

**APPLICATION FOR ASSESSMENT
OF A LOCAL INFRASTRUCTURE CONTRIBUTIONS
PLAN**

**CONTRIBUTIONS PLAN NO.18 BELLA VISTA AND
KELLYVILLE STATION PRECINCTS**



Application Form

June 2020

Contents

1. Instructions	1
2. Preliminary information	2
3. Assessment criteria	6
4. Quality assurance	24
5. Application checklists	25
6. Resources to assist councils	29
7. Example works schedule	25



Instructions

Section 7.11 of the Environmental Planning and Assessment Act 1979 allows councils to levy contributions towards the cost of providing local infrastructure. Contributions plans set out the local infrastructure required to meet the demand from new development, and the contributions a council can levy on developers to fund the essential land and works.

IPART assesses contributions plans that propose contributions above \$30,000 per lot or dwelling in identified greenfield areas and \$20,000 per dwelling in other areas.



Who should fill out this application form?

This form is for NSW councils that are submitting a local infrastructure contributions plan to IPART for assessment. A separate application must be submitted for each contributions plan.

Councils are encouraged to discuss information requirements or other queries relating to the contributions plan assessment process with IPART prior to submitting an application.

Call IPART on **02 9290 8400** to speak to the Local Government Contributions Plan Team.



How should a council submit an application?

Councils should complete this Application Form and submit it to IPART, along with the contributions plan and all relevant supporting documentation (see Checklist in section 5). We prefer all information is submitted electronically to:
localgovernment@ipart.nsw.gov.au.

We can provide applicant councils with access to our cloud-based file management system to submit large files. When submitting information please clearly label any information that is commercial-in-confidence and not suitable for publishing.

How to complete this application?



IPART assesses whether the contributions plan meets the criteria set out in the Department of Planning, Industry and Environment's (DPIE) Local Infrastructure Contributions Practice Note, January 2019 (the Practice Note).

This application form is structured around the criteria we assess and prompts councils for information to support their application.

Please provide answers to all relevant questions. Your responses to the questions in this application form will help us understand how the plan, including the proposed cost of land and works, has been prepared. Comprehensive applications save councils time in the long run as they reduce the number of requests for information we need to send during our assessment. Please contact us before submitting an application and we can provide examples of strong applications.

When preparing your application, please note:

- ▼ Where your response to a question relies on information that is clearly outlined in a supporting document.
- ▼ That any referenced reports and documents must be submitted with an application.



What other information is available?

Please refer to IPART's website [Local Infrastructure Contributions Plans](https://www.ipart.nsw.gov.au/local-infrastructure-contributions-plans) for further information on our assessment process, including current and completed assessments. The website also has resources that may assist in contributions planning and includes the current Practice Note and IPART Fact Sheet and Information Papers, and current and completed assessments. There is an index of these resources in the Resources to assist councils section of this application.

2. Preliminary information

Council information

Council name	The Hills Shire Council
Council contact details (Provide more than one - include names, positions, phone numbers, and email addresses of council officers and/or consultant contacts)	Brent Woodhams Principal Coordinator – Forward Planning [REDACTED] [REDACTED] Alicia Jenkins Strategic Planning Coordinator [REDACTED] [REDACTED]

Information about the plan

What is the name of the plan?	Contributions Plan No.18 - Bella Vista and Kellyville Station Precincts
What is the name of the catchment (precinct or release area) covered by the plan? * please specify any sub-catchments if applicable	Bella Vista and Kellyville Station Precincts
What is the base period of the plan? (e.g. June 2018)	FY2020/2021
Which clause of the section 94E Ministerial Direction for Local Infrastructure Contributions (Ministerial Direction) applies to this plan (ie, clause 6, 6A, 6B or 6C)?	6 Maximum Amount of Monetary Contributions under Section 94
What is the current maximum contribution amount (per lot or dwelling) for this plan under the Ministerial Direction?	\$20,000.00
In the absence of any cap imposed by the Ministerial Direction, what are the indicative contribution amounts (per lot or dwelling) for each type of residential development in the catchment area?	Dwelling House: \$38,795.92 Integrated Housing: \$30,808.52 Seniors Housing/Boarding House Rooms: \$17,115.84 Medium and High Density Development: <ul style="list-style-type: none"> • 1 bedroom: \$17,115.84 • 2 bedroom: \$23,962.18 • 3 bedroom: \$29,667.46

	<ul style="list-style-type: none"> 4 bedroom: \$35,372.75 <p>Non-residential development: \$49.71 per m²</p>
When was the plan publicly exhibited? And, how many submissions were received during exhibition?	<p>10 December 2020 to 29 January 2021</p> <p>Council received two (2) public authority submissions and five (5) public submissions. The public submissions were received from Landcom (on behalf of Sydney Metro) and Sydney Water Corporation. The public submissions were received from three (3) nearby landowners, Cricket NSW and Property Council of NSW.</p>
Has the council adopted the plan? If so, when was it adopted and when did it come into force?	<p>The Plan has not yet been adopted. The Plan has been publicly exhibited on one (1) occasion and considered by Council post exhibition. It will be submitted to Council for further consideration following the outcome of IPART's assessment.</p>
Who are the key stakeholders (e.g. Council, Department of Planning, Industry & Environment (DPIE), or developers) involved in planning for the area covered by the plan?	<p>Council Transport for NSW Department of Planning, Industry and Environment Sydney Metro Landcom Developers Existing and future residents and workers</p>
Over what period will development in the catchment area of the plan occur?	<p>2021 to 2045</p>
What planning instruments (SEPPs, LEPs, or DCPs) apply to land in the catchment area of the plan?	<p>The Hills Local Environmental Plan 2019 The Hills Development Control Plan 2012 Draft State Environmental Planning Policy (State and Regional Development) 2011</p>
Has the Minister referred this contributions plan to IPART for review? If so, provide details.	<p>No – Pursuant to the Ministerial Direction, Council is required to submit the plan to IPART for review prior to it being adopted.</p>

For existing contributions plans where development has progressed

Councils only need to complete these questions for plans that have already been adopted and where development in the catchment area covered by the plan has progressed.

Information about existing plans

1. What proportion of the total projected development in the catchment area of the plan has been approved and/or constructed?
N/A
2. Briefly explain if, and how the plan has been revised in response to any changes in the catchment area covered by the plan.
i.e. Has the council considered the impact of revised population estimates or dwelling yields, and how?
N/A



Additional requirements

Please include the contributions register for the plan as an attachment to your application.

If costs in the plan are based on Works in Kind Agreements (WIKs) or Voluntary Planning Agreements (VPAs), please provide details in the works schedule of:

- ▼ The works items covered by the agreements
- ▼ The total cost (land and works), including any indexation up to the base period of the plan
- ▼ The name, date and applicable page numbers in the agreements

3. Explain any other revisions to the plan such as updated costings, revised apportionment of costs, or amended delivery timeframes.
In addition to explaining any revisions below, please clearly identify any updated costings in the plan's works schedule
N/A

For contributions plans previously reviewed by IPART

Councils only need to complete these questions for plans that IPART has previously reviewed.

Information about revisions to the plan

4. Why is the council submitting the revised plan for IPART's review?

N/A

5. Briefly explain how the plan has been revised in response to:

- ▼ Recommendations made in IPART's assessment report on the previous version/s of the plan
- ▼ Any directions from the Minister for Planning or Minister's Nominee in relation to IPART's assessment.

Please note any instances where a recommendation from the Minister for Planning has not been implemented/addressed.

N/A

3. Assessment criteria



Criterion 1 Essential works list

We assess whether the land and works in the plan is consistent with the essential works list (EWL) in the Practice Note. Please refer to the latest version of the Practice Note for the latest EWL.

6. If the plan includes costs for land and/or works not on the EWL:

- ▼ List these items below
- ▼ Indicate how their costs will be met.

In accordance with the essential works list contained within the Practice Note, the capital costs associated with community facilities are not considered 'essential works'. Rather it only includes land costs for community facilities.

Given the inclusion of land for community facilities is permitted under the Department's Essential Works List, land values for this item have been included within draft CP18 to provide greater certainty with respect to the delivery of this infrastructure in the future. The Plan includes provisions for 1,600m² of land adjacent to Bella Vista Station.

The mechanism for Council receiving this land (and a contributions towards the capital cost of this item) is intended be established through a future VPA with Landcom / Sydney Metro. However, its inclusion as an item in the Plan would mean that the draft Plan more accurately reflects the total infrastructure provision and costs associated with development in the station precinct.

7. List the community services that will be provided on the land that is to be acquired for community services (eg, youth centre, library) and indicate the floor space area allocated to each.

The master planning undertaken as part of the State Significant Development Applications for the Bella Vista and Kellyville Precinct indicates the need for 1,650m² of community facility floor space to service the future population within these precincts. Preliminary discussions with Landcom have indicated that Sydney Metro intends to dedicate a parcel of land adjoining Bella Vista Station (for the purpose of a community facility) and provide a monetary contribution towards the delivery of 1,650m² of floor space, by way of a Voluntary Planning Agreement (currently under negotiation). Importantly, the scale and location of any future community facility will be a decision of the elected Council.



Criterion 2

Nexus

We assess whether there is nexus between the proposed land and works and the increased demand generated by development identified through the contributions plan. In assessing nexus we consider supporting evidence such as technical studies, modelling or internal council analysis and reports that establish the need for the proposed land and works.



Providing comprehensive answers
will minimise the likelihood of further questions from IPART

8. Explain the process used to determine the need for all land and works in the plan.

- ▼ List any supporting studies relied on and explain any deviations from recommendations in those studies. Please also identify who commissioned the study (i.e. DPIE or council).
- ▼ Show the link between the supporting studies and the land and works in the plan. This can be shown against each item in a separate table or in the plan's works schedule (see example works schedule).

Transport land and works

Extensive infrastructure analysis has been undertaken for the precincts by the NSW Government (as part of the Planning Precincts Program), along with Landcom in support of the two (2) SSDAs for the Bella Vista and Kellyville Precincts. A copy of the SSDA documentation is attached for reference. Council has also undertaken its own internal analysis of transport infrastructure requirements and included additional local items where considered necessary.

The proposed infrastructure items are as follows:

Traffic Works

Signalised Intersections

- Balmoral Road and Mawson Avenue Intersection;
- Balmoral Road and Celebration Drive Intersection; and
- Brighton Drive and Celebration Drive Intersection.

Roundabouts

Two (2) double lane circulating roundabouts, including:

- The new road near Colonial Street Vehicular Bridge (Kellyville Precinct); and
- North of District Open Space.

Vehicular Bridge

One (1) vehicular bridge over Elizabeth Macarthur Creek at Colonial Street.

Road Upgrades

Two (2) intersection upgrades at:

- Samantha Riley Drive / Decora Drive – Provision of a left slip into the Kellyville Precinct from the eastern approach of Samantha Riley Drive; and
- Memorial Avenue and Bella Vista Collector Road (Bella Vista Precinct) – Left-in Left-out intersection.

Pedestrian Bridges

It is envisaged that the Bella Vista and Kellyville Station Precincts will develop into high density transit centres. Transit Oriented Development (TODs) are defined as mixed use communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport. The benefits of TODs are more compact urban areas, a reduced reliance on private vehicles and creation of liveable, walkable neighbourhoods.

In order to improve pedestrian movement within (and to and from) the precinct, three (3) pedestrian bridges are proposed. These will both improve the pedestrian experience and will minimise traffic movement being restricted at-grade pedestrian crossings which would interfere with traffic flow.

Further details on the proposed pedestrian bridges are provided below:

- Pedestrian Bridge 1 – Decora Drive to Wenden Avenue
- Pedestrian Bridge 2 – Memorial Avenue
- Pedestrian Bridge 3 – Near Unaipon Avenue and Celebration Drive Intersection

The proposed locations of the pedestrian bridges are shown within the Plan.

It is noted that a range of other traffic works (such as local and collector road construction) are not proposed to be funded through the draft Contributions Plan, as these will be required to be completed by Landcom and/or individual developers as development occurs. Council should be provided with adequate certainty of the provision of these roads through the conditions of a future SSDA consent. However, this will be continually monitored and if necessary, the plan can be amended in the future to account for any additional infrastructure.

The principal vehicular access points to the Precinct are Old Windsor Road, Celebration Drive, Memorial Avenue and Samantha Riley Drive. Accordingly, the focus of road improvements resulting from future growth within the corridor is on connections to these roads and the internal road network. Other key roads within the vicinity of the Precinct, such as Norwest Boulevard, will be primarily impacted by future growth within the Circa Sub-precinct and increased commercial

development within the broader Norwest Precinct. For Norwest Boulevard, regional traffic and transport modelling and master planning of the Norwest Precinct, both of which are currently underway, will identify the impact of growth on network performance and identify necessary upgrades to ensure that the regional road network performs at an acceptable level of service.

Stormwater land and management works

The Precincts adjoining trunk drainage land to the east around a natural waterway known as Elizabeth Macarthur Creek. Additionally, a number of overland flowpaths are present within the subject area, particularly along the eastern boundary. Overland flowpaths are initiated when catchment runoff exceeds the capacity of the existing stormwater drainage system. These flowpaths are a considerable constraint to future development within the Precinct and as such, upgrades to the stormwater drainage system are required to ease the impacts of overland flowpaths on affected land. Similarly, sensitive management of the remnant flows through innovative design will reduce identified hazards.

Compliance with Council's Flood Controlled Land Development Control Plan, On-Site Stormwater Detention Policy and application of the principles of Water Sensitive Urban Design (WSUD) will facilitate further development in the study area.

The State Significant Development Applications for the Bella Vista and Kellyville Precincts were supported by a Stormwater Management Plan, prepared by Wood and Grieve Engineers, September 2019. The purpose of the Plan was to outline a Strategy for stormwater management and water sensitive urban design (WSUD) within the Precinct.

The Strategy identified stormwater discharge from development blocks would be via Council's public infrastructure within the road reserve and then ultimately into Elizabeth Macarthur Creek. The Stormwater Management Plan identified that Sydney Water's stormwater pollutant reduction targets can be met through the implementation of the following treatment devices:

- Tree pits – proposed within public road reserves to provide treatment through infiltration;
- Public reserve/open space infiltration – natural infiltration in pervious areas within public reserves;
- Rainwater re-use – installation of a proposed subsurface district park rainwater storage tank; and
- Gross Pollutant Traps (GPTs) – upstream installation of GPTs for each Elizabeth Macarthur Creek discharge point.

The Plan includes rainwater reuse infrastructure within the proposed future District Park within the Bella Vista Precinct, and 6 GPTs. Stormwater runoff from pervious areas in the District Park would be collected via a ground infiltration and a subsoil drainage network and then discharged to a rainwater reuse system. It is noted that the number, location and final design/costings of water management facilities within the corridor will be informed by the assessment of the SSDAs within the Precinct. This will warrant further consultation with Landcom and will form part of the assessment process of any future VPA offer for the Government Land.

A copy of the SSDA documentation is attached for reference.

Open space land and works (embellishments)

The additional population anticipated within the Bella Vista and Kellyville Station Precincts is not catered for within Council's existing open space network and has not been accounted for under any existing contributions plan. Accordingly, the additional population will increase demand for both active and passive forms of open space beyond what is currently catered for within the existing and planned open space network.

Based on the traditional benchmarks for greenfield locations (2.83 ha per 1,000 population) an additional population of 13,848 people (13,845 additional people) would generate demand for approximately 39.18 hectares of open space comprising approximately 16.6 ha of active open space and 22.57 ha of passive open space. However, given the high density urban character of the Precincts and the high cost of land, the provision of open space at these benchmark rates would not be feasible. The following section provides an overview of the forecast demand and proposed provision of open space to meet the needs of the future population within the Precinct.

Active Open Space

Currently, within The Hills Shire Local Government Area, playing fields are provided at a rate of approximately 1 field per 2,144 persons. Based on the existing level of service provision, an additional population of 13,845 people would generate the need for 6.5 additional playing fields. However, in recognition of the difficulties associated with the provision of active open space within high density areas Council's Recreation Strategy 2019 includes a benchmark level of service provision for new high density development of 1 playing field per 2,000 high density dwellings. Based on this benchmark the future growth within the corridor would generate demand for 3.52 playing fields. When applying this threshold requirement, a total of 4 playing fields will be required to satisfy the additional demand.

To address this demand for active open space, the draft Plan identifies the expansion of the Caddies Creek Sporting Complex by an additional 9.5 hectares, to accommodate an additional 4 single playing fields (allowing for 1 cricket oval) and associated parking, amenities, playground, pathways and planting (indicative layout of proposed extension below). It will be necessary for the entire land area identified for the expansion of Caddies Creek Sporting Complex to be utilised for the purpose of active recreation and associated amenities/facilities.

It is noted that the majority of land for the expansion (around 7.1ha) is in the ownership of the Office of Strategic Lands and is proposed to be transferred to Council, funded under the State Government's Special Infrastructure Contribution Framework and other programs. It is necessary for the draft Contribution Plan to address the need for the remaining 2.4ha of land (owned by Sydney Metro) required for the expansion, as well as the full cost of embellishing the facility.

Passive Open Space

The purpose of passive open space is to provide informal play space and opportunities for supervised play within convenient walking distance from any given residence. The State Significant Development Applications for Kellyville and Bella Vista were supported by a Social Infrastructure and Open Space Assessment, prepared by Elton Consulting in August 2019. The assessment recommended that a total of around 8ha of open space to be distributed across:

- 6 to 8 local parks with an average park size of 0.4ha and a minimum size of 0.2ha (3.0 ha in total) located within 200m walking distance of residents. These parks can include pocket parks, play space for very young children, play space for older children and local recreation

space such as sports courts.

- One large district park of approximately 3ha central to both precincts, that includes a mix of active and passive activities and a plaza suited to community gatherings. The assessment also recommended that it could also be designed as a shared use space with the local primary school. In order for this space to be shared use, there would need to be careful design and good management agreements in place.
- A high quality linear open space along the length of Elizabeth Macarthur Creek (approximately 2ha) that is within 10 minutes walking or 800m to residents' (400m preference for high density areas) to residents and wide enough to comfortably accommodate cyclists and pedestrians.

Based on the traditional benchmark level of provision (1.62ha of passive open space per 1,000 people), the population within the corridor would generate demand for around 20.9ha of new passive open space. The provision of around 7.7 ha of designated passive open space within the Precincts, as detailed above, would result in a shortfall in the overall quantum of open space. However this shortfall is considered justifiable within the Metro Precincts given:

- The availability and high cost of land;
- The likely density of future development and urban character of the Precincts, which is more condensed than a greenfield release area;
- The level of embellishment of the individual open spaces; and
- The high amenity and informal passive open space opportunities which will be provided within the Elizabeth Macarthur Creek riparian corridor, including walking and cycling opportunities along the planned north-south cycleway.

While the traditional benchmarks provide a reasonable indication of the overall quantity of open space required, it does not account for efficient access to open space, quality of the open space improvements provided, or demand from the local community. The difficulties associated with the provision of open space within high density locations is recognised within Council's Recreation Strategy 2019 which requires that where the overall quantity of open space is less than the standard benchmarks, the aim is to ensure that open space is of a high quality and is well distributed.

The Strategy seeks to ensure that all residents are located within 400m of passive open space and that these open spaces have an area of at least 5,000m². The distribution of open space proposed within the Corridor will generally comply with the benchmark levels of service specified within the Strategy as all residents will be located within 400m of a local park and most parks will satisfy the area requirements.

Whilst three of the local parks will be less than 5,000m², this is considered reasonable as two of the parks are 'riparian parks' and will be located directly adjoining to the Elizabeth Macarthur Creek Corridor which will function as a greenway link. The third is the southern local park in the Bella Vista Precinct with an area of around 3,800m². This is reasonable in this instance as the dimensions will enable it to function properly as a local park and accommodate the level of service features required for a local park as required within the Recreation Strategy.

To address demand the draft Plan includes the provision of the following passive open space facilities:

- Two (2) designated local parks in the Bella Vista Precinct (areas of 3,815m² and 6,650m²);

- One (1) designated neighbourhood park within the Kellyville Precinct (area of 6,700m²);
- 1.05 ha of land under the viaduct (within the Kellyville Precinct) to accommodate small courts (as well as associated seating, lighting and fencing) to cater for a range of activities;
- A District Open Space in Bella Vista Precinct (29,700m²), adjoining a future primary school;
- Two (2) town square urban plazas (1 at each station), each with an area of 1,600m²;
- 1.67 ha of 'riparian parks' in the Elizabeth Macarthur Creek corridor and greenway link; and
- 2.4km of cycle path along Elizabeth Macarthur Creek (Samantha Riley Drive to Celebration Drive).

Community services land

The additional population anticipated within the Bella Vista and Kellyville Station Precincts will increase demand for community facilities such as libraries and multi-purpose community centre spaces. However, this population has not been catered for within Council's existing network of community facilities and has not been accounted for under any existing contribution plans.

When the land was rezoned in November 2017 the NSW State Government's Finalisation Reports recognised the need for a multipurpose community centre at either Kellyville Station or Bella Vista Station Precinct and recommended that these be funded through development contributions.

A Social Infrastructure and Open Space assessment, prepared by Elton Consulting in August 2019, was submitted with the Bella Vista and Kellyville State Significant Development Applications. The assessment identified that future growth within the corridor would generate demand for around 1,650m² of community and library floor space.

The Plan levies development for 1,600m² of land for a potential community facility to the east of Bella Vista Station.

As the State Governments Essential Works List does not include the capital costs of community facilities, the contributions plan will not include any capital funding for community facilities. It is anticipated that a VPA with Lancom and Precinct support Scheme funding would address the capital cost of the facility. If a decision is made to deliver a larger facility at this location, the cost of delivering any additional floor space beyond the 1,650m² which is linked to the demand from the Precincts would need to be funded from alternative funding sources.

A copy of the SSDA documentation is attached for reference.

9. Were any supporting studies prepared for the catchment area but not relied on? If yes, explain why they were not used.

There are no known studies for the area which have not been relied upon for this analysis. The infrastructure analysis supporting draft CP18 has been supported by the extensive analysis undertaken for the precincts by the NSW Government (as part of the Planning Precincts Program), along with Landcom in support of the two (2) SSDAs for the Bella Vista and Kellyville Precincts. Council has also undertaken its own analysis of required traffic and transport works with the aim of providing greater efficiency and safety of the transport network within the precincts.

Copies of relevant studies have been attached for reference.

10. How has non-residential development been considered in determining the need for infrastructure in the plan?

The need to provide the traffic facilities funded through this Plan is generated by both residential and non-residential development within the Bella Vista and Kellyville Precincts. It is therefore appropriate that all development within the Precincts be subject to the full cost of providing these traffic facilities.

Precinct Level Apportionment

The cost of providing traffic facilities is apportioned between residential and non-residential development based on the extent of traffic generation associated with each use. To determine an appropriate apportionment rate, vehicle generation rates specified in the RMS Guide to Traffic Generating Developments have been applied to the anticipated residential and non-residential development yields as follows:

<i>Development Type</i>	<i>Yield</i>	<i>Vehicle Generation Rate (RMS)</i>	<i>Daily Vehicle Trips</i>	<i>%</i>
Residential	7,047 units	2.9 per unit	20,436	39%
Non-Residential (other than retail)	151,000m ²	10 per 100m ² GFA	15,100	61%
Non-Residential (Retail)	25,736m ²	63 per 100m ² GLFA	16,214	
<i>Total</i>			50,370	100%

Traffic Generation and Apportionment

Based on the above, 39% of the cost of traffic infrastructure within this plan is apportioned to residential development within the Precincts, while the remaining 61% is apportioned to non-residential development within the Precincts.

While the specific traffic generation resulting from each individual development within the Precinct would vary, this high level estimation based on traffic generation rates provides a suitable method of apportioning costs for traffic infrastructure at a strategic level.

Accordingly, the following commercial rate is proposed for the 2020/2021 Financial Year:

Facility Category	Rate (Per m²)
<i>All Non-Residential Development</i>	
Transport Capital	\$49.02
Administration	\$0.69
	\$49.71

11. In determining the need for infrastructure in the plan, what consideration was given to:

▼ The existing population in the catchment area

There is currently one (1) dwelling within the Bella Vista and Kellyville Station Precincts, with an assumed population of 3.4 persons.

▼ Any existing or projected population outside the catchment area

The Balmoral Road Release Area which adjoins the catchment area has an anticipated population 15,728 residents at full development. There is also expected to be substantial growth elsewhere along the Sydney Metro Northwest Corridor and to the west of the subject land (in the Blacktown LGA).

▼ The capacity of existing infrastructure in the catchment area, and/or

There is currently limited infrastructure within the catchment area as the land is predominantly vacant having been reserved for the purpose of a railway corridor to facilitate the Sydney Metro Northwest. The Precincts are bounded by Samantha Riley Drive (sub-arterial) to the north and Old Windsor Road (Arterial) to the west, with a number of roads of various designations traverse the precinct including:

- Memorial Avenue (Arterial Road)
- Balmoral Road (Local Road)
- Various roads delivered as part of the metro works around the Bella Vista and Kellyville Stations.

▼ Any existing or proposed infrastructure outside the catchment area.

Additional works are being undertaken in the vicinity of the Precinct as part of wider regional traffic improvements. However these works are funded through alternative sources and are not proposed to be levied through draft CP18.

As part of Council's infrastructure analysis, consideration was given to the capacity of existing open space facilities within the vicinity of the precincts. Existing active open space facilities are in high demand and there is currently limited availability at most facilities during peak sport times. Council has recently undertaken an audit of active open spaces across the Shire as part of preparing its Recreation Strategy (2019). The audit indicates that existing and planned facilities in the Kellyville and Rouse Hill areas will only be sufficient to cater for growth within those locations (based on a benchmark provision of 1 playing field per 2,000 people in low density areas). Accordingly, there is a clear demand for additional facilities to service the expected future population of approximately 13,845 additional people (revised projection from earlier in the report) within the Bella Vista and Kellyville Precincts.

Whilst there are some existing passive open space areas outside of the precincts, the Social Infrastructure Assessment prepared by Elton Consulting as part of the SSDAs identifies that additional passive open space is required within the Precincts to adequately service the future population.

Consideration was given to existing community facilities surrounding the precincts which include Glenwood Community Hub (Blacktown LGA), Bella Vista Farm Park and Hills Shire libraries / community centres at Rouse Hill, Castle Hill and Baulkham Hills. Limited capacity at these existing facilities will necessitate the provision of additional community facility floor space within the Bella Vista and Kellyville Precincts.



Criterion 3

Reasonable costs

IPART must advise whether the proposed development contributions are based on a reasonable estimate of the cost of the proposed public amenities and public services. This includes how the base costs of land and each item of infrastructure are derived and the method used to calculate the contribution rates and escalate them over time.



Providing comprehensive answers
will minimise the likelihood of further questions from IPART

12. Explain the process used to estimate costs for works for each infrastructure category.

Refer to matters such as:

- ▼ Use of consultant or QS estimates
- ▼ Use of council costs
- ▼ Use of benchmark costs
- ▼ Any allowances included, such as professional fees and contingencies
- ▼ Details of any indexation of cost estimates to the base period of the plan, including the index used

Show the link between the supporting cost sources and the land and works in the plan. This can be shown against each item in a separate table or in the plan's works schedule (see example works schedule).

Transport works

A number of the transport works identified under draft CP18 are based on cost estimates provided by Landcom as part of its VPA offer for the provision of infrastructure in the Bella Vista and Kellyville Precincts. The transport items for which Landcom's costings have been used include:

- CP18BVKRT1
- CP18BVKRT2
- CP18BVKRT4
- CP18BVKRT5
- CP18BVKRT7
- CP18BVKRT8
- CP18BVKRT11

It is understood Landcom's costings are preliminary estimates which will be further supplemented by detailed Quantity Surveyor estimates (yet to be provided to Council).

The cost estimate for CP18BVKRT3 (Memorial Avenue pedestrian bridge) is based upon the actual cost of a similar pedestrian bridge crossing of Memorial Avenue at Pellizer Boulevard, indexed to

FY2020/2021.

The cost estimate for CP18BVKRT6 (Balmoral Road / Mawson Avenue signalisation) is based upon the actual cost of a similar signalised intersection at Milcroft Way and Windsor Road, indexed to FY2020/2021.

The cost estimates for CP18BVKRT9 and CP18BVKRT10 (roundabouts) are based on an internal cost estimate for a dual lane circulating roundabout.

Allowances for Project Management, Design and Contingencies have been included for Items RT6, RT9 and RT10 only due to the high level nature of these costings.

Stormwater management works

The costs for Items CP18BVDR1 to CP18BVDR6 (GPTs) are based on an average of costs of similar infrastructure provided within the North Kellyville Precinct in The Hills Shire.

The cost for CP18BVDR7 is based on the Landcom cost estimate provided as part of its VPA offer to Council.

As these costs are based on similar actual costs or Landcom's estimates, no allowances for Project Management, Design and Contingencies have been included.

Open space works (embellishments)

The cost of passive open space embellishments (CP18BVKOSE1 to CP18BVKOSE12) are based on the cost estimate provided by Landcom as part of its VPA offer to Council.

The cost for the embellishment of the Stage 2 expansion of Caddies Creek Sports Complex (CP18BVKPF1) is based on an internal estimate utilising IPART Benchmarks and Rawlinsons (indexed to FY2020/2021).

For the passive open space, as the costs are based on Landcom's estimates, no allowances for Project Management, Design and Contingencies have been included. However as the Caddies Creek Stage 2 works estimate is a high level strategic estimate, 7.5% PM, 7.5% Design and a 20% contingency has been applied to this item.

13. Explain the process used to estimate the cost of plan preparation and administration.

The administration cost to be levied for under the Plan is based on IPART's benchmark rate, being 1.5% of the total value of works within a Contribution Plan.

14. What, if any, land has the council already acquired to provide local infrastructure for development in the catchment area? How has the cost of this land been included in the plan?

- ▼ For land that the council has acquired in the plan, the works schedule should show:
 - Date of acquisition
 - Agreed market value
 - Any other acquisition costs

- Indexation of the total acquisition cost to the base year of the plan.
- ▼ For land that the council has agreed to acquire or have dedicated through a VPA, the works schedule should show:
 - Date of agreement
 - Agreed value
 - Indexation of the value to the base year of the plan.
- ▼ For council-owned operational land, the works schedule should show:
 - Market value at the time the land was rezoned for public infrastructure
 - Indexation to the base year of the plan.

The cost of land for passive open spaces is based on the cost estimate provided by Landcom as part of its VPA offer to Council. This applies to the following items:

- CP18BVKOSE1
- CP18BVKOSE2
- CP18BVKOSE4
- CP18BVKOSE5
- CP18BVKOSE8
- CP18BVKOSE9
- CP18BVKOSE10
- CP18BVKOSE11
- CP18BVKOSE13

The cost for land for the Stage 2 expansion of Caddies Creek Sports Complex (CP18BVKPF1) is based on an estimate of land value provided by the Department of Planning, Industry and Environment. This value relates to the component of the sports complex which will be funded through the Special Infrastructure Contribution.

The cost of land for the proposed community facility (CP18BVKCF1) is based on the cost estimate provided by Landcom as part of its VPA offer to Council.

15. Explain the process used to estimate the cost of land yet to be acquired by the council.

- ▼ Include details of any inclusions for other costs associated with a council's land acquisitions, such as conveyancing, legal, survey and other costs payable to landowners under the *Land Acquisition (Just Terms Compensation) Act 1991*.

The values of land to be acquired under draft CP18 are primarily based on values provided by Landcom as part of their VPA offer to Council. Land to be acquired in association with the delivery of playing fields at Caddies Creek Sports Complex has been valued in accordance with the Department of Planning, Industry and Environment's Special Infrastructure Contribution (SIC) nomination for other land within the facility.

An allowance of 1.5% for professional fees has been added to all land values.

16. If contribution rates in the plan are calculated using an NPV model,

- ▼ Does the model use real or nominal values?
- ▼ If the model uses nominal values, what indexation assumptions are applied to costs and revenue?
- ▼ What discount rate does the model use, and why?

The model is based upon nominal values. Indexation assumptions and discount rate are in accordance with IPART Guidance.

17. What measures have been taken to minimise costs in the contributions plan (eg, adjustment to design or alternative engineering solutions)?

The use of similar actual cost is considered to be the most cost effective way to value items within a Contributions Plan and this has been undertaken where possible. This has avoided the need to include unnecessary allowances for project management, design and contingencies for a number of items. IPART Benchmarks have also been utilised where appropriate.

The contributions rates for both residential and non-residential developments were also slightly reduced following exhibition of the Plan. This was primarily due to the increase in dwellings from 6,471 dwellings to 7,047 dwellings. In recognition of the increase in residential yield, the apportionment of costs between residential and non-residential developments was adjusted to 39% (residential) and 61% non-residential.

A comparison between the exhibited and post exhibition versions of the draft Plan are shown in the table below.

	Exhibited CP18	Post-Exhibition CP18
Value of Land, Works and Administration	\$142.98m	\$149.6m
Dwellings	6,571	7,047
Non-Residential Floor Space (m²)	176,736m ²	176,736m ²
Residential Contribution Rate (2020/21)	\$39,159.76 per dw	\$38,795.92 per dw
Non-Residential Contribution Rate (2020/21)	\$50.28	\$49.71

18. Explain the method/s used to index the contribution rates for both land and works.

Values will be indexed as described in Section 2.19 of the draft Contributions Plan.



Criterion 4

Reasonable timeframe

We assess whether the proposed public amenities and public services can be provided within a reasonable timeframe.

19. How has the council determined the timing of infrastructure provision?

Provide details of the program for delivery of infrastructure in the contributions plan and explain its underlying rationale.

The draft Contributions Plan has been prepared based on a 25 year development horizon, informed by the staging plan submitted with Landcom's SSDAs for the Precincts.



Criterion 5

Reasonable apportionment

We assess whether the proposed development contribution is based on a reasonable apportionment of costs between existing and new demand. We also assess whether the apportionment of costs reflects the demand generated by different types and stages of development.

Apportionment is about ensuring the allocation of costs equitably between all those who will benefit from the infrastructure or create the need for it. While nexus is about establishing a relationship between the development and demand for infrastructure, apportionment is about quantifying the extent of the relationship.

20. How does the plan apportion costs?

Provide details of supporting calculations and explain how the apportionment takes into consideration demand arising from (as relevant):

- ▼ New and existing development in the catchment area
- ▼ Different stages of development
- ▼ Different sub-catchments
- ▼ Residential and non-residential development
- ▼ Different residential development densities
- ▼ New and/or existing development outside the catchment area

Please provide additional information in this section if any development is exempt from paying contributions.

Transport land and works

The need to provide the traffic facilities funded through this Plan is generated by both residential and non-residential development within the Bella Vista and Kellyville Precincts. It is therefore appropriate that all development within the Precincts be subject to the full cost of providing these traffic facilities.

The cost of providing traffic facilities is apportioned between residential and non-residential development based on the extent of traffic generation associated with each use. To determine an appropriate apportionment rate, vehicle generation rates specified in the RMS Guide to Traffic Generating Developments have been applied to the anticipated residential and non-residential development (refer to Section 3.4.2 of the draft Plan for further details). Based on the above, 39% of the cost of traffic infrastructure within this plan is apportioned to residential development within the Precincts, while the remaining 61% is apportioned to non-residential development within the Precincts.

The above apportionment only applies to traffic facilities. The costs of pedestrian bridges, which are included in the transport category, are 100% apportioned to future residential development.

Stormwater management land and works

Future residential development will be levied for 100% of the cost of delivering the required stormwater management land and works.

Open space land and works (embellishments)

The demand for open space is principally generated by future residential development within the Precinct. It is therefore appropriate that only residential development be levied for the cost of delivering open space land and works (embellishments).

Community services land

The demand for community facilities is principally created by the future residential development within the Precincts. Therefore, the cost of land for community facilities will be 100% apportioned to the future residential development within the Precincts.

Plan preparation and administration

All development will fund plan preparation and ongoing administration costs over the life of the plan. The value of administrative costs has been apportioned between residential and non-residential development based on the total value of works apportioned to each type of development under the Contributions Plan.



Criterion 6

Appropriate community liaison

We require evidence that the plan has been exhibited and publicised in accordance with the statutory requirements and that the council has considered submissions received during the exhibition period. The post-exhibition version of the plan should not differ so significantly from the exhibited version that it requires re-exhibition.

It is not necessary to include information about consultation in the contributions plan.

21. In developing the contributions plan, was any publicity and community liaison undertaken outside the mandatory exhibition period?

The plan was prepared in conjunction with ongoing consultation with Landcom with regard to the SSDAs and future VPA for the Precincts. This allowed Landcom's cost estimates for a number of items to be utilised in preparing the draft Plan.

22. How has the council taken into account submissions received on the draft plan placed on exhibition?

Consideration was given to all submissions received on the draft plan as part of the post-exhibition council report, which was considered by Council at its Ordinary Meeting of 9 March 2021. A copy of these submissions and the post-exhibition council report have been provided for reference. **The submissions and summary table are confidential and should not be published.**

23. Does the council intend to undertake any further publicity or community liaison?

It is not expected that any further consultation will be required as submissions have already been considered and necessary amendments made to the Plan in response to the public exhibition.



Criterion 7

The plan complies with other matters
IPART considers relevant

IPART may take into consideration other matters relevant to our overall assessment of the contributions plan.

These matters may include compliance with the statutory requirements for making local infrastructure contribution plans and with the Practice Note, whether the plan uses up-to-date information, as well as issues of transparency and accountability in the council's proposed arrangements for the levying and collection of contributions under the plan.

24. Is there any other information relating to the contributions plan which may assist us to assess it against this criterion?

N/A

25. Is the council aware of possible changes to any underlying assumptions used in preparing the plan which may be relevant to our assessment?

Such matters could include:

- ▼ Revised population projections
- ▼ Potential rezoning or changes to dwelling yields
- ▼ Other changes to the applicable LEP, SEPP or DCP
- ▼ Changes to NSW government policy for infrastructure delivery

As part of ongoing VPA negotiations and Landcom's submission to the draft CP, Council has been advised that Landcom has engaged the preparation of detailed cost estimates for certain items identified under the draft Contributions Plan. As these costings have not yet been provided it is not considered necessary to delay progression of the Contributions Plan.

Costs for each item under draft CP18 have been based on the best available information at the time of preparing the Plan. This is not uncommon in contributions planning. A review of the Plan can be undertaken in the future when detailed costings become available.

26. Please provide any other information which you consider would assist or expedite our assessment.

Relevant supporting material is included in the package supplied within this application. Any further information that may be required can be provided upon request.

4. Quality assurance

We also request that council undertake a quality assurance (QA) check of the contributions plan before it is submitted to IPART for review.

The purpose of the council's QA check is to identify and address any errors or inconsistencies within the work schedules and also between the contributions plan and relevant supporting information to ensure that the plan, as submitted, is accurate. This will reduce the risk of delay in our assessment and the need for recommendations for the council to correct errors.

Checklist for quality assurance of contributions plan and works schedule

Has the contributions plan been checked for	Yes	No
Typographical errors	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Calculation errors (including checking infrastructure and land cost calculations)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use of the most up-to-date data and information	<input checked="" type="checkbox"/>	<input type="checkbox"/>

27. Explain the quality assurance process undertaken for the contributions plan prior to submitting it to IPART for review.

The contributions plan has undergone a stringent quality assurance process and has also been reviewed by Council on two (2) occasions and has been placed on public exhibition.

5. Application checklists

Please complete Checklist A to confirm the contributions plan contains all information requirements of the *Environmental Planning and Assessment Regulation 2000*.

Please complete Checklist B to ensure that all information necessary for IPART's assessment is submitted.

Councils should also complete and provide IPART with spreadsheets that:

- ▼ Detail all infrastructure items included in the plan, with references to the studies (including the specific sections or page numbers), that support their inclusion in the plan as relevant
- ▼ Detail the cost of each infrastructure item (including source and date of costings, and any indexation of cost estimates)
- ▼ List the cost and area for all parcels of land required for infrastructure in the plan
- ▼ Detail the cost of any land that has already been acquired and land that the council is yet to acquire
- ▼ Show how the total cost of land and works for each infrastructure category (or subcategory) have been apportioned
- ▼ Show how the contributions rates in the plan have been calculated (including net present value modelling if this approach is used)
- ▼ Show indicative contribution amounts for each type of residential dwelling.

IPART provides a works schedule template that councils can use to show information and calculate contribution rates (see Resources to assist councils). The template is available on our website or can be viewed at the end of this document.

Checklist A – for the contributions plan

Does the contributions plan:	Yes	No	Contributions plan page reference(s)
Outline the purpose of the plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Incorporate a map showing:			-
▼ Geographical catchment area of the contributions plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
▼ Specific infrastructure to be provided under the plan (may include multiple maps)			
Include details about how the need for land and works to support new development was determined	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include information about:			
▼ Existing population in the catchment area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
▼ Projected residential population and/or workforce	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include a schedule of the contributions rates (eg, \$/ha, \$/person, \$/dwelling)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include assumptions made in the modelling of costs and revenue (if using a Net Present Value (NPV) approach).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include details of the anticipated rate of development in the catchment area and how this was determined	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include a program for infrastructure delivery and explain how it relates to the anticipated timing of development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include a statement regarding potential revision of the scheduled timing for infrastructure delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include the formulas used for determining the section 7.11 contributions for each infrastructure category	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Explain how the proposed cost of works was derived (eg, quantity surveyor or other consultant advice, standard costs used by the council)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Explain how the proposed cost of land was derived	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include a works schedule that shows an estimate of the cost and the expected timing of infrastructure delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Include details of apportionment calculations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-

Does the contributions plan:	Yes	No	Contributions plan page reference(s)
Explain how the contribution rates will be adjusted for inflation/ changes in costs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Outline the base period for costs in the plan (eg, June 2018)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
Address the council's position on the following policy matters:	<input type="checkbox"/>	<input type="checkbox"/>	-
▼ Provide details of accounting arrangements for contribution funds (eg, is pooling of funds permitted, will internal borrowings be used to deliver infrastructure projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
▼ Show how it will satisfy each condition requiring the payment of monetary contribution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-
▼ Consider the conditions that may be imposed under section 4.17(6)(b) of the Act or section 97(1)(b) of the Local Government Act 1993.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-

Checklist B – for the council’s application

Please complete the checklist below to ensure that all information necessary for IPART’s assessment is submitted.

	Yes	No	N/A
Works schedules and calculation of contribution rates			
Spreadsheets must include a clear link between			
▼ The listed infrastructure and the evidence which supports nexus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
▼ The cost of land/infrastructure and the cost source	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Contributions plan			
Version of contributions plan incorporating any post exhibition changes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Version of contributions plan publicly exhibited	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Version of contributions plan previously submitted to IPART for review	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public consultation			
Copy of all submissions to publicly exhibited contributions plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Summary of submissions and council’s response	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical studies and consultant documents			
Land valuation report/s	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Supporting studies for stormwater management infrastructure (eg, Flooding and Water Cycle Management report)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting studies for transport infrastructure (eg, Traffic and Transport Assessment report)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting studies for open space infrastructure (eg, Demographic and Social Infrastructure report)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting studies for community services (eg, Demographic and Social Infrastructure report)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maps and shape/spatial files			
Plan catchment map/s	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Final Indicative Layout Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zoning map/s	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land acquisition map/s	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Constrained land map/s (flooding and transmission lines)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other documents			
VPA’s	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Details of other funding agreements for state or local infrastructure in the area covered by the plan (including draft agreements)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council business papers or meeting minutes related to the preparation of the contributions plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other documents that you think could be useful in IPART’s assessment of the contributions plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Resources to assist councils

The following documents and resources are available to assist councils preparing a contributions plan.

Please refer to IPART's website [Local Infrastructure Contributions Plans](#) for further information on our assessment process.

Policy Documents	Description
Section 94E Ministerial Direction for Local Infrastructure Contributions 2012, as amended (Ministerial Direction)	The Ministerial Direction sets out the role of IPART in reviewing local government contributions plans
Local Infrastructure Contributions Practice Note, January 2019 (the Practice Note)	Provides guidance to IPART and to assist councils to understand the role of IPART in the review of contributions plans.
Terms of Reference – Reviewable Contributions Plans – Environmental Planning and Assessment Act 1979, dated 14 November 2018	IPART's Terms of Reference for the review of local government contributions plans

Fact Sheets and Information Papers	Description
Fact Sheet – Contributions plans assessment	Explains why and how we assess contributions plans
Fact Sheet – Local Government discount rate	Every six months IPART publishes the local government discount rate
Fact Sheet – Inclusion of roads in contributions plans	Provides advice and guidance on the inclusion of roads in contributions plans
Information Paper – Contributions plan assessment: land costs	Sets out IPART's approach to assessing land costs in contributions plans
Information Paper – Guidance for contributions plans: Local Infrastructure Benchmark Costs	Sets out IPART's position on using our 2014 benchmark cost report
Information Paper – Indexation of contribution rates	Provides advice and guidance on the indexation of contribution rates
Technical Paper – Modelling local infrastructure contributions	A technical paper that outlines our recommended approach to calculating the discount rate and other aspects of modelling local infrastructure contributions using a net present value approach

Other documents	Description
IPART Works Schedule Template	An example works schedule that councils can use when developing a contributions plan

7. Example works schedule

Plan 1 - Works Schedule

Reference	Item description	Land area (m2)	Cost of land	Works (unit)	Quantity required	Cost of works	Total cost land and works	Total cost (indexed to base period of plan)	Cost apportioned to plan	Total cost apportioned to plan	What establishes nexus?	Cost source (land)	Cost source (works)	Indicative timing
X01	collector road 1	5,500	\$ 2,000,000	linear metres	1,200	\$ 4,200,000	\$ 6,200,000	\$ 7,130,000	85%	\$ 6,060,500	Arup, Precinct Transport Study, July 2015, page 35	KD Wood Land Valuation Report, 2017	WTP, road costs report, December 2015	2022-2023
B05	bus shelters	1,500	\$ 545,455	item	7	\$ 140,000	\$ 685,455	\$ 788,273	100%	\$ 788,273	Arup, Precinct Transport Study, July 2015 & see note (a), page 38	KD Wood Land Valuation Report 2017	IPART benchmark cost	2020-2025
S01	sub-arterial road 1	14,000	\$ 4,500,000	linear metres	2,300	\$ 12,000,000	\$ 16,500,000	\$ 18,975,000	100%	\$ 18,975,000	Arup, Precinct Transport Study, July 2015, page 36	VPA 001, p25-31. Ownership has not yet been transferred.	Specific cost based on tender rates, see note (b)	2022-2023
Total in plan		21,000	\$ 7,045,455		3,507	\$ 16,340,000	\$ 23,385,455	\$ 26,893,273		\$ 25,823,773				

Note: a council investigation and analysis has identified the need for 2 additional bus stops, above what is identified in the technical study.
 b see attached evidence in Document A1

An example works schedule can be found on the IPART website.