

**Submission in Relation to the**  
**Assessment of West Dapto Contributions Plan 2020**  
**IPART Draft Report**

We are landowners in Yallah-Marshall Mount and our property is within Stage 5 of the West Dapto Urban Release Area.

IPART's assessment of the West Dapto Contributions Plan is comprehensive and reasonable.

**Costs**

We note that IPART recommends a net cost reduction of the Plan, and we support those reductions.

We also support the recommended approach to determining and apportioning costs.

**Apportionment**

We agree with IPART's finding that it is not reasonable for Council to charge the same contributions rate in Stage 5 as in Stages 1-4, for

- Transport infrastructure;
- Stormwater management infrastructure; and
- administration costs

Stage 5 is in a separate stormwater catchment and has direct east/west connections to the Princes Highway and surrounding areas.

Stage 5 can be developed independently of the other stages.

Stages 1-3 in particular, are remote from Stage 5 and do not rely on Stage 5 for development and servicing.

**Review of the Plan**

We support IPART's recommendation that Council comprehensively review the plan within the next three years.

The five years time span proposed by Council is too long.

It would mean only two reviews of the plan would be completed within the first ten years of the Plan, rather than the initial five agreed to by Council.

Most of the works in the Plan involve transport infrastructure and are yet to be completed. Therefore review is necessary to ensure the scope, cost and apportionment of work accurately reflect development.

### **In Addition**

We think Council has a responsibility to deliver a plan that is affordable.

Moderating development costs by "socialising" the contributions rate, is not reasonable.

Instead, we think Council should seek to reduce the high cost of traffic infrastructure and explore more efficient ways of providing it.

**We therefore request that IPART include an additional recommendation that the proposed transport infrastructure be either peer reviewed or reviewed by an independent engineering firm in order to identify potential savings to be achieved from a more considered design.**

**We ask that this review be undertaken within two years. This would allow the Plan to be revised before construction of some of the infrastructure in the plan commences.**

We thank IPART for the opportunity to comment on the Draft Assessment Report.

Name :Keith Johnson

[REDACTED]

[REDACTED]