

14 December 2021

Independent Pricing and Regulatory Tribunal NSW
2-24 Rawson Place
SYDNEY NSW 2000

Attention: Felicity Hall
Felicity_Hall@ipart.nsw.gov.au

Dear Felicity

The purpose of this letter is to respond to the Independent Pricing and Regulatory Tribunal NSW (“IPART”) Review (“the Review”) initial responses relating to The Hills Shire Council’s Contributions Plan No. 18 – Bella Vista and Kellyville Station Precincts (“the Plan”) currently on exhibition for consultation. Below we have provided responses to each of the Review’s question.

1. What is the correct land area for open space items in the plan?

The correct land area for the open space items is as outlined in Council’s draft Plan, the Landscape Master Plan and the Open Space Strategy included in the SSDA package for SSDs 10343 and 10344. The below Table provides a detailed breakdown of the open space provisions in the Plan.

| Item | Area (ha) | Page Ref | Document / Drawing Set |
|---|-----------|---------------|------------------------|
| Kellyville | | | |
| OSE1 Riparian Open Space (Kellyville North) | 0.24ha | P33 Table 8.1 | Landscape Master Plan |
| OSE2 Riparian Open Space (Kellyville South) | 0.34ha | P33 Table 8.1 | Landscape Master Plan |
| OSE3 Urban Plaza – Kellyville Station (Lot B) | 0.16ha | P32 Table 8.1 | Landscape Master Plan |
| OSE4 Local Park Kellyville (Under Viaduct) | 1.05ha | P33 Table 8.1 | Landscape Master Plan |
| OSE5 Neighbourhood Park - Kellyville | 0.67ha | P32 Table 8.1 | Landscape Master Plan |
| Bella Vista | | | |
| OSE8 District Open Space – Bella Vista | 2.74ha | P34 Table 8.2 | Landscape Master Plan |
| OSE9 Local Park – Bella Vista (north) | 0.67ha | P35 Table 8.2 | Landscape Master Plan |
| OSE10 Local Park – Bella Vista (south) | 0.38ha | P34 Table 8.2 | Landscape Master Plan |
| OSE11 Urban Plaza – East of Bella Vista Station | 0.16ha | P35 Table 8.2 | Landscape Master Plan |

| Item | Area (ha) | Page Ref | Document / Drawing Set |
|---|-----------|---------------|------------------------|
| OSE12 Riparian Open Space (Bella Vista) | 1.09ha | P35 Table 8.2 | Landscape Master Plan |

The RLB Cost Report is based on the Landscape Master Plan and Open Space Strategy, but also the Concept Design and Specification work – all undertaken by Clouston Associates. Due to the early stages of the design work, Clouston proposed ranges for items within the specification. RLB’s costings rationalise these ranges into a single figure for costing purposes, which is the reason for the discrepancy.

2. Why have the costs for the Viaduct Park (OSE4) increased by \$5-7m when the initial cost estimate already included park amenities?

The initial cost estimate for the Viaduct Park was based on a \$264/sqm allowance (\$240/sqm + 10% contingency). This is consistent with the benchmark estimate for other local parks within the precinct. The benchmark was drawn from Landcom records on active projects including delivery of parks. The benchmark generally relates to standard softscape or turf parks and does not consider hardscape elements such as paving, sport courts, shade structures etc. which generally draw a more significant cost.

The increase in costs for the Viaduct Park is attributable to the significant hardscape area required for the Viaduct Park to meet its intended character and purpose as outlined in the Clouston Open Space Strategy. The hardscape area cost estimate (\$150-\$250/sqm) is significantly more expensive than turf/lawn (\$10/sqm).

The hardscape area is intended to activate the viaduct providing, a range of informal sports courts for basketball, tennis, skating, outdoor futsal etc.; a combination of passive and active open spaces; potential public art spaces; and shelter and shade structures. The intended function of the hardscape area under the viaduct is critical to the open space hierarchy and masterplan and is depicted in the concept below.



Clouston Public Domain and Landscape Strategy - Page 40

3. What evidence supports the need for a vehicular bridge (RT11) and what share of the costs should be funded from development within the precinct?

The Balmoral Road to Memorial Avenue portion of the Bella Vista precinct is proposed to deliver more than 1000 future homes, a major regional park and a primary school. The transport planner for the Project, Jacobs proposed that for this quantum of future population two egress

points out of this portion of the precinct would be required. These points were proposed to include one access to Balmoral Road to the south, and one new left-in/left-out intersection to the north at Memorial Avenue.

TfNSW (RMS) has since advised that an additional access point to Memorial Ave will not be permitted. To alleviate the negative impact in the local traffic network around the precinct caused by removal of this intersection a bridge over Elizabeth Macarthur Creek to Free Settlers Drive is preferred, as this will maintain a connection to the north to an existing signalised all-turn intersection at Free Settlers Drive and Memorial Avenue.

It is noted that the Bella Vista Precinct Finalisation Report prepared by DPIE which supported the rezoning of the Bella Vista Precinct foresaw the need to provide a bridge in this section of the Bella Vista Precinct. Section 7 of the report outlines the infrastructure forecast to be required to support development of the precinct. Item 9 of the schedule is outlined below. The project team investigated the left-in/left-out as an alternative cost saving measure, but RMS' position on the matter is definitive and we are currently updating our SSD Plans to reflect this outcome. On the basis that the item is required to support the development, it should be wholly attributed to the Kellyville and Bella Vista precincts.

| | | | |
|----|--|-------------------------|---|
| 9. | New local road bridge(s) across Elizabeth Macarthur Creek, with pedestrian and cycle paths | Relevant road authority | Delivery as part of a Section 94 Plan and potential other funding sources |
|----|--|-------------------------|---|

Department of Planning, Industry and Environment Bella Vista Precinct Finalisation Report – Section 7, page 52.

4. Should single lane or dual lane roundabouts (RT9 and RT10) be provided and what is the reasonable cost?

The proposed roundabouts would be a single lane in each direction, which is considered with the proposed street character and cross-sections. Each approach to the roundabout would split into two lanes in close proximity to the roundabout to allow for a separated left turning movement, similarly with the existing Colonial Street and Arnold Avenue roundabout – see image below.

The cost put forward is considered reasonable and reflective of this scope.



Google images - Colonial Street and Arnold Avenue roundabout

5. What are the reasons for the higher contingency rates in the quantity surveyor report when compared to the rates in the Council's Plan?

The contingency rates proposed by Council in the Plan were nominal as the benchmark rates proposed by Landcom which were included within the Plan were inclusive of contingency. RLB has proposed contingency rates for each item consistent with the nature of the infrastructure items, complexity of the site and the conceptual nature of the proposed items.

Transport items can be more complex and hence a higher contingency allowance has been proposed to cover for unforeseen complexity. Open space and park items are less complex as the space and scope can be more readily defined, and hence a 5-10% contingency is applied, which is industry standard for delivery projects.

6. Why are some infrastructure costs in APP's submission different to the costs in the quantity surveyor report? In particular, the path along creek at Kellyville (OSE6), path along creek at Bella Vista (OSE7), and Gross Pollutant Traps (DR1-6)

Gross Pollutant Traps

The response letter prepared by APP incorrectly referenced the 4 x GPTs at \$150,000 per GPT that lie on the Sydney Metro landholdings, rather than the 6 x GPTs at \$150,000 per GPT that lie within the entire precinct. The correct cost should be \$900,000.

Linear Path

The quantity surveyor report prepared by RLB included three portions of the linear path:

- 1. **North – from Samantha Riley Drive to the Kellyville local park – wholly within the Kellyville precinct and on land owned by Sydney Metro**
- 2. **Central – from the Kellyville local park to Balmoral Road – located partly within Kellyville and partly within Bella Vista and owned by private land owners**
- 3. **South – from Balmoral Road to Celebration Drive – wholly within the Bella Vista precinct and on land owned by Sydney Metro**

Project Managers APP took the quantity surveyor RLB allowance for the central portion and split this cost between the precincts. The actual comparison between RLB and APP costs are outlined below:

| Item | APP Costs | RLB Costs |
|---------------------------------|--------------------|--------------------|
| Linear park north (Kellyville) | \$1,243,533 | \$1,057,250 |
| Linear park central | n/a | \$558,850 |
| Linear park south (Bella Vista) | \$1,407,917 | \$1,035,350 |
| Total | \$2,651,450 | \$2,651,450 |

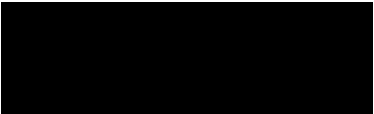
Note: RLB costed the linear path in three sections so that Landcom and Sydney Metro would understand the value of the linear path that lies on Sydney Metro land, being the north and south portions. In its letter response, APP split the costs for the central portion between Kellyville and Bella Vista so that the costs could be compared to the Council plan.

The costs for the path are significantly higher than in Council’s plan, which estimates the cost on a \$/sqm. The complexities of delivering the linear path, which traverses road verge, Creekside and flood prone lands, mean that the real costs of delivering the path will be greater than initially estimated using benchmark costs.

Summary

We thank IPART for its ongoing assessment of the Plan and trust that these responses clarify the queries raised during the Review to date.

Yours sincerely



Christina Hobbes
Development Director