

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

Dear Mr Edgar,

I am writing in relation to the proposed '*Contributions Plan No. 18 – Bella Vista and Kellyville Station Precincts*' (the Plan), which Council submitted to the Independent Pricing and Regulatory Tribunal (IPART) for assessment. Upon completion of its assessment, IPART made 15 recommendations in relation to the Plan.

On behalf of the Minister for Planning and Minister for Homes, I have considered IPART's recommendations and require Council to amend the Plan by making 15 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. IPART's final report can be found on the IPART website at [www.ipart.nsw.gov.au](http://www.ipart.nsw.gov.au).

I would be grateful if you could advise the Department of Planning 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 Michael Hingley, A/Director, Infrastructure Programs and Coordination at the Department, on 8289 6669.

Yours sincerely



**Marcus Ray**  
**Deputy Secretary**  
**NSW Planning**

04/05/2022

Encl: Attachment B: List of required amendments to Contributions Plan No. 18 – Bella Vista and Kellyville Precinct (CP18)

**Attachment B: List of required amendments to Contributions Plan No. 18 – Bella Vista and Kellyville Precinct (CP18)**

| IPART No. | Required amendments to the Castle Hill North Section 7.11 Contributions Plan   |
|-----------|--|
| 1.        | Transfer the cost of the shared pathway along Elizabeth Macarthur Creek (OSE6 and OSE7) of about \$2 million from the open space category to the transport category. This would change the way this cost is allocated between residential and non-residential development. (IPART, Page 9)                       |
| 2.        | Accept the proposed cost for a new vehicular bridge over Elizabeth Macarthur creek, which superseded the Left-in/Left-out intersection with Memorial Avenue (a net increase of \$3.5 million). (IPART, Page 11)  |
| 3.        | Update transport infrastructure costs in the plan with revised cost estimates provided by the site-specific quantity surveyors' report by Rider Levett Bucknall. (IPART, Page 12)  |
| 4.        | Apportion the cost of pedestrian bridges (RT2, RT3 and RT4) to residential and non-residential development, consistent with other transport works in the plan. (IPART, Page 18)  |
| 5.        | Update stormwater infrastructure costs with revised cost estimates provided by the site-specific quantity surveyors' report by Rider Levett Bucknall. (IPART, Page 22)   |
| 6.        | Apportion the cost of gross pollutant traps between residential and non-residential developments on a gross floor area (GFA) basis, then amongst residential development on a per-person basis and non-residential development on a GFA basis. (IPART, Page 23)  |
| 7.        | Transfer the cost of rainwater re-use infrastructure in the Bella Vista district park (DR7) within stormwater management works to open space embellishment. This would increase open space costs by approximately \$2.1 million. (IPART, Page 29)  |
| 8.        | Update costs for open space in the plan with the new estimates in the quantity surveyors' report by Rider Levett Bucknall but remove allowances for Public Art & Interpretive Signage and for Biodiversity Offsets. This would increase costs in the plan by \$6.7 million. (IPART, Page 34)                     |
| 9.        | Recalculate the cost of plan administration (1.5% of the cost of works) based on the adjusted costs we have recommended. (IPART, Page 37)  |
| 10.       | Apportion plan administration costs to residential and non-residential development using the apportionment we have applied to transport and stormwater management infrastructure costs. (IPART, Page 37)   |
| 11.       | Remove the 1.5% acquisition allowance from the cost of land for open space and community facilities for land acquired through a Voluntary Planning agreement with the developer. This would reduce the costs in the plan by around \$1.2 million. (IPART, Page 41)   |
| 12.       | Include the cost of the plot of private land (0.23 hectare) within the planned Bella Vista district park that was previously excluded from the plan. Apply the 1.5% land acquisition allowance to the cost of this private land. This would increase costs in the plan by around \$1.6 million. (IPART, Page 41) |
| 13.       | Update the development paths in the residential and non-residential NPV models, and in Table 1 of CP18, to reflect post-exhibition dwelling and yield arrangements. (IPART, Page 44)   |
| 14.       | Update the discount rate in the financial model to reflect the latest available local government discount rate published by IPART. Currently that nominal rate is 2.9%. (IPART, Page 45)   |
| 15.       | Review the plan within 3 years to include updated information on planning assumptions, and the scope and cost of land and works in the plan. (IPART, Page 49)  |