

CODC –Development contribution special assessment Santana Goldmine - Bendigo

Advice Note

1 Background

- 1.1 Santana Minerals Ltd are developing a Goldmine in Bendigo. This Advice Note considers how this development should be assessed for development contributions.
- 1.2 CODC's policy levies development contributions for non-residential developments based on gross floor area for Retail, Commercial and Industrial land use categories. The Goldmine does not sit in any of these categories, and the gross floor area of any buildings on site is not linked to the traffic demand generated.
- 1.3 Therefore, this development sits in the Other non-residential category, and a special assessment is appropriate.

2 Special assessment

- 2.1 The only applicable Activity included in this special assessment is Rooding. The development does not connect to Council's Water Supply or Wastewater network, therefore development contributions are not applicable.
- 2.2 Under the policy Reserves Improvements, Community Infrastructure and Reserve Land may be assessed. However given the nature and location of the development, there will be minimal demand created on Council's social infrastructure and reserve land.
- 2.3 Typically, a special assessment for Rooding is based on the number of trip movements generated by a development, relative to a residential dwelling. In the policy a residential dwelling (1 HUE) is based on 8 vehicle movements per day.
- 2.4 Abley's have provided a traffic impact assessment covering both the construction phase and the long-term operational phase. This is summarised in the graph below.

Figure 1 –Traffic Impact Assessment (vpd)

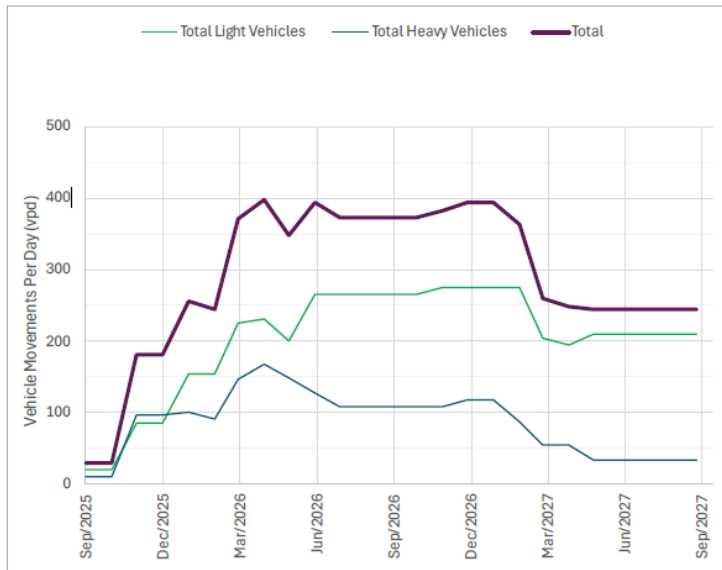


Figure 5-2: Forecast Vehicle Movement Volumes by Vehicle Type

- 2.5 In simple terms the forecast vehicle movements are around 400 vpd during construction, falling to around 240vpd for the long-term operational phase. The heavy vehicle portion is significant, nearly 30% during construction and around 17% during the operational phase.
- 2.6 Heavy vehicles impose a disproportionately greater impact on the roading network due to pavement wear and structural loading effects. While the current CODC Development Contributions Policy does not explicitly include a heavy vehicle weighting, previous policy versions did recognise this effect. In the absence of a current CODC factor, it is appropriate to adopt a proxy from a comparable jurisdiction. While CODC's policy no longer includes a bespoke inclusion of factoring the heavy vehicle movements into the DC Model, previous versions of the policy did have this provision.

2.7 Waitaki District Council's DC Policy does include provision for large heavy vehicles movements related to the impact of dairy farm conversions. This policy applies an impact ratio of:

1 heavy vehicle movement = 14 light vehicle movements

2.8 This ratio is considered a reasonable and conservative proxy given:

- The comparable rural roading environments.
- The significant axle loads associated with goldmine haulage vehicles.
- The need to reflect true network wear effects in the absence of a CODC-specific factor.

2.9 The options for assessing the Roding development contribution are summarised below for both the construction phase and the long term operational phase.

Table 1 –Special Assessment; Construction and Operational phase

Variable	Construction	Operational
Light Vehicles - vpd	290	200
Heavy Vehicles - vpd	110	40
Total Vehicles – vpd	400	240
Heavy Vehicle Impact Factor	14	14
Vehicle impact	1,830	760
Residential (1 HUE)	8	8
Demand (HUE)	229	95
Roding DC (\$/HUE) (inc GST)	\$803	\$803
Total Roding DC (\$) (inc GST)	\$183,686	\$76,285

3 Conclusion

3.1 Although construction traffic volumes are higher, development contributions are intended to recover the long-term consumption of network capacity, rather than temporary or short-duration effects.

3.2 In this case, construction-related impacts are expected to be:

- Temporary in nature.
- Partially mitigated through direct upgrades to local roads undertaken by the developer.

3.3 Where necessary, any residual short-term effects can be addressed through conditions of consent or separate funding mechanisms, rather than through development contributions.

3.4 Accordingly, it is appropriate to base the assessment on the operational phase.

3.5 The roding development contribution under the proposed special assessment equates to \$76K (inc GST), or 95 HUE. This assessment is considered fair and equitable as it reflects the scale and nature of the development's impact on the roding network, while remaining consistent with policy principles.