.

The total project cost of $900,038 allows for construction to commence in 2027-28.

The total scheme cost is $860,038.

The current and future expenditure for the investigation, survey, geotechnical investigations, planning, consultation, design, and estimates is outlined in the table below.

Financial Year	Expenditure
2025/26	$50,000
2026/27	$150,000
2027/28	$700,038

Council's contribution to be made for this upcoming project, should the special charge scheme proceed, is $723,644, this includes $683,644 for the scheme, and $40,000 for the cost to remove dust suppressant seal on the north end and return to gravel. Council's Long Term Financial Plan 2025-2035 has an allowance for road and drainage improvement projects which is currently sufficient to accommodate these costs.

Actual costs for the entire project can be determined once construction of the project is completed and after a subsequent 12-month defects liability period.

Section 165 of the Act provides that if Council receives more money than it requires from a special charge, it must make a refund proportionate to the contributions received to the current owners of the relevant land. Should actual costs exceed estimated costs, Council may decide to recover the additional costs. However, should Council decide to pass on these extra costs to abutting property owners, any potential increase will be limited to a maximum of 10%.

Stakeholders

There are various stakeholders that would need to be considered as part of any potential road upgrade of Dunvegan Crescent, Surf Beach.

There are 26 properties which would receive a special benefit from this road upgrade if it were undertaken.

Other key stakeholders include:

- Property owners in the area may get an indirect benefit;
- Other Bass Coast Shire ratepayers;
- Visitors to the area;
- Phillip Island Nature Parks;
- Bass Coast Shire Council;
- Western Port Water;
- The Department of Transport and Planning;
- AusNet Services; and
- Telecommunications service providers.

Council, in accordance with its deliberative engagement procedures, has consulted with key stakeholders throughout the development of this road improvement project.

Conclusion

Community engagement has been undertaken with the property owners along Dunvegan Crescent. This has resulted in a clear preference from those who engaged to develop a preferred concept plan.

It is recommended that the preferred concept plan be adopted for any future road upgrade along Dunvegan Crescent, Surf Beach.

It is also recommended that Council proceed to commence the formal statutory scheme process by resolving to issue a public notice of its intention to declare a special charge scheme for the purpose of improving road infrastructure along Dunvegan Crescent in accordance with the Proposed Declaration of Special Charge (Attachment AT-4).

Governing Documents

There are 9 governing documents listed below that are related to this proposed upgrade project and detailed in attachment AT-5.

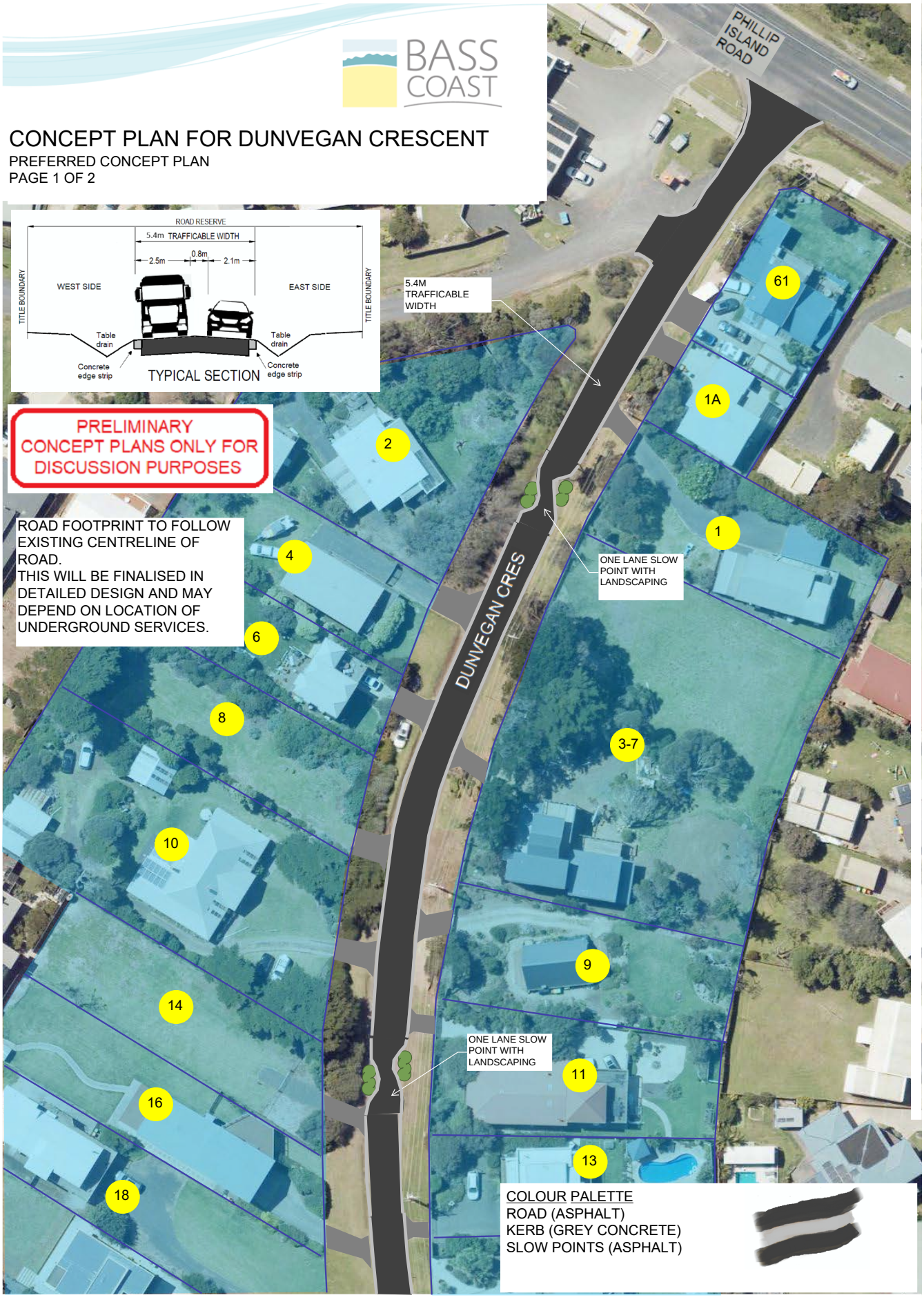
- *Local Government Act 1989*
- *Local Government Act 2020*
- Council Plan 2025-29
- Council Asset Plan 2025-2035
- Bass Coast Planning Scheme
- Asset Management Policy Infrastructure Assets 2022-2026
- Urban Roads and Drainage Improvement Policy 2024
- Debt Management Policy
- Hardship and Financial Hardship Policy
- Long-Term Financial Plan 2025-2035

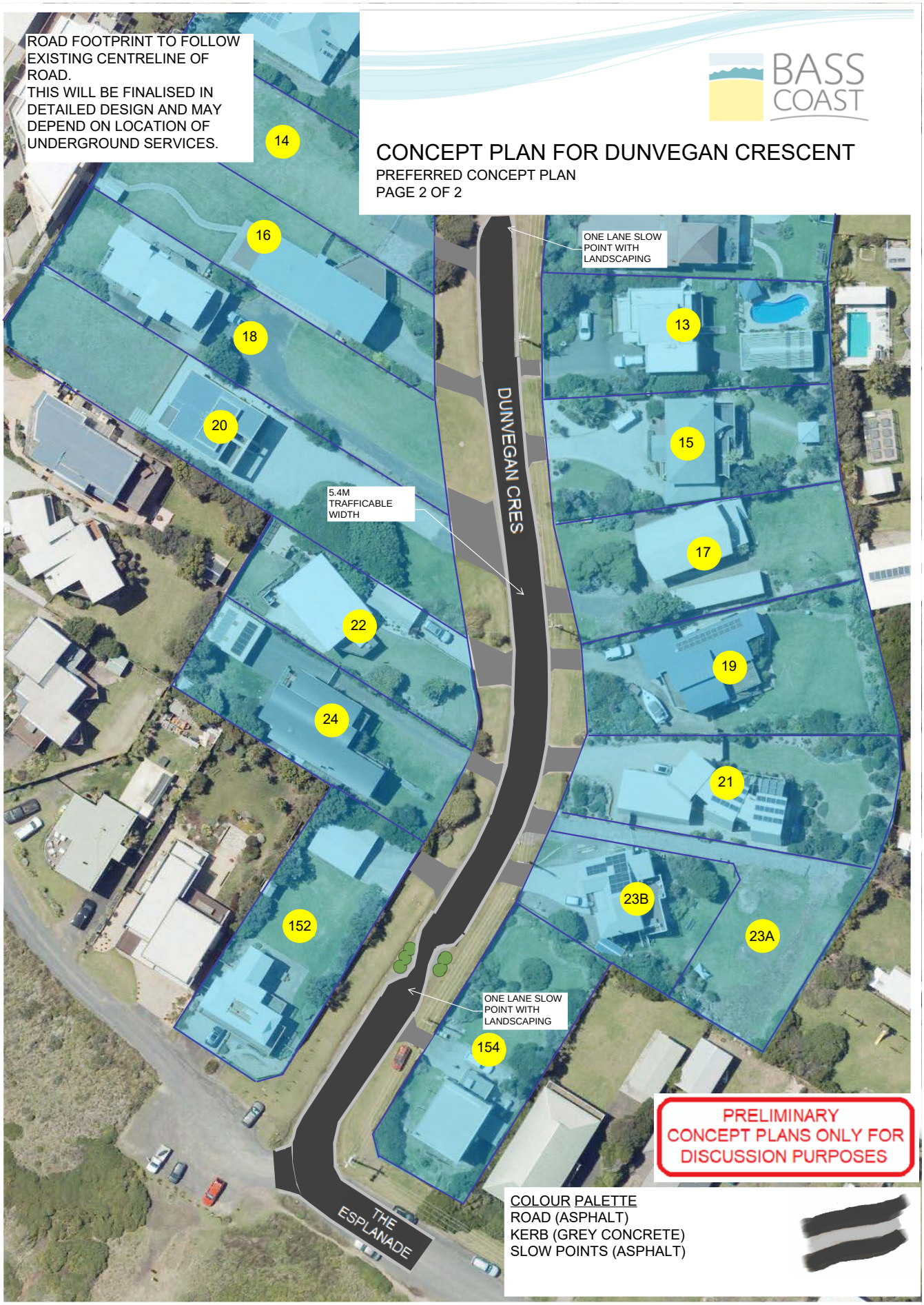
Attachments

1. A T-1 Concept Plan [**8.3.1** - 2 pages]
2. A T-2 Benefit Ratio [**8.3.2** - 17 pages]
3. A T-3 Apportionment and Distribution [**8.3.3** - 16 pages]
4. A T-4 Proposed Declaration of Special Charge [**8.3.4** - 3 pages]
5. A T-4 Schedules 1 and 2 [**8.3.5** - 3 pages]
6. A T-5 Governing Documents [**8.3.6** - 7 pages]

CONCEPT PLAN FOR DUNVEGAN CRESCENT

PREFERRED CONCEPT PLAN
PAGE 1 OF 2




ROAD FOOTPRINT TO FOLLOW EXISTING CENTRELINE OF ROAD.
THIS WILL BE FINALISED IN DETAILED DESIGN AND MAY DEPEND ON LOCATION OF UNDERGROUND SERVICES.
BASS COAST
CONCEPT PLAN FOR DUNVEGAN CRESCENT
PREFERRED CONCEPT PLAN
PAGE 2 OF 2
ONE LANE SLOW POINT WITH LANDSCAPING
5.4M TRAFFICABLE WIDTH
DUNVEGAN CRES
THE ESPLANADE
14
16
18
20
22
24
152
154
13
15
17
19
21
23B
23A
PRELIMINARY CONCEPT PLANS ONLY FOR DISCUSSION PURPOSES
COLOUR PALETTE
ROAD (ASPHALT)
KERB (GREY CONCRETE)
SLOW POINTS (ASPHALT)

Benefit Ratio Statement

Dunvegan Crescent, Surf Beach
Special Charge Scheme

Benefit Ratio Statement

Introduction

Bass Coast Shire has a legacy of urban areas with unsealed roads that have no underground drainage or footpaths. The estimated cost of bringing these urban areas to a basic level of infrastructure is over $250 million.

This statement, as it supports a proposed special charge scheme, addresses the calculation of the total amount that may be levied by Council on the property owners in this proposed scheme being those persons who receive a special benefit from the proposed works through the imposition of the proposed special charge (**Maximum Total Levy**).

The calculation of the Maximum Total Levy requires the following steps to be undertaken:

- first, the calculation of the total cost of the works
- second, the calculation of the 'benefit ratio' (**Benefit Ratio**) which depends on reasonable estimates being made of:
  - i. 'total special benefits' to the properties included in the proposed scheme (TSB (in)) – that is, properties receiving a special benefit and being required to pay the special charge
  - ii. 'total special benefits' to properties not included in the proposed scheme (if any) (TSB (out)) – that is, properties receiving a special benefit but not being required to pay the special charge, and
  - iii. 'total community benefits' – that is, direct and tangible benefits to the broader community

A. Define Purpose

The purpose of the proposed special charge scheme is to defray the costs associated with the upgrade of the roads, and the provision of nature strip works and ancillary works, in the scheme area (**Scheme** and **Special Charge).**

The proposed special charge scheme extends to include a portion of The Esplanade in front of 154 The Esplanade in Surf Beach. The scheme area and its boundaries have been chosen to only include the property on the northern side of The Esplanade and it does not include the land on the southern side of The Esplanade, along the foreshore. This is because it is considered that only the relevant northern land (being privately owned rateable land) and not the southern land (being publicly owned coastal reserve land managed by Phillip Island Nature Parks (PINP) and Department of Energy, Environment and Climate Action (DEECA)) will receive a relevant special benefit from the Scheme works. While the southern foreshore land may receive some form of direct and tangible benefit from the works, any such benefit is considered to be wholly marginal and inconsequential and would not relevantly constitute a special benefit. It is therefore considered that this land should not be included in the Scheme area and boundaries as special benefit land and otherwise treated as TSB (out) land.

Dunvegan Crescent has a history of dust and traffic safety issues, both broad and localised, over many years. These include but are not limited to the following:

Benefit Ratio Statement

- dust generated by traffic along unsealed roads, contributing to reduced air quality and amenity
- safety risks associated with pedestrians walking along unsealed roads with vehicle traffic.

Consistent with the petition originally received by Council for Dunvegan Crescent, Surf Beach to be improved, there is now an opportunity to commence a special charge scheme process that is funded by a joint contribution from Council and property owners in the Scheme area. A formal special charge scheme is administered under the *Local Government Act 1989* (**Act**). A road upgrade project of the type presently being considered would take at least four years to deliver in line with the legislative process.

The purpose of the improvement works would include but is not limited to the following:

- less dust to properties and impact to property owners' and occupiers' health and safety
- less risk of errant vehicles and unsafe driving behaviours along the gravel roads
- less risk of pedestrian trips, slips, falls and collisions with vehicles
- improved access for motorists and pedestrians

B. Ensure Coherence

It is considered that the proposed road improvement works located along Dunvegan Crescent will provide a special benefit to the property owners located within the Scheme area and boundaries and that this special benefit is otherwise physically connected to the purpose set out in A. It is also considered that, as earlier noted, the properties to be included in the Scheme – and only those properties – will receive a relevant special benefit.

Benefit Ratio Statement

C. Calculate Total Costs

The implementation of a special rate or charge is governed by section 163 of the Act. There are also Ministerial Guidelines made pursuant to section 163(2C) of the Act. These provide guidance to Council on how to calculate the Maximum Total Levy.

For this project, the Maximum Total Levy has been calculated in accordance with the Guidelines. The total levy amount, and other relevant data, is summarised in Table 1 below:

Total Project Cost (not inc GST) **Preferred Concept Option**	**$900,038**
LESS the cost to remove dust suppressant seal on north end and return to gravel	**$40,000**
Total Scheme Costs **Benefit Ratio** **Maximum Levy Amount** **Council Contribution (%)** **Council Contribution ($)**	**$860,038** **.2051** **$176,394** **79.49%** **$683,644**
Total Council Liability	**$683,644**

Table 1: Scheme costs

Benefit Ratio Statement

D. Identify Special Beneficiaries

It is considered that all the properties – and only those properties – with a present frontage to the unsealed road included within the Scheme area and boundaries (and as otherwise listed in the Schedule 2) will receive a special benefit from the proposed road works to be performed under the Scheme.

On this basis, all the properties in the Scheme, following completion of the works, will enjoy a right of abuttal and access to roads which have been fully constructed to Council's satisfaction.

The boundaries delineating the area of the Scheme and showing the properties which are considered to receive a special benefit from the road improvements proposed is shown below in Figure 1.

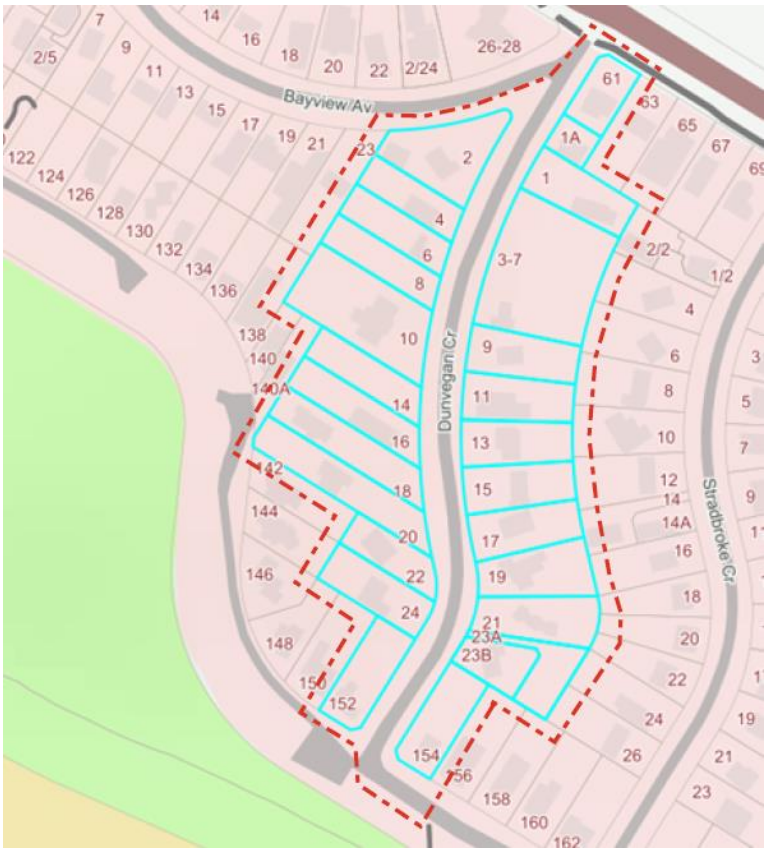


Figure 1 – Scheme area and boundaries

Benefit Ratio Statement

As already noted, only the 26 privately owned rateable properties included in the Scheme are considered to receive a special benefit from the works to be provided under the Scheme. The relevant special benefit is in the form of the construction of the road.

It is separately acknowledged that not all the properties within the Scheme area will receive the same level of road improvement benefits. There are, for example, some properties within the Scheme area that will not receive the same level of road improvement benefits as other properties within the Scheme area.

Notwithstanding such 'property-specific differences' in the levels of overall special benefit, the purpose of the calculations in relation to the calculation of the Maximum Total Levy ignore this. The calculations do not require Council to address (and they do not address) issues pertaining to whether all properties receive the same level of benefits; these issues, otherwise pertaining to a fair and reasonable overall distribution of the special charge amongst all the property owners, are dealt with in the separate cost Apportionment and Distribution Statement.

For present information purposes, the relevant 'property-specific differences' are noted and summarised as follows:

The property at 61 Phillip Island Road shares a boundary with Phillip Island Road, which is a sealed road. This property will not receive the same level of road improvement benefits as other properties within the Scheme. This property will, however, still be considered to receive a 'full' road improvement special benefit for the purposes of the calculation of the Benefit Ratio, even though in the interests of fairness and equity, the property will be given a 'discounted' road benefit charge at the distribution/apportionment stage.

The property at 2 Dunvegan Crescent shares a boundary with Bayview Avenue and will not receive the same level of road improvement benefits as other properties within the Scheme. This property will, however, still be considered to receive a 'full' road improvement special benefit for the purposes of the calculation of the Benefit Ratio, even though in the interests of fairness and equity, the property will be given a 'discounted' road benefit charge at the distribution/apportionment stage.

The property at 152 The Esplanade shares a boundary with The Esplanade and will not receive the same level of road improvement benefits as other properties within the Scheme. This property will, however, still be considered to receive a 'full' road improvement special benefit for the purposes of the calculation of the Benefit Ratio, even though in the interests of fairness and equity, the property will be given a 'discounted' road benefit charge at the distribution/apportionment stage.

As mentioned, all the properties included in the Scheme are privately owned rateable land and will receive a relevant special benefit. On this basis, they will comprise the Total Special Benefit (TSB (in)) properties. There are no reserves or community parks, or other property owned by Bass Coast Shire Council or any other public body or any other non-rateable land within the Scheme area, and as already noted, the land on the southern side of the Scheme area (being publicly owned coastal reserve managed by Phillip Island Nature Parks (PINP) and Department of Energy,

Environment and Climate Action (DEECA)) will not receive a special benefit from the Scheme works. While the southern side publicly owned land may receive some form of direct and tangible benefit from the works, any such benefit would be wholly marginal and inconsequential and would not relevantly constitute a special benefit. It is therefore considered that this land should not be included in Scheme area and boundaries as special benefit land, and that any benefits to the public land arising from the works (because they would be enjoyed by people in the broader community) should properly be treated as community benefits. For these reasons, the southern public land should not be included as TSB (out) properties.

On this basis, no properties are required to be excluded from the assessment of special benefit as being a Total Special Benefit (TSB (out)) property (that is a property receiving a special benefit but not liable to pay the Special Charge).

E. Determine Properties to Include

For the purposes of calculating the Benefit Ratio, a notional benefit value, called a Benefit Unit (**BU**), will be used. This is equal to an 'average benefit' for all the properties included in the Scheme (viz. the 26 privately owned rateable properties). It is proposed, on this basis, that all properties included within the Scheme area will receive a full benefit unit from the road works (being a total of **1 BU** for each property).

One property has the potential to be subdivided based on the size of the lot compared to regular size lots in the estates. This property is 3-7 Dunvegan Crescent, Surf Beach

This property has the potential to be subdivided into separate lots (making extra properties for the Scheme). In total this would produce 2 further 'notional' lots, also being 'special benefit in' properties. A plan of the above property is shown below in Figure 2 and shows the potential further 'notional' lots.

Benefit Ratio Statement



Figure 2: 3-7 Dunvegan Crescent with potential to subdivide into three properties

The above property shall receive the following additional benefit units for road improvement works as per Table 2.

Property	Standard notional Benefit Unit	Further notional Benefit Units to account for potential future subdivision of lot	Total Benefit Units
3-7 Dunvegan Crescent	1.0 BU	2 x 1.0 BU	3.0 BU

Table 2: Further 'Notional' Benefit units for potential subdivision of property 3-7 Dunvegan Crescent

F. Estimate Total Special Benefits

The total number of Benefit Units (TSB) has been calculated as follows:

TSB = TSB (in) + TSB (out)

Total Special Benefits = Total Special Benefits (in) + Total Special Benefits (out)

TSB (in) has been calculated as follows:

Total Special Benefit Units (In) (TSB in)	

Benefit Ratio Statement

26 Residential Properties @ 1.0 BU each	26.0
Further notional BU's based on potential subdivisions	2.0
Total TSB (in)	**28.0**

TSB (out) has been calculated as follows:

Total Special Benefit Units Out (TSB out)	
Council reserves and community parks, other public land or non-rateable land otherwise receiving a relevant special benefit but not capable of being charged (as explained in the body of the Benefit Ratio Statement)	0
Total TSB (out)	**0**

Therefore, TSB = 28.0 + 0 = 28.0

G. Estimate Total Community Benefit

In addition to assessing the total special benefits for the Scheme, an assessment of any overall community benefit is also required to be undertaken to calculate the Maximum Total Levy.

In terms of assessing the level of overall community benefit, it is considered that the works included in the Scheme will provide a significant benefit to the broader community, and that accordingly, the level of benefit accruing to the properties required to pay the Special Charge will be correspondingly (and in this instance) substantially lower.

"Community benefits" are considered to exist where the Scheme works will provide tangible and direct benefits to people in the broader community. These will generally derive from the provision of works that are generally available to people other than the owners and occupiers of the properties receiving a special benefit.

The community benefits attributable to the proposed Scheme works are derived from the greater or external community receiving benefits, and arising from:

1. The use of Dunvegan Crescent for external wider community traffic (i.e. tourist traffic accessing beach carparks and traffic generated by other properties within the Surf Beach and Sunderland Bay estates, however outside, and away from, the Scheme area boundaries)
2. Improvements in surface and stormwater quality discharging to the existing drainage outfalls
3. The use of Dunvegan Crescent as an emergency route for the public to use if Phillip Island Road is ever blocked to traffic.

Benefit Ratio Statement

4. The publicly owned coastal reserve managed by Phillip Island Nature Parks (PINP) and Department of Energy, Environment and Climate Action (DEECA)) possibly receiving some tangible and direct benefits for people in the broader community.

On this basis, it is generally considered that people in the broader community will receive significant benefits from the works being provided under the Scheme. Accordingly, Council should, in fairness and in accordance with the requirements of the Act and the Ministerial Guidelines, pay for that benefit.

The rationale for this is as follows:

- There will be some improvement in public beach access for the wider community and also improvement in public road access for other community within Surf Beach and Sunderland Bay.
- There will be an improvement in water quality being discharged at the stormwater outfall drains.
- There will be an improvement in access along Dunvegan Crescent when required for usage as an emergency route for Phillip Island Road traffic when the main access along Phillip Island Road is blocked.
- There will be some improved access to the publicly owned coastal reserve managed by Phillip Island Nature Parks (PINP) and Department of Energy, Environment and Climate Action (DEECA).

To further support this position, Council officers note, and are of the view that, based on surveys, research and traffic studies carried out by Council in 2021-2022, persons other than those living in Dunvegan Crescent will continue to use Dunvegan Crescent as a main through-local road following the proposed road upgrade.

To assess the likely number of persons who are not accessing or servicing the 26 properties included in the Scheme, a community survey, Census data 2021, carparking surveys, traffic count data and aerial data has been used. These are considered in turn.

Community survey

A community survey of property owners within Surf Beach and Sunderland Bay was undertaken in May-June 2022 and Council received 394 completed questionnaires. Property owners in the estates showed the following:

- There was an average of 2.7 vehicle trips per day per household, however this was an estimate only and included property owners' trips, and did not account for vehicle movements required for servicing the properties, such as trades, cleaning services, deliveries and visitors to private properties.
- On average, property owners with holidays homes spent approximately 103 days per year at the properties.

Benefit Ratio Statement

Traffic data

Traffic data collected in the Christmas holidays of 2021-22 (peak traffic period), and then in February 2022 (off peak traffic period), Census data 2021 and carparking surveys showed the following:

- Accounting for 4.9 vehicle trips per property generated in peak traffic periods is within a reasonable level of the assumed amount of traffic being generated by private properties.
- Accounting for 6.5 vehicle trips per property generated in off peak traffic periods is within a reasonable level of the assumed amount of traffic being generated by private properties.

The Infrastructure Design Manual 2019 Version 5.30, Clause 12.3.1, used by Bass Coast Shire Council recommends that there are 10 vehicle trips generated per household per day for residential urban areas when fully developed.

The 4.9 and 6.5 vehicle trips per property generated in peak and off-peak traffic periods are within a reasonable level of the assumed amount of traffic being generated by the 26 private properties.

Multiplying the 4.9 and 6.5 vehicle trips per property by the 26 properties along Dunvegan Crescent equates to 127 and 169 vehicle movements per day respectively for peak and non-peak periods.

It is assumed there are 116 peak traffic periods (days) per year based on the long weekends, school holiday periods and summer weekends in December and February as shown in Table 3 below. This also aligns closely with the average amount of time property owners with holiday homes spend in the area each year according to the community survey data collected (103).

Typical peak holiday periods per year			**Days**
Christmas holidays	18/12/2021	30/01/2022	44
Labour Day weekend	12/03/2022	14/03/2022	3
Easter school holidays	9/04/2022	25/04/2022	17
Anzac day	25/04/2022	25/04/2022	1
Queens birthday weekend	11/06/2022	13/06/2022	3
June school holidays	25/6/2022	10/7/2022	16
AFL Grand Final weekend	23/09/2022	25/09/2022	3
September school holidays	17/09/2022	2/10/2022	16
Additional summer weekends in December & February			13
		Total	116

Table 3: Peak traffic periods per year

Benefit Ratio Statement

Based on an ultimate design of 4.9 and 6.5 vehicle trips being generated by private properties in peak and off-peak periods respectively, the following vehicle trips per year would be generated in the future as shown in Table 4.

Vehicle trips generated by private properties	Vehs/day	Days	Properties	Vehicle trips per year
Peak vehs/day	4.9	116	26	14,778
Off peak (vehs/day)	6.5	249	26	42,081
			Total	**56,859**

Table 4: Vehicle trips per year generated by private properties

The amount of **56,859** vehicle trips per year will be used as a reference related to the 28.0 Benefit Units being generated by the road works for the private properties.

There are a number of beach carpark access points along The Esplanade that are utilised by tourists and Surf Beach and Sunderland Bay property owners that generate traffic along Dunvegan Crescent and other connecting streets, including in relation to the entire section of the public foreshore fronting the Scheme area, including the publicly owned coastal reserve managed by Phillip Island Nature Parks (PINP) and Department of Energy, Environment and Climate Action (DEECA).

These are shown in Figure 3.

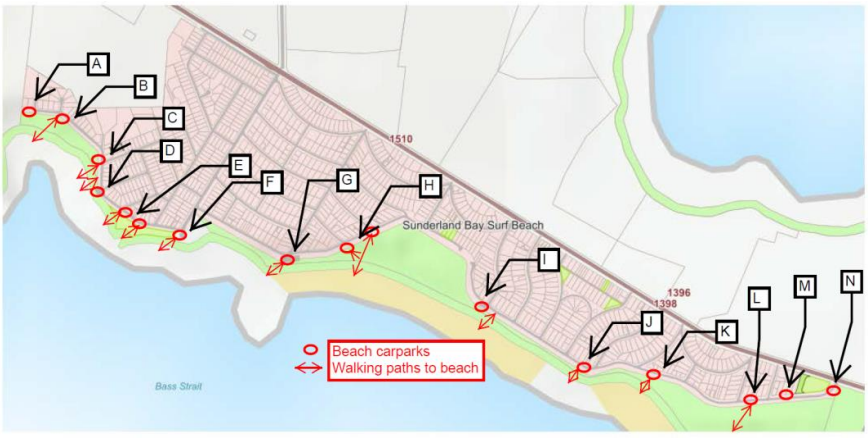


Figure 3 – Beach carparks along The Esplanade

There are also many other properties within Surf Beach and Sunderland Bay estates that may generate traffic along Dunvegan Crescent from outside of the proposed Scheme. This is shown in Figure 4 below:



Figure 4 –Map of properties within Surf Beach and Sunderland Bay estates that may generate traffic along Dunvegan Crescent from outside of the Scheme boundaries

Traffic count data undertaken shows the following along Dunvegan Crescent. This is shown in Figure 5.

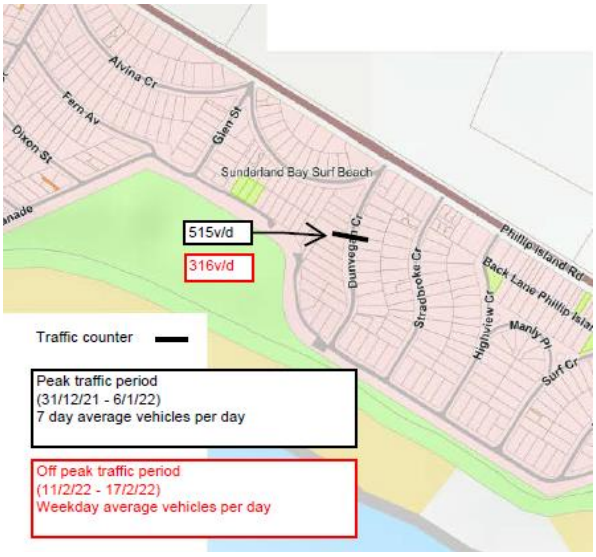


Figure 5 –Traffic count data along Dunvegan Crescent

Benefit Ratio Statement

In peak periods of traffic, it is estimated that there are 515 vehicles trips per day along Dunvegan Crescent. It is estimated that 127 of these trips are generated from properties within the proposed Scheme boundaries during peak times. Subtracting 127 from 515, it is estimated that the remaining 388 vehicle trips are generated from traffic outside of the Scheme boundaries (either from tourist traffic accessing beach carparks or from other traffic within Surf Beach and Sunderland Bay).

In off-peak periods of traffic, it is estimated that there are 316 vehicles trips per day along Dunvegan Crescent. It is estimated that 169 of these trips are generated from properties within the proposed Scheme boundaries during off peak times. Subtracting 169 from 316, it is estimated that the remaining 147 vehicle trips are generated from traffic outside of the Scheme boundaries (either from tourist traffic accessing beach carparks or from other traffic within Surf Beach and Sunderland Bay).

It is also estimated that if Dunvegan Crescent is sealed, there may likely be more wider community traffic utilise this road for access to beach carparks (I and J in Figure 3).

There may also be more usage of Dunvegan Crescent by other property owners within the Surf Beach and Sunderland Bay estates outside of the Scheme due to potential preference to use a sealed road instead of a gravel road.

There are several access roads that can be used between Phillip Island Road and The Esplanade that may have some traffic dynamic shifts to use Dunvegan Crescent as a preferable route to access properties due to it being sealed. It has been allowed that a conservative amount of 100% of the wider community traffic using other streets may shift to use Dunvegan Crescent until those roads are also sealed.

There may also be additional tourist traffic attracted to use the carparks if the road is fully sealed to the carpark at the end of Dunvegan Crescent. The capacity of beach access carparks is approximately 34 vehicles. It is noted there are times some overflow of vehicles occurs at these carparks onto The Esplanade. During peak periods the beach access carparks I and J vary from 0 to 28 (82%) vehicles. During off-peak periods the beach access carparks I and J vary from 0 to 2 (6%).

A conservative allowance (but otherwise 'generous' amount) of a 50% increase has been allowed for the wider community traffic using Dunvegan Crescent for potential additional use of the beach access carparks I and J.

The resulting vehicles trips per year generated by the wider community (tourist traffic accessing the beach carparks or properties within Surf Beach and Sunderland Bay estates, however outside of the Scheme boundaries) is shown in Table 5 below.

Vehicle trips generated by the wider community	**Current Vehs/day**	**Increase for traffic dynamic changes**	**Increase additional beach carpark usage**	**Days**	**Vehicle trips per year**
Peak veh/day	388	100%	50%	116	112,520

Benefit Ratio Statement

Off peak (veh/day)	147	100%	50%	249	91,508
				Total	**204,028**

Table 5: Vehicle trips per year generated by beach access carparks

Based on a pro-rata approach, the amount of Benefit Units to be adopted for improvement in public beach access and wider community benefits will be 204,028/56,859 x 28 BU = 100.5 BU

There will also be an improvement in water quality being discharged at the stormwater outfall drains through sealing of the roads. It is recommended that 2.0 BU be allowed for this benefit which again is considered to be (at best) a marginal benefit and otherwise generous. The cost of the Scheme works (referrable to the sealing of the roads) results in an allowance of 28.0 BU. This is approximately 7% (2.0/28.0) of the Scheme road benefits and is considered to be reasonable.

There will be an improved access for the use of Dunvegan Crescent and other roads within the area as emergency routes if Phillip Island Road is closed. The Department of Transport open data indicates that Phillip Island Road in the vicinity of Surf Beach and Sunderland Bay carries traffic volumes in the order of 12,000 vehicles per day, refer to Figure 6. Conservatively allowing this detour to be required once per year will generate a further 12,000 vehicles per year.

Based on a pro-rata approach, the amount of Benefit Units to be adopted for improvement in access for the emergency routes use within the estate will be 12,000/56,859 x 28.0 BU = 6.0 BU

Benefit Ratio Statement

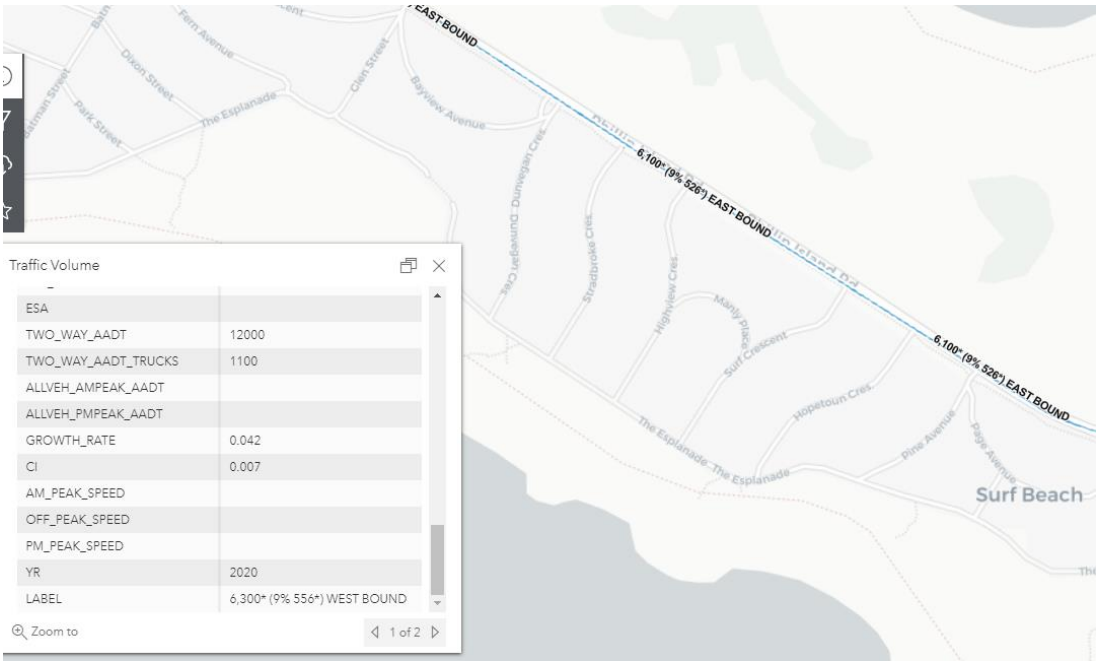


Figure 6 –Traffic data along Phillip Island Road

The total community benefits are shown in Table 6 below:

Total Community Benefits (TCB)	
External wider community traffic	100.5
Sealing of the roads resulting in better water quality	2.0
Improved emergency access or road closure	6.0
Total TCB	**108.5**

Table 6 – Total Community Benefits

H. Calculating the Benefit Ratio

The Benefit Ratio is calculated as:

$$R = \frac{\text{TSB (in)}}{\text{TSB (in)} + \text{TSB (out)} + \text{TCB}}$$

Benefit Ratio Statement

R = 28 / 28 + 0 + 108.5 = 28 / 136.5

Benefit Ratio = 0.2051

I. Calculating the Maximum Total Levy

The Act and the Ministerial Guidelines set out the basis for administering the Scheme and determining the distribution of costs. Council must determine the maximum amount that property owners included within the Scheme can contribute towards the cost of the works known as the Maximum Total Levy.

The legislation requires Council to determine the following:

- To identify any properties within the Scheme boundaries that will not be included in the Scheme (as properties required to pay the Special Charge) but which will receive a special benefit. This requirement primarily relates to non-rateable properties such as Council or Crown land. The Guidelines indicate that Council should contribute financially for these properties. No such properties exist in this Scheme.
- To assess the level of community benefit requiring Council to contribute to the Scheme costs based on the level of benefit to the broader community.

The following formula is used to determine the Maximum Total Levy amount:

S = R x C

Where **R** is the Benefit Ratio determined by Council, **C** is the total Scheme costs and **S** is the Maximum Total Levy amount that may be levied from all the persons who are liable to pay the Special Charges (being maximum amount levied to landowners).

Maximum Levy Amount (R x C = S)
0.2051 x $860,038 **= $176,394**

Apportionment and Distribution Statement

Dunvegan Crescent, Surf Beach
Special Charge Scheme

Attachments

Introduction

Council has developed a priority list of all areas across Bass Coast Shire that have unconstructed streets and inadequate drainage with the view to upgrading these areas. The policy which guides these projects is Council's Urban Roads and Drainage Improvement (URDI) Policy 2024. The funding mechanism for these types of upgrades shall be adopted through Council resolution. Funding sources may include:

- direct Council contribution
- external grants, funding, or contributions
- a special rate or charge in accordance with Section 163 of the *Local Government Act 1989* (**Act**)
- and/or a combination of the above

The special charge provisions allow for costs to be equitably attributed to those who receive a special benefit.

Dunvegan Crescent, Surf Beach has had a history of dust and safety issues over many years. These include but are not limited to the following:

- dust generated by traffic along unsealed roads, contributing to reduced air quality and amenity
- safety risks associated with pedestrians walking along unsealed roads with vehicle traffic.

At its 17 July Council Meeting 2024 Council resolved to:

1. Receive the petition, Dunvegan Crescent Upgrade
2. Commence work with the head petitioner and other property owners to investigate a preferred treatment option and potential costs to upgrade the road.
3. Note that a potential upgrade project would need to be considered in accordance with the Urban Roads and Drainage Improvement Policy at a future meeting
4. Advise the head petitioner of Council's decision.

It is expected that all properties included within the Scheme are expected to gain a special benefit from the road works over and above what currently exists. There are several properties within the Scheme area that will not receive the same level of road improvement benefit as other properties within the Scheme area. Those properties that do not receive the same level of benefits, in the interests of fairness and reasonableness, shall receive a 'discounted' road benefit and this process is further detailed in below sections of this statement.

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A. Method of Apportionment

For this project, the Maximum Total Levy amount has been calculated in accordance with the Act and the Ministerial Guidelines. The total levy amount and other relevant data is summarised in Table 1 below.

Total Project Cost (not inc GST) **Preferred Concept Option**	**$900,038**
LESS the cost to remove dust suppressant seal on north end and return to gravel	**$40,000**
Total Scheme Costs **Benefit Ratio** **Maximum Levy Amount** **Council Contribution (%)** **Council Contribution ($)**	**$860,038** **.2051** **$176,394** **79.49%** **$683,644**
Total Council Liability	**$683,644**

Table 1: Scheme costs

To apportion and distribute the Maximum Total Levy amount amongst and between the properties included within the Scheme, each property was assessed to determine the special benefit they will receive from the works. The Maximum Total Levy amount has been distributed amongst all the properties that are considered to receive a special benefit from the works.

All 26 properties within the Scheme receive a relevant special benefit from the works to be provided under the Scheme. The relevant special benefit is the construction of the road.

Adjustment Factors

Once the Maximum Total Levy amount has been calculated, it is necessary to determine an appropriate way to distribute the total costs to and amongst all property owners included within the Scheme boundaries.

The road component costs are ordinarily distributed through two different methods. The first method is based on a percentage of boundary lengths adjacent or fronting the road, meaning those properties with a longer front boundary will contribute more based on proximity and accessibility to the road. The second method is to distribute the road component costs evenly amongst all the property owners based on property owners receiving a similar improvement based on similar usage of the road network.

Attachments

In this Scheme, the property sizes and shapes in the Scheme boundary vary and due to this some have very small or very large boundaries adjacent to/adjoining the road being constructed. The large differential in boundary lengths creates a large difference in cost distribution if costs are apportioned only using this method. If the method of distributing the road component costs equally amongst property owners is used, then it does not account that some property owners with longer front boundaries will be gaining additional benefit from the proximity and accessibility that comes with a longer boundary adjacent to the road. For these reasons, it is considered appropriate to also consider a method of apportioning the road component costs using a combination of the two methods such that some of the costs are distributed based on boundary length adjacent to the road and some of the costs are distributed equally amongst property owners based on a similar usage of the road.

The front and/or side boundary lengths of each property is established and checked against the property title or plan of subdivision.

Adjustment factors for each property are then considered to ensure the resulting apportionment costs are considered fair and equitable for all properties included in the Scheme. These adjustment factors included:

- Whether road component costs are apportioned equally or based on boundary lengths
- Whether a property has a front and/or side boundary (i.e. a corner lot)
- Whether a property may be subject to a future special charge scheme, such as a corner lot.

After evaluating various alternatives for the method of distribution, it was considered that the method adopted results in the fairest and most equitable distribution of costs amongst the property owners.

The distribution of costs amongst the properties in the Scheme has been distributed on the basis of the road component of works. Road component costs of works have been distributed based on the following various factors which include:

- A portion of the road component costs being equally shared amongst all property owners
- A portion of the road component costs being distributed to property owners based on boundary lengths (front and side) adjacent to a road(s) proposed to be upgraded
- A discount being applied to the side boundary of a property adjacent to a road
- A discount being applied to a property that may be subject to a future special charge scheme, such as a corner lot.

Once these dimensions and factors had been confirmed, each property's individual circumstances were considered, and different adjustment factors were trialled. These factors are as follows:

Consideration A – **Recommended**

It was considered that the road component distribution of costs be based on:

- 25% of the road component costs to be distributed based on property boundary lengths adjacent to road(s)
- 75% of the road component costs to be distributed equally amongst properties

- Street boundary length is made up of 100% the front boundary (typically the shorter boundary) and 30% of any additional boundaries with other streets (for example a corner lot)
- Properties that may be subject to a future special charge scheme, such as a corner lot, will have a 50% discount applied to aspects that would be considered in both schemes, such as equal sharing of costs.

Consideration B

It was considered that the road component distribution of costs be based on:

- 50% of the road component costs to be distributed based on property boundary lengths adjacent to road(s)
- 50% of the road component costs to be distributed equally amongst properties
- Street boundary length is made up of 100% the front boundary (typically the shorter boundary) and 30% of any additional boundaries with other streets (for example a corner lot)
- Properties that may be subject to a future special charge scheme, such as a corner lot, will have a 50% discount applied to aspects that would be considered in both schemes, such as equal sharing of costs.

Consideration C

It was considered that the road component distribution of costs be based on:

- 75% of the road component costs to be distributed based on property boundary lengths adjacent to road(s)
- 25% of the road component costs to be distributed equally amongst properties
- Street boundary length is made up of 100% the front boundary (typically the shorter boundary) and 30% of any additional boundaries with other streets (for example a corner lot)
- Properties that may be subject to a future special charge scheme, such as a corner lot, will have a 50% discount applied to aspects that would be considered in both schemes, such as equal sharing of costs.

Consideration D

It was considered that the road component distribution of costs be based on:

- 100% of the road component costs to be distributed based on property boundary lengths adjacent to road(s)
- 0% of the road component costs to be distributed equally amongst properties

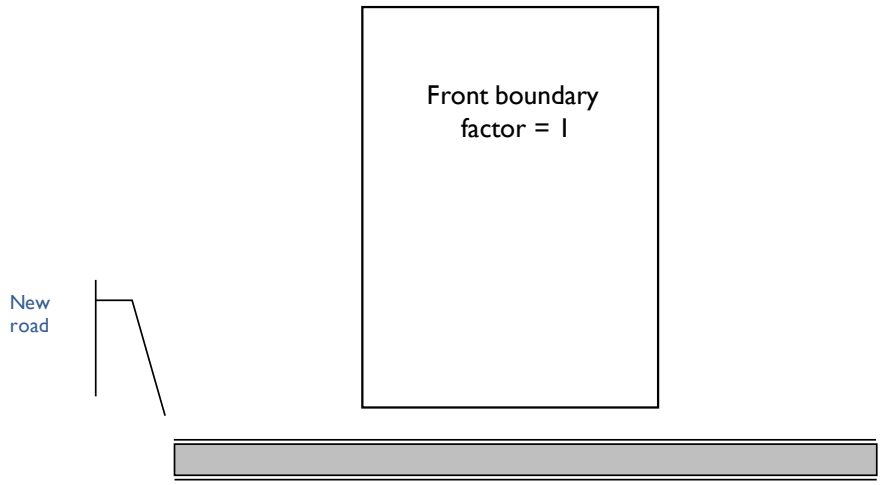
- Street boundary length is made up of 100% the front boundary (typically the shorter boundary) and 30% of any additional boundaries with other streets (for example a corner lot)
- Properties that may be subject to a future special charge scheme, such as a corner lot, will have a 50% discount applied to aspects that would be considered in both schemes, such as equal sharing of costs.

Consideration A has been considered the most fair and equitable option amongst all properties as costings resulted in being more evenly spread throughout, while still considering all the various factors.

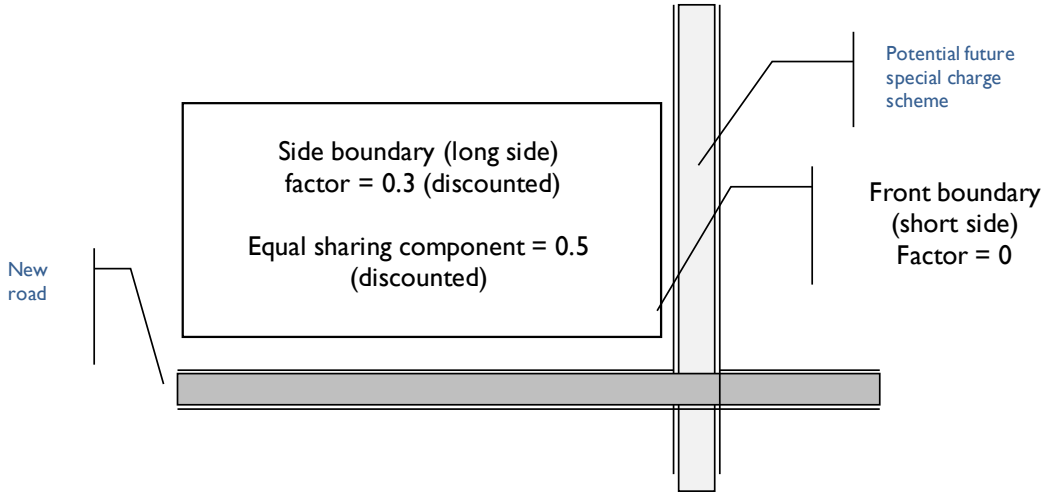
A detailed list of distribution of costs compared is outlined in Table 3.

Examples of how the adjustment factors could be used to distribute the costs amongst property owners are shown below:

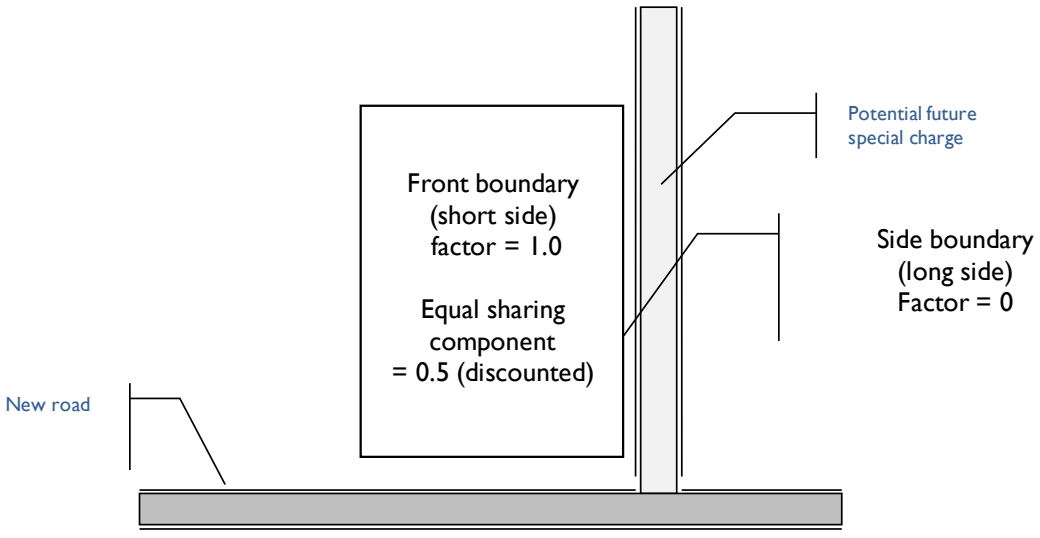
Standard property (no adjustment)



Corner Property (long boundary and potential for future scheme)

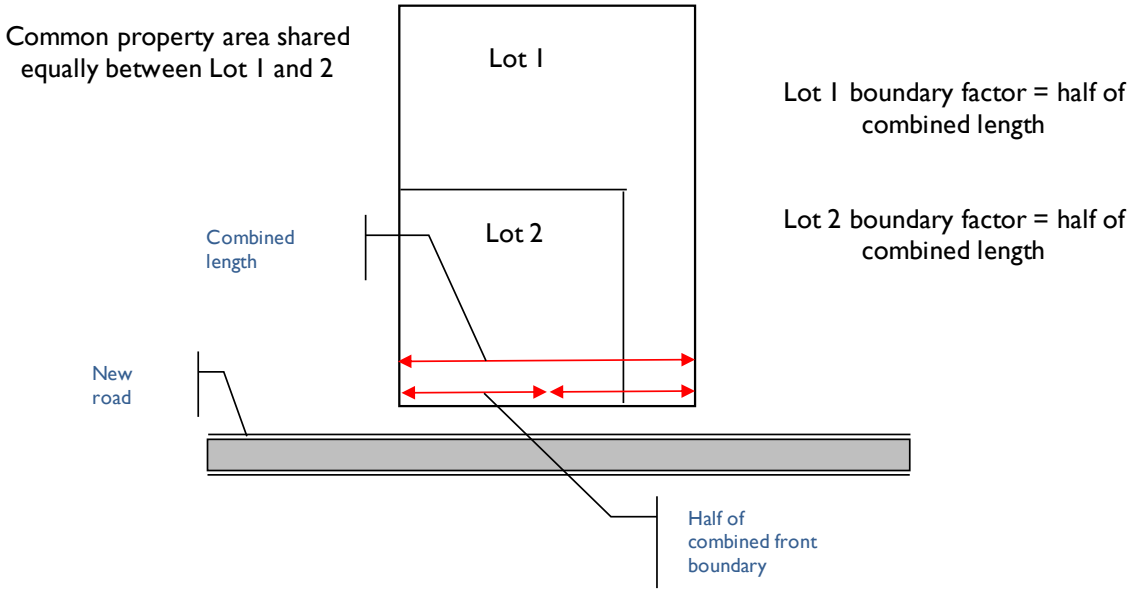


Corner Property (short boundary and potential for future scheme)

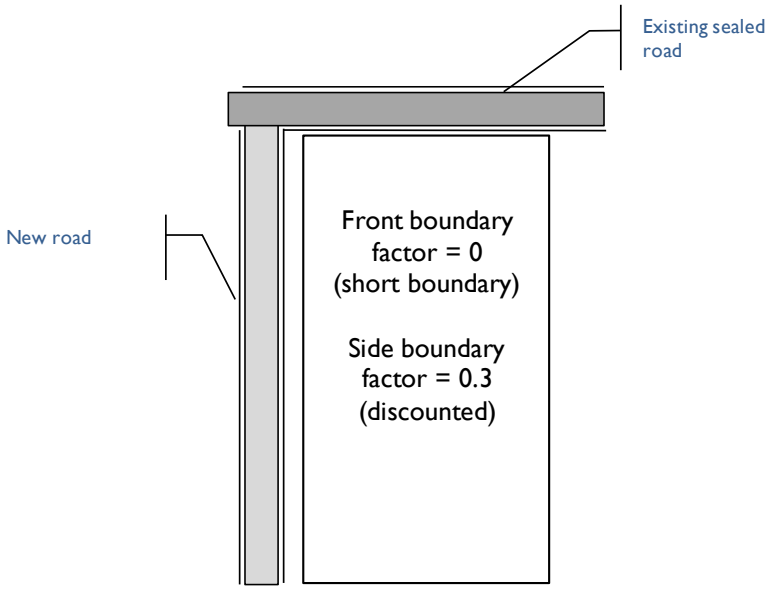


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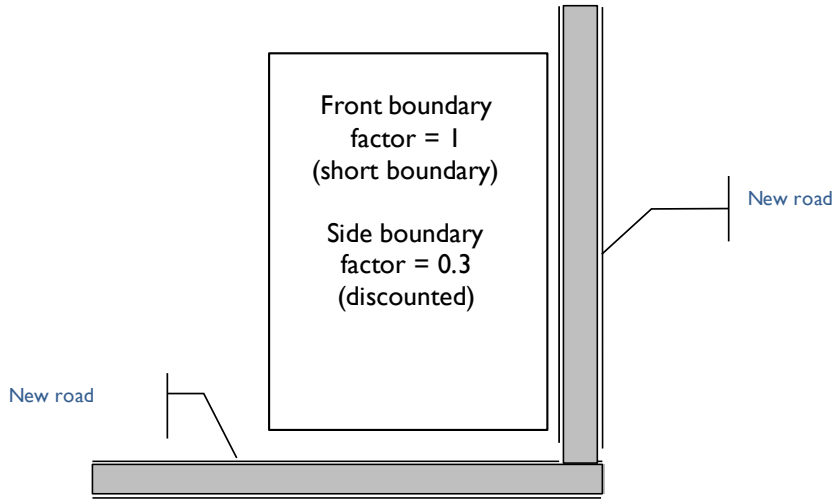
Shared Front Boundary



Corner property next to existing sealed road (long boundary)



Corner property (both boundaries)



In order to apportion the Maximum Total Levy amount between the properties within the Scheme, each property was assessed to determine the special benefit they receive from the works. Refer to the Benefit Ratio Statement.

The apportionment data is collected and summarised within the attached Table 3. Actual dimensions and areas of properties have been obtained from title information.

Multiple Boundary Adjustments (i.e. corner lots)

The properties included in the Scheme that have more than one boundary with roads, such as a front (short) boundary and a side (long) boundary adjacent to different streets will receive different benefits from road related infrastructure and as such will have an adjustment factor of 0.3 applied to the length of side boundary. The total boundary of the property that will be considered will be a combination of the front boundary (short) and 0.3 of the side boundary adjacent to roads.

Adjustment for future special charge scheme

There are 2 properties (identified below) that have the potential to be affected by a future road and drainage improvement project on an adjacent street. So that there is not a doubling up of special charges from two different road and drainage upgrade projects, there will be a 50% discount in regard to aspects that would be considered in both schemes, such as equal sharing of costs. There would not be a discount on the boundary length component of costs as this discount would only apply to each individual special charge scheme. The properties considered for this discount are listed in Table 2 and shown in Figure 1 below:

2 Dunvegan Crescent
152 The Esplanade

Table 2: List of properties with potential for future special charge schemes

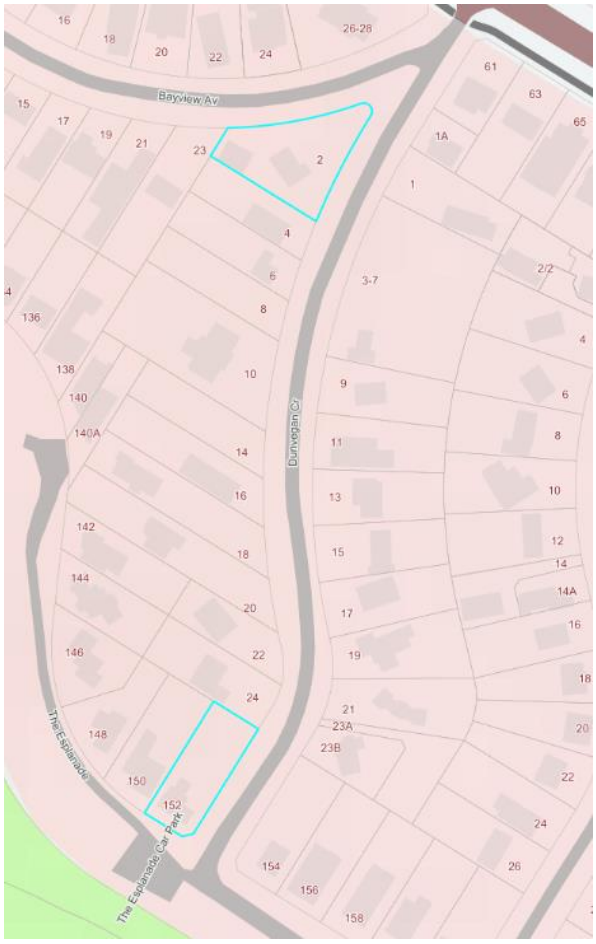


Figure 1: Properties with potential for future special charge schemes

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Special Benefit Unit Calculation Costs

Once the adjustment factors are determined, the costs are then distributed to each property by defining and applying Benefit Units (BU) to each property. There will be different BU for each component of the overall scheme cost and if those components are to be distributed differently, such as sharing equally or based on a length. Each property will have different amounts of BU applied to each cost component depending on the adjustment factors.

If the costs are shared equally, all properties will have 1 BU applied and some properties may have this discounted for various adjustment factors. The value of 1 BU will be equal to the cost of that component divided by the amount of BU in total applied. The total number of BU will be less than the total number of properties.

If the costs are distributed by length, then the property with the smallest length will have 1 BU applied. Other properties will have a BU applied in proportion to this smallest length. For example, if the smallest boundary was 12m, this property would have 1 BU. A property with 15m boundary would have 1 x 15/12 BU applied = 1.25 BU.

In terms of distributing the costs in relation to boundary length, the smallest boundary adjacent to the road is 23A Dunvegan Crescent and 23B Dunvegan Crescent (both 7.81m).

Note that the road component costs have been broken down into 2 portions to distribute the costs. These portions are:

- 75% of road components costs to be equally shared
- 25% of road components costs to be distributed based on boundary lengths adjacent to roads

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Distribution of Road Sealing Components Costs to be Equally Shared

In terms of calculating the distribution of the equally shared road component sealing costs, this is undertaken by firstly calculating the value of one Road Sealing Equally Shared Related Infrastructure BU (RSESRI BU) and then multiplying this amount by the number of RSESRI BU applied to each property.

The amount of road component cost to be equally shared amongst property owners has been considered to be 75% based on there being a split between the two traditional methods of cost apportionment.

One RSESRI BU is calculated by then multiplying the road component cost by 75% and then dividing by the total RSESRI BU across the scheme.

The total RSESRI BU = 25

The road component cost is $176,394

1 RSESRI BU = 75% x $176,394/25

= $5,291.82

Distribution of Road Sealing Components Costs Related to Boundary Length

In terms of calculating the road component costs that are distributed by boundaries adjacent to the road, this is undertaken by firstly calculating the value of one Road Sealing Boundary Related Infrastructure BU (RSBRI BU) and then multiplying this amount by the number of RSBRI BU applied to each property.

The amount of road component cost to be distributed based on boundary length has been considered to be 25% based on there being a split between the two traditional methods of cost apportionment.

One RSBRI BU is calculated by then multiplying the road component cost by 25% and then dividing by the total RSBRI BU across the scheme.

The total RSBRI BU = 70.4841

The road component cost is $176,394

1 RSBRI BU = 25% x $176,394/70.4841

= $625.65

RSESRI BU – Road Sealing Equally Shared Related Infrastructure Benefit Unit

RSBRI BU – Road Sealing Boundary Related Infrastructure Benefit Unit

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Typical Apportionment Calculation Examples

Now that the relevant data has been determined, the total cost to each owner in the scheme can be calculated. The examples listed below are based on the various property benefits that are received by properties within the scheme. These examples include the following:

- a regular property
- a corner property
- a corner property with both boundaries included

Regular Property (13 Dunvegan Crescent)

Property Information
Front boundary = 21.08m

Benefit Units for the Property
Road Related Infrastructure
RSESRI BU = 1.0000
RSBRI BU = 21.08/7.81 = 2.6991

Property Charge for Road related infrastructure
Road Related Infrastructure
RSESRI BU x $5,291.82 = 1.0000 x $5,291.82 = $5,291.82
RSBRI BU x $625.65 = 2.6991 x $625.65 = $1,688.69

Total property charge = $6,980.51

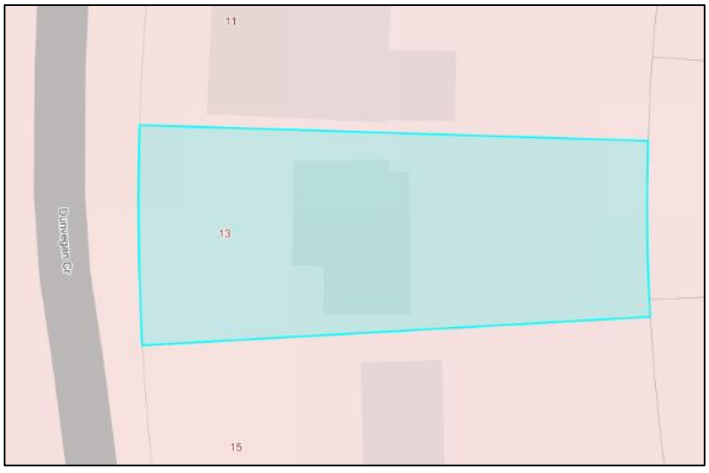


Figure 2: 13 Dunvegan Crescent, Surf Beach

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Corner Property (152 The Esplanade) - potential for future special charge scheme

Property Information
Front boundary = 18.62m
Side boundary = 47.88m
Adjusted side boundary = 0.3 x 47.88 = 14.36m

Benefit Units for the Property
Road Related Infrastructure
RSESRI BU = 0.5 x 1.0000 = 0.5
RSBRI BU = 14.36/7.81 = 1.8387

Property Charge for Road related infrastructure
Road Related Infrastructure
RSESRI BU x $5,291.82 = 0.5 x $5,291.82 = $2,645.91
RSBRI BU x $625.65 = 1.8387 x $625.65 = $1,150.38

Total property charge = $3,796.29

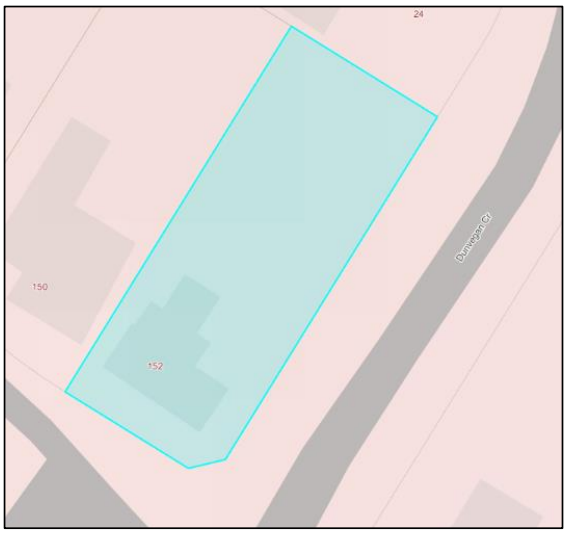


Figure 3: 152 The Esplanade, Surf Beach

Corner Property (154 The Esplanade) - both boundaries included in current scheme

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Property Information
Front boundary = 18.62m
Side boundary = 47.88m
Adjusted side boundary = 0.3 x 47.88 = 14.36m

Benefit Units for the Property
Road Related Infrastructure
RSESRI BU = 1 x 1.0000 = 1
RSBRI BU = 14.36+18.62/7.81 = 4.2228

Property Charge for Road related infrastructure
Road Related Infrastructure
RSESRI BU x $5,291.82 = 1 x $5,291.82 = $5,291.82
RSBRI BU x $625.65 = 4.2228 x $625.65 = $2,641.99

Total property charge = $7,933.81

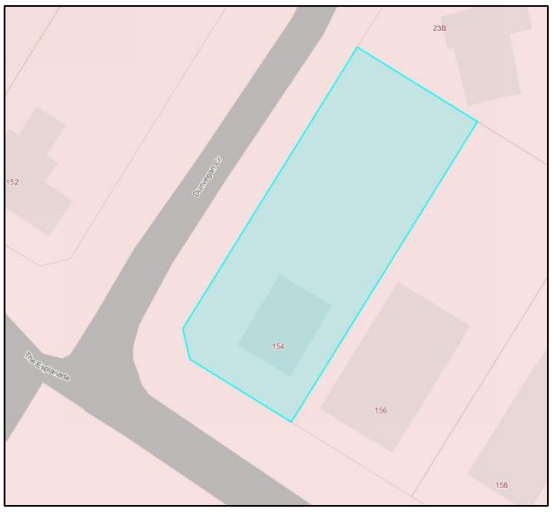


Figure 4: 154 The Esplanade, Surf Beach

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Table 3: Distribution of Costs

Property Address	Legal Description	Consideration A	Consideration B	Consideration C	Consideration D
61 Phillip Island Rd	Lot 1 PS605047	$6,045.66	$5,035.57	$4,025.48	$3,015.39
1 Dunvegan Cres	LOT 258 LP 12328	$6,980.51	$6,905.27	$6,830.02	$6,754.78
1A Dunvegan Cres	Lot 2 PS605047	$6,613.63	$6,171.50	$5,729.38	$5,287.25
2 Dunvegan Cres	Lot 1 TP 178626W (Frmly LOT 281 LP 12328)	$6,483.15	$9,438.43	$12,393.70	$15,348.97
3-7 Dunvegan Cres	CP 361081V	$10,358.71	$13,661.67	$16,964.63	$20,267.59
4 Dunvegan Cres	LOT 282 LP 12328	$6,535.11	$6,014.46	$5,493.82	$4,973.18
6 Dunvegan Cres	LOT 283 LP 12328	$6,551.13	$6,046.50	$5,541.87	$5,037.24
8 Dunvegan Cres	Lot 1 838871 SP 0	$6,575.15	$6,094.55	$5,613.95	$5,133.34
9 Dunvegan Cres	LOT 254 LP 12328	$6,980.51	$6,905.27	$6,830.02	$6,754.78
10 Dunvegan Cres	Lot 2 838871 SP 0	$7,954.65	$8,853.54	$9,752.44	$10,651.34
11 Dunvegan Cres	Lot 1 PS606463	$6,980.51	$6,905.27	$6,830.02	$6,754.78
13 Dunvegan Cres	Lot 2 PS606463	$6,980.51	$6,905.27	$6,830.02	$6,754.78
14 Dunvegan Cres	LOT 287 LP 12328	$6,687.33	$6,318.91	$5,950.48	$5,582.06
15 Dunvegan Cres	LOT 251 LP 12328	$6,980.51	$6,905.27	$6,830.02	$6,754.78
16 Dunvegan Cres	LOT 288 LP 12328	$6,747.39	$6,439.03	$6,130.67	$5,822.31
17 Dunvegan Cres	LOT 250 LP 12328	$6,980.51	$6,905.27	$6,830.02	$6,754.78
18 Dunvegan Cres	LOT 1 TP 3055V(FMRLY LOT 289 LP 12328)	$6,818.72	$6,581.68	$6,344.64	$6,107.61
19 Dunvegan Cres	LOT 1 TP 212325B(FMRLY LOT 249 LP 12328)	$6,512.65	$5,969.54	$5,426.44	$4,883.33
20 Dunvegan Cres	Lot 1 TP003056	$6,918.82	$6,781.89	$6,644.96	$6,508.02
21 Dunvegan Cres	LOT 248 LP 12328	$6,512.65	$5,969.54	$5,426.44	$4,883.33
22 Dunvegan Cres	LOT 291 LP 12328	$6,865.95	$6,676.15	$6,486.35	$6,296.55
23A Dunvegan Cres	Lot 2 844684 SP 0	$5,917.47	$4,779.18	$3,640.89	$2,502.60
23B Dunvegan Cres	Lot 1 844684 SP 0	$5,917.47	$4,779.18	$3,640.89	$2,502.60
24 Dunvegan Cres	LOT 237 LP 12328	$6,765.04	$6,474.32	$6,183.60	$5,892.88
152 The Esplanade	LOT 241 LP 417787F	$3,796.29	$4,064.71	$4,333.12	$4,601.54
154 The Esplanade	LOT 242 LP 12328	$7,933.81	$8,811.88	$9,689.94	$10,568.00

(AT-4) - ATTACHMENT 4

PROPOSED DECLARATION OF SPECIAL CHARGE FOR THE PURPOSE OF CONSTRUCTING AND IMPROVING ROADS ALONG DUNVEGAN CRESCENT, SURF BEACH.

1. Bass Coast Shire Council (**Council**) at the 21 April 2027 Council Meeting proposes to declare a Special Charge (**Special Charge**) under section 163(1) of the *Local Government Act 1989* (**Act**), and otherwise according to law, for the purpose of defraying costs and expenses incurred and/or to be incurred by Council in relation to the construction and improvement of roads along Dunvegan Crescent, Surf Beach situated within the municipal district of the Council (**Street**), such works involving the full upgrade of roads, including the provision of road pavement and sealing works, nature strip works, road narrowings for local traffic management, and other ancillary works necessary to complete the construction of the project known as the 'Dunvegan Crescent Special Charge Scheme' otherwise in accordance with the concept plans approved by Council at the 21 October 2026 Council Meeting (**Scheme**). So far as can be reasonably ascertained from available records of the Council and can reasonably be concluded, Council has ascertained that the roads or any component of the roads for which it is proposed the Special Charge will be declared have not previously been constructed by way of a special rate or charge.

2. The criteria which form the basis of the Special Charge are the ownership of rateable land in the Scheme area based on equally sharing the costs of some portions and; front or side boundaries of the properties in the Scheme (modified where appropriate) for some portions which abut the roads to be constructed or upgraded, and which rateable land is situated within the geographical area in which the properties described in paragraphs 8 and 9 of the proposed declaration are included.

3. Council considers that –

   (a) each rateable property included in the Scheme area that is liable to pay the Special Charge will receive a special benefit through the provision of proper, safe and suitable roads and property services; and

   (b) there will be a special benefit to the persons liable to pay the Special Charge because there will be a benefit over and above, or greater than, the benefit to persons who are not subject to the Special Charge and, directly and indirectly, the works to be provided will enhance or maintain the value and the use, occupation and enjoyment of the properties included in the Scheme, through the provision of proper, safe and suitable roads and property services.

4. In proposing the declaration of the Special Charge, Council is performing functions and exercising powers in relation to the peace, order and good government of the municipal district of the Council, in particular the provision of proper, safe and suitable roads and property services in the area for which it is proposed the Special Charge will be declared.

5. The total cost of the performance of the functions and the exercise of the powers referrable to the Scheme (and the amount which the Council intends to declare and levy) is an amount of

$860,038 (being the estimated cost of the Scheme works to be undertaken) with Council intending to declare and levy by way of the Special Charge an amount of **$176,394**.

6. The Special Charge will commence on and from the making of any Council decision to declare the Special Charge and will remain in force until such time as the Special Charge has been paid in full.

7. The Special Charge will be declared and assessed in accordance with the amounts which have been calculated and appear alongside each property in the Schedule attached to and forming a part of this proposed declaration of Special Charge (being Schedule 2), such amounts having been calculated based on a combined method of sharing some costs equally and using the length of the frontage and/or sideage of each property included in the Scheme.

8. The area for which the Special Charge is to be declared is all the land shown on the plan set out in the Schedule attached to and forming a part of this proposed declaration of Special Charge (being Schedule 1).

9. The land in relation to which the Special Charge is to be declared is all the rateable land described in the list of rateable properties set out in the Schedule attached to and forming a part of this proposed declaration of Special Charge (being Schedule 2).

10. The Special Charge will be declared, assessed and levied in accordance with the amounts set out alongside each property in the Schedule attached to and forming a part of this declaration (being Schedule 2), such amounts having been assessed based on the criteria set out in paragraphs 2 and 7.

11. The Special Charge will be levied by the Council sending a notice of levy to the persons who are liable to pay the Special Charge. Incentives will be given for payment before the due date for payment as set out below. The levy notice to be sent will include four options for payment which are as follows –

    (a) Payment Option 1: Lump Sum Payment – upfront payment of the Special Charge in full within 30 days of the date of issue of an invoice, with a 5% discount and no interest.

    (b) Payment Option 2: Lump Sum Payment – upfront payment of the Special Charge in full within 90 days of the date of issue of an invoice, with no discount and no interest.

    (c) Payment Option 3: Instalment Payment Plan – payment of the Special Charge in 40 quarterly instalments over 10 years, with interest. Interest will be charged on the reducing balance of the principal each quarter at the rate of 1% above the estimated borrowing costs of the Council. If a ratepayer is late with payment of an instalment, penalty interest will be charged on the balance of principal due each quarter.

    (d) Payment Option 4: Hardship Payment Plan - a payment plan, extended beyond 10 years to a maximum of 20 years, tailored to the individual needs of the ratepayer upon receipt of a completed Financial Hardship Application Form. Interest will be charged on the reducing balance of the principal each quarter at the maximum rate of 1% above the estimated borrowing costs of the Council. This option is subject to the Council assessing the property

owner as experiencing financial hardship, in accordance with the Council's Hardship and Financial Hardship Policy.

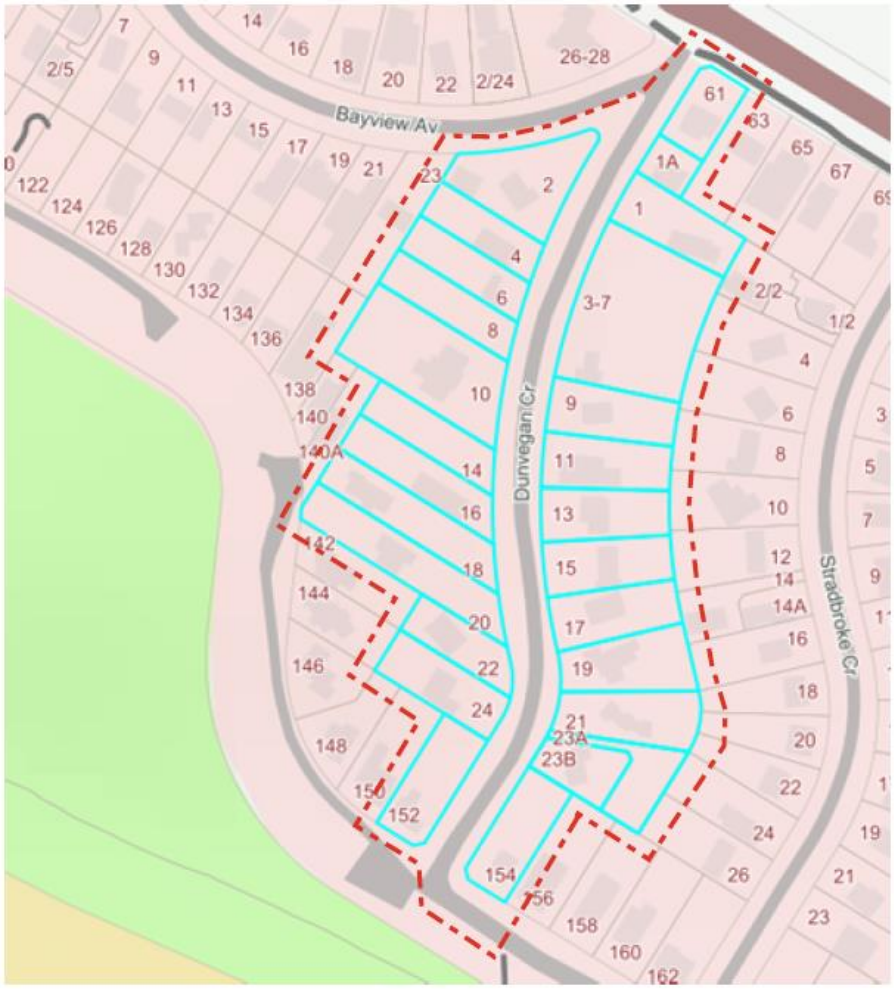
Ratepayers who elect to pay by instalments will receive subsequent quarterly instalment notices.

12. Because the performance of the functions and exercise of the powers in respect of which the Special Charge is to be declared and levied relates substantially to capital works, the Special Charge will be levied on the basis of an instalment plan being available to ratepayers (being 'Payment Option 3: Instalment Payment Plan'), which will allow ratepayers to pay the Special Charge by 40 quarterly instalments over a 10 year period or as otherwise negotiated, or (being 'Payment Option 4: Hardship Payment Plan') which will allow ratepayers to pay the Special Charge over a maximum of 20 years, or as otherwise negotiated. Quarterly instalments will include a component for reasonable interest costs, which will be charged at the rate of 1% above the estimated borrowing costs of Council in respect of the construction of the roads.

13. For the purposes of having determined the total amount of the Special Charge to be levied under the Scheme, the Council considers and formally determines for the purposes of sections 163(2)(a), (2A) and (2B) of the Act (and in accordance with the Benefit Ratio Statement adopted by Council) that the estimated proportion of the total benefits of the Scheme to which the performance of the functions and exercise of powers relate (including all special benefits and community benefits) that will accrue as special benefits to all of the persons who are liable to pay the Special Charge is in a ratio of 0.2051 or 20.51%.

14. Any declaration of the Special Charge will expire if the Special Charge is not levied to each person liable to pay it within 12 months after the day on which the declaration which relates to the Special Charge is made.

Schedule 1: Scheme Boundary



Schedule 2:
Dunvegan Crescent, Surf Beach
Special Charge Scheme Estimate of Cost

Property Address	Legal Description	Estimated Cost ($)
61 Phillip Island Road	Lot 1 PS605047	$6,045.66
1 Dunvegan Crescent	LOT 258 LP 12328	$6,980.51
1A Dunvegan Crescent	Lot 2 PS605047	$6,613.63
2 Dunvegan Crescent	Lot 1 TP 178626W (Frmly LOT 281 LP 12328)	$6,483.15
3-7 Dunvegan Crescent	CP 361081V	$10,358.71
4 Dunvegan Crescent	LOT 282 LP 12328	$6,535.11
6 Dunvegan Crescent	LOT 283 LP 12328	$6,551.13
8 Dunvegan Crescent	Lot 1 838871 SP 0	$6,575.15
9 Dunvegan Crescent	LOT 254 LP 12328	$6,980.51
10 Dunvegan Crescent	Lot 2 838871 SP 0	$7,954.65
11 Dunvegan Crescent	Lot 1 PS606463	$6,980.51
13 Dunvegan Crescent	Lot 2 PS606463	$6,980.51
14 Dunvegan Crescent	LOT 287 LP 12328	$6,687.33
15 Dunvegan Crescent	LOT 251 LP 12328	$6,980.51
16 Dunvegan Crescent	LOT 288 LP 12328	$6,747.39
17 Dunvegan Crescent	LOT 250 LP 12328	$6,980.51
18 Dunvegan Crescent	LOT 1 TP 3055V(FMRLY LOT 289 LP 12328)	$6,818.72
19 Dunvegan Crescent	LOT 1 TP 212325B(FMRLY LOT 249 LP 12328)	$6,512.65
20 Dunvegan Crescent	Lot 1 TP003056	$6,918.82
21 Dunvegan Crescent	LOT 248 LP 12328	$6,512.65

Continued - Schedule 2:
Dunvegan Crescent, Surf Beach
Special Charge Scheme Estimate of Cost

Property Address	Legal Description	Estimated Cost
22 Dunvegan Crescent	LOT 291 LP 12328	$6,865.95
23A Dunvegan Crescent	Lot 2 844684 SP 0	$5,917.47
23B Dunvegan Crescent	Lot 1 844684 SP 0	$5,917.47
24 Dunvegan Crescent	LOT 237 LP 12328	$6,765.04
152 The Esplanade	LOT 241 LP 417787F	$3,796.29
154 The Esplanade	LOT 242 LP 12328	$7,933.81

AT-5 Governing Documents

The Local Government Act 1989 and the Local Government Act 2020 (as amended) (Act)
These documents set out the statutory requirements that Council has in respect of local roads within the municipality.
The Act sets out the objectives of Councils. Section 3C(1) of this Act states that:
"the primary objective of a Council is to endeavour to achieve the best outcomes for the local community having regard to the long term and cumulative effects of its decisions".
Furthermore in Section 3C(2) the Act states:
"In seeking to achieve its primary objective, a Council must have regards to the following facilitating objectives –

a. To promote the social, economical and environmental viability and sustainability of the municipal district;
b. To ensure that resources are used efficiently and effectively and services are provided in accordance with Best Value Principles to best meet the needs of the local community;
c. To improve the overall quality of life of people in the local community."

Section 163 of the Local Government Act enables Council to make a declaration to defray the costs incurred or to be incurred by Council from persons considered to receive a special benefit from the works through a special charge scheme. Council has successfully implemented these types of schemes in the past.

The statutory procedures under Section 163 of the Act for declaring and levying a special charge are summarised as follows:

Procedural Step	**Status**	**Proposed Date**
Community Engagement undertaken to identify problems and prepare a concept plan to resolve the issues.	Completed	August 2024 – September 2024
Council resolve its intention to declare a Special Charge Scheme at its 21 October 2026 Council meeting, giving at least 28 days prior notice to declaring a scheme.	Purpose of this report	21 October 2026
Advertise and place a copy of the proposed declaration on display for at least 28 days after the publication of the notice.	Next step	28 October 2026

Committee of Council to consider all submissions in relation to Council's intention to declare the Special Charge Scheme.	Future step	February to March 2027
Council to consider the Committee's recommendations and decide to proceed with, vary or abandon the levying of the Special Charge Scheme at the February Council Meeting.	Future step	The Council Meeting in April 2027
Owners will be advised of Council's decision and of their rights of review if Council decides to proceed.	Future step	April 2027
Appeals can then be made within 30 days to the Victorian Civil Administrative Tribunal (VCAT) for review of Council's decision to proceed with the scheme.	Future step	May 2027
If an appeal is made to VCAT Council will need to await a hearing date. Subject to review and approval by VCAT, Council can then proceed with construction works included in the Special Charge Scheme.	Future step	2027-28, or earlier if no VCAT appeals are made

Section 163A of the Act outlines the formal statutory submissions process. This section of the Act states:

A person may make a submission under section 223 in relation to a Council's proposal to make a declaration under section 163.

Under Section 223 of the Act any person is eligible to make a submission regarding the proposed special charge. Those landowners included within the scheme will be advised that they can make a written submission and they can request to speak to their submission and have it heard by a Committee of Council, should they wish to do so.

A submission made under Section 163A of the Act can also be an objection to the proposed declaration. Section 163B of the Act outlines the separate objection process. This process requires Council to consider the level of written objections that are received in relation to the proposed special charge.

Council must consider the number of objections if the Maximum Total Levy (being the total amount to be recovered from landowners) exceeds two thirds of the total costs of the scheme. Section 163B(6) of the Act states:

A Council cannot make a declaration if the Council receives objections from persons who will be required to pay the special rate or special charge in respect of a majority of the rateable properties in respect of which the special rate or special charge would be imposed.

This means that, in accordance with Section 163B of the Act, if a majority of property owners (ie more than 50% of property owners) who are included within the proposed scheme and are required to pay a special charge, provide a written objection as part of the submission process, Council is not required to abandon the scheme as per the proposed declaration.

A Committee of Council is required to be nominated and a date is required to be set to hear submissions. Should Council resolve to issue notice of its intention to declare the special charge scheme (in accordance with the recommendation in this report) the hearings will be February to March 2027 (depending on the number of submissions received and availability of nominated Councillors). It is suggested that the Committee to be appointed should consist of the Mayor and the three Island Ward Councillors.

The Act was amended in 2003 and ministerial guidelines in relation to Special Charge Schemes were introduced in 2004. The Act and the prescribed ministerial guidelines set out the basis for administering the scheme and determining the total scheme cost and then the distribution of that cost amongst contributors.

Council is required to determine the maximum amount that landowners included within the scheme must contribute, known as the 'Maximum Total Levy'. The legislation and guidelines require Council to:

- identify any properties within the scheme boundary that will not be included in the scheme (as financial contributors) but which will nonetheless receive a special benefit. This requirement primarily relates to non-rateable properties, such as Crown or Council-owned land. The guidelines indicate that Council should contribute financially for these properties; and
- determine the level of community benefit that Council is required to contribute to the scheme based on the level of benefit to the broader community (the community benefits must be clear, direct and tangible).

Council must determine the 'Maximum Total Amount' that may be levied on landowners in accordance with the Act. The following formula is used to determine the maximum amount:

R x C = S

Where

R is the benefit ratio determined by Council in accordance with the Act and prescribed ministerial guidelines

C is the total scheme cost

S is the maximum amount that may be levied on landowners

The benefit ratio (R) is the estimated proportion of the total scheme cost that the owners involved in the scheme can contribute. The balance is to be paid by Council on behalf of the whole community.

To determine the benefit ratio (R) for the proposed scheme, an assessment of the properties included within the scheme has been undertaken.

The 'Benefit Ratio Statement' attached to the report (AT-2) provides a full description about how the benefit ratio (R) has been calculated and is being recommended to Council.

The Council Plan 2025-29

The Council Plan outlines 4 strategic objectives that are aligned to the Community Vision and describe the future Council is working towards. All the activities completed by Council, including those in this Plan, contribute to one or more of these strategic objectives.
The strategic objectives outlined in the Council Plan include:

- Naturally Beautiful – Together we build resilience and protect and enhance our natural environment
- Thriving Places – Facilities and infrastructure meet current and future needs. Growth is sustainable and well planned. Our economy, agriculture, tourism and industries are resilient. Unique character is preserved.
- Vibrant Communities – Communities are healthy, inclusive, safe and socially connected. Communities celebrate opportunity, recreation, diversity, heritage and reconciliation.
- Visionary Leadership – Our communities flourish through leadership that is open and responsible, ensuring decisions serve the communities best interests, and comply with legislative obligations.

In order to achieve these objectives, Council has a number of existing strategies, plans and policies to manage our resources effectively, whilst providing and improving infrastructure within the Shire. This includes the Urban Roads and Drainage Improvement Policy.
Bass Coast Planning Scheme
All of the land included within the proposed road upgrade project is zoned 'General Residential Zone – Schedule 1 (GRZ1). There are also overlays related to properties

within the proposed road upgrade project which are the Design Development Overlay (DDO) and Vegetation Protection Overlay (VPO).

The purpose of the DDO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

The purpose of the VPO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To protect areas of significant vegetation.*
- *To ensure that development minimises loss of vegetation.*
- *To preserve existing trees and other vegetation.*
- *To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.*
- *To maintain and enhance habitat and habitat corridors for indigenous fauna.*
- *To encourage the regeneration of native vegetation.*

Under the current Bass Coast Council's Planning Scheme, there are a number of key objectives that each new development needs to achieve prior to it being approved. These objectives are around landscape character, settlement, and neighbourhood character.

In Clause 11.01-1L-15 of the Bass Coast Planning Scheme there is an action which this project specifically addresses. With regards to settlement in the Surf Beach and Sunderland Bay local area, the following is stated:
"Increase the level of infrastructure provided in each estate"

In Clause 2.0 of the Bass Coast Planning Scheme there is an action which this project specifically needs to address. With regards to landscape character in the Surf Beach local area, the following is stated:
"To improve the clarity of edges to settlements and ensure the retention of the undeveloped, rugged coastal landscape between them, particularly west of Smiths Beach, and between Smiths Beach and Surf Beach."

In Clause 15.01-5L of the Bass Coast Planning Scheme there is an action which this project specifically needs to address. With regards to neighbourhood character in the Surf Beach and Sunderland Bay local area, the following is stated:
"Protect the scale and character of Sunderland Bay and Surf Beach."

<u>Asset Management Policy 2022-2026</u>
The intended outcomes of the policy and the processes that support it will facilitate:

- *Achievement of the management objectives for community, infrastructure, and operational assets to meet the present and future needs of the community;*
- *Custodianship of nature and heritage assets in perpetuity;*

- *The rationalisation of existing assets and the development of appropriate new assets to meet the needs of the Bass Coast community for services at an appropriate level now and in the future;*
- *The development or enhancement of the community capital of the Council;*
- *Delivery of assets at the right cost, at the right time with the right standard;*
- *A service planning approach becoming a way of life at BCSC; and*
- *Development of appropriate system, procedures, and controls to enable the above.*

Urban Roads and Drainage Improvement Policy 2024

The main policy which guides the implementation of projects such as this is the Urban Roads and Drainage Improvement Policy. The objectives of this policy are;

Establish Council's commitment to:

- *develop and deliver urban road and drainage projects in an effective and efficient manner of Council resources in a fair and equitable manner for all current and future ratepayers*
- *maximise opportunities for community participation and consultation in project development*
- *provide strategic direction and prioritisation of projects to ensure Council's investment in urban roads and drainage infrastructure is delivered in an integrated manner to address strategic service delivery needs*
- *provide transparency, accountability and consistency in Council decision making*
- *ensure that infrastructure upgrades aid the achievement of the Council Plan, Planning Scheme and related Asset Management Plan objectives*
- *ensure compliance with the requirements of the Local Government Act 1989 (the Act).*

The intended outcomes of the policy are:

- *a priority list of urban road and drainage improvement projects to enable Council to guide decisions about the order in which urban road and drainage improvement projects are undertaken*
- *project development mechanisms and thresholds are applied to ensure urban road and drainage improvement projects are developed in an efficient manner to maximise the likelihood of effective project construction*
- *unmade roads and insufficient drainage in urban areas are improved in a priority based manner to address community problems such as dust, flooding, poor active transport connectivity and traffic safety.*

The existing policy highlights Council's commitment to improving infrastructure for residents and ratepayers within urban areas.

Debt Management Policy

The Debt Management Policy sets out how any monies owed to Council, including those payable from a special charge, will be managed.

The objectives of this policy are;

The key objectives of the Debt Management Policy are to provide a framework within which procedures for the recovery of outstanding debts can be developed. The framework will ensure timely recovery of fees for Council services, and unpaid rates and charges and will minimise the writing off of bad debt. The policy principles will be carried out in a manner which will ensure a fair, equitable and compliant approach to Council's dent management and collection practices.

Hardship and Financial Hardship Policy

The Hardship and Financial Hardship policy outlines how Councill will assess applications that enables debtors living at their principal place of residence, who suffer or would suffer hardship or financial hardship if they were to pay the debt, to seek assistance from Council. The policy empowers Council to recover outstanding debt, wherever possible, in a manner that does not create or exacerbate a ratepayer's hardship or financial hardship.

The objectives of this policy are;

Council will assist vulnerable ratepayers experiencing hardship or financial hardship by providing options to help them meet their obligation of paying rates.

Hardship is a broad concept and may include where a person has limited, or low income and payment of rates and charges may be detrimental to their quality of life. Circumstances of hardship can include being on a pension or unemployed.

Financial hardship is a category within the broader concept of hardship. It denotes circumstances that a person cannot afford the necessities of life for themselves and/or dependants; or to be in a circumstance that paying rates and charges means that they would be unable to afford necessities of life for themselves and/or dependants.

Factors contributing to hardship generally include but are not limited to financial misfortune, serious physical and/or mental illness, family violence, impacts of natural disaster, and other serious or difficult circumstances. Each person's situation will be assessed on a case-by-case basis upon application under this Policy.

The property to which the rates or charges relate, must be the applicant's principal place of residence. Investment properties or second homes are not eligible for hardship or financial hardship assistance under this policy.

Long Term Financial Plan 2025 – 2035

Council's Long Term Financial Plan provides an overview of Council's financial position including ongoing provision of the delivery of services, and the approach to funding these services.

The plan outlines allowance for road and drainage improvement projects in accordance with the URDI Policy 2024.