



Ms Lindy Deitz
General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

Dear Ms Deitz

I write regarding the Menangle Park Contributions Plan which Campbelltown City Council (Council) submitted to the Independent Pricing and Regulatory Tribunal (IPART) for assessment.

Upon completing its assessment, IPART made 17 recommendations in relation to the Menangle Park Contributions Plan. On behalf of the Minister for Planning and Public Spaces, I have considered these recommendations and require Council amend the Plan by making 15 changes before Council is able to levy a contribution in excess of \$20,000 for residential development. These required changes are outlined in Attachment A.

I have not agreed with all of the IPART recommendations as some, such as the inclusion of half road costs, are typically the responsibility of the developer and would require re-exhibition of the Contributions Plan. Council is still free to consider whether these costs should be included in the Plan when it is next reviewed.

Once Council has made the necessary changes and adopted the contributions plan it will be deemed an "IPART reviewed contributions plan" in accordance with Clause 5(3) of the Environmental Planning and Assessment (Local Infrastructure Contributions) Amendment Direction dated 28 July 2017. Please advise the Department once this process is completed and provide evidence that the changes have been made.

Should you have any questions, you are welcome to contact Mr Geoff Thompson, Director of Infrastructure Programs and Coordination at the Department on 9274 6235.

Brett Whitworth
Deputy Secretary
Greater Sydney Place and Infrastructure

Encl: Attachment A: List of required amendments to Menangle Park Contributions Plan

Attachment A: Required amendments to Menangle Park Contributions Plan prior to contributions being levied above \$20,000

IPART Rec.No.	Required amendments to Menangle Park Contributions Plan
1.	Remove the allowance for the cost of plans of management from the cost of transport works in the plan, which would reduce the cost of transport works by an estimated \$281,260 (page 21, IPART report).
2	Include the half-width roads fronting community centre in the cost of transport infrastructure in the plan, which would increase the cost of transport land by an estimated \$55,332 and works by an estimated \$112,800 and remove the same land and works items from the cost of community services (page 21 IPART report).
3	IPART recommendation not adopted.
4.	Remove costs for the following items of regional transport infrastructure: <ul style="list-style-type: none"> • Spring Farm Parkway cycleways, which will reduce the cost of transport works by an estimated \$117,660 • Menangle Park Road upgrades (road segment only, not intersection), which would reduce the cost of transport land by an estimated \$986,000 and the cost of transport works by an estimated \$11,300,000; and • Menangle Park Station cycle parking from the plan, which would reduce the cost of transport works by an estimated \$9,771 (page 23 IPART report).
5.	Remove the allowance for the cost of plans of management from the cost of stormwater management works in the plan infrastructure, which would reduce stormwater management works costs by an estimated \$202,000 (page 30, IPART report).
6.	Include regeneration and revegetation works in the cost of stormwater management infrastructure in the plan, which would increase stormwater management works costs by an estimated \$18,283,345 and reduce open space costs by the same amount. (page 31, IPART report).
7	IPART recommendation not adopted.
8.	Revise the cost estimates for detention basins to align them with the quantities recommended in the GHD (November 2011) alternative drainage strategy, which would increase the stormwater works costs by an estimated \$426,572 (\$101,660 for Basin 7 and \$324,912 for Basin 8) (pages 36, IPART report).
9.	Reduce the cost of stormwater management works to correct double-counting of: <ul style="list-style-type: none"> • Preliminaries for detention basins (estimated at \$92,252), and • Channel stabilisation works (estimated at \$167,630) (page 36, IPART report):
10.	Remove the allowance for the cost of plans of management from the cost of open space works, which would reduce the cost of open space embellishment by an estimated \$266,000 (page 42, IPART report).

11.	Remove the cost of public art in the playing fields from the cost of open space embellishment, which would reduce the cost of open space embellishment by an estimated \$152,421 (page 42, IPART report).
12.	Correct a calculation error and reduce the cost of district open space embellishment (item 01.6(a)) by an estimated \$1,725,190 (page 45, IPART report).
13.	Revise the basis for estimating the cost of plan administration so that it is 1.5% of the reasonable cost of works, which would reduce the cost by an estimated \$512,387, subject to recalculation (page 51, IPART report).
14.	Revise the cost of land in the plan to reflect 2018 market values except for land subject to the sale and transfer agreement with Dahua, which should be included at 2016 market values, indexed by the Consumer Price Index (All Groups Index) for Sydney to June 2018 (page 54, IPART report). Subject to the Minister's decision in relation to IPART's recommendations 3 and 7.
15.	Change the base period of the plan to June 2018 and ensure that the estimated cost of works is maintained in real terms by indexing: <ul style="list-style-type: none"> • Transport and stormwater management works costs by the Producer Price Index (Road and bridge construction NSW); and • Open space embellishment costs by the Producer Price Index (Non-residential building construction NSW) (page 58, IPART report).
16.	Index the land component of the contribution rates in the plan by the Consumer Price Index (All Groups Index) for Sydney as published quarterly by the Australian Bureau of Statistics, and regularly monitor the cost of acquiring land in the release area, and if it appears likely to significantly under or over recover its acquisition costs, amend the plan using updated valuation advice and any actual acquisition data (page 59, IPART report).
17.	Include indicative timing for the delivery of infrastructure in the Menangle Park Contributions Plan (page 60, IPART report).