



Mr Michael Edgar
General Manager
The Hills Shire Council
PO Box 7064, Norwest 2153

Dear Mr Edgar, *Michael*

I am writing in relation to the proposed 'Box Hill Contributions Plan No.15 (2020)' (the Plan), which Council submitted to the Independent Pricing and Regulatory Tribunal (IPART) for assessment. Upon completion of its assessment, IPART made fourteen (14) recommendations in relation to the Plan.

On behalf of the Minister for Planning and Public Spaces, I have considered IPART's recommendations and require Council to amend the Plan by making thirteen (13) changes to the plan.

All the required changes to the contributions plan are listed in Attachment A to this letter. When Council has adopted the amended plan it will be considered as having met the requirements of Clause 5(3) of the Environmental Planning and Assessment (Local Infrastructure Contributions) Direction (2012) as amended, and the Plan will be deemed an IPART reviewed contributions plan.

I would be grateful if you could advise the Department of Planning, Industry and Environment (the Department) once this process is completed and provide evidence that the changes have been made.

Should you have any questions in relation to this matter, please contact Mr Geoff Thompson, Director, Infrastructure Programs and Coordination at the Department, on 9274 6235.

Brett Whitworth
Brett Whitworth
Deputy Secretary
Greater Sydney Place and Infrastructure

11 November 2020

Encl: Attachment A - Endorsed IPART recommendations

Attachment A: List of required amendments to the Box Hill CP15 (2020)

| IPART No. | Required amendments to the 'Box Hill CP15 (2020)' Section 7.11 Contributions Plan |
|-----------|---|
| 1. | Remove the cost of the signalised T-junction intersection at the corner of Terry Road and High Street [BHT18] because nexus is established for a pedestrian crossing only. (IPART report, Page 24). |
| 2. | Increase the cost of the intersection at the corner of Prosper Street and Mount Carmel Drive [BHT17] because nexus is established for a signalised intersection instead of a roundabout (IPART report, Page 24). |
| 3. | Reduce the cost of half-width roads to reflect a lower contingency allowance of 20% (IPART report, Page 30). |
| 5. | Reduce the cost of two-lane roundabouts [BHR03, BHR08] reflecting a more reasonable estimate of costs based on a comparable roundabout in North Kellyville (IPART report, Page 36). |
| 6. | Reduce the cost of signalised intersections, as shown in Table 4.10 reflecting the previous estimated costs (AECOM 2014) and revised costs provided by the council. (IPART report, Page 35). |
| 7. | Apportion 67% of the costs of the Northern Connection Road to the plan, based on the most up-to-date population forecasts for Box Hill (CP15) and North Kellyville (CP13) (IPART report, Page 39). |
| 8. | Revise the reasonable cost of upgrading Boundary Road and include 81.7% of this cost in the plan, reflecting the demand for the upgrade that is generated from the Box Hill Precinct (IPART report, Page 42). |
| 9. | Remove 17,248m ² of land for stormwater infrastructure from the plan, for which nexus is not established. (IPART report, Page 49). |
| 10. | Revise the cost of plan administration for CP15 (2020) to reflect 1.5% of the adjusted cost of works (IPART report, Page 62). |
| 11. | Recalculate all escalation factors using a compound annual average growth rate formula instead of a simple average formula (IPART report, Page 66). |
| 12. | Update the discount rate in the financial model to 3.2%, which is the latest available Local Government Discount Rate (IPART report, Page 67). |
| 13. | Comprehensively review the plan within the next five years to ensure assumptions about the scope, cost and apportionment of land and works reflect the progress of development in the precinct (IPART report, Page 68). |
| 14. | Update the plan to ensure that the maps showing locations of infrastructure are accurate and accessible (IPART report, Page 68). |