

INTEGRATED INFRASTRUCTURE DELIVERY PLAN

67-75 LORDS RD LEICHHARDT

July 2022

For
Lord Sixty Seven Pty Ltd

Prepared for: Lord Sixty Seven Pty Ltd

Our Ref: 182583

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1 EXECUTIVE SUMMARY

This Integrated Infrastructure Delivery Plan (“IIDP”) has been prepared as part of a Planning Proposal for 67-75 Lords Rd Leichhardt. The IIDP is a required element of the Implementation Plan Out of Sequence Checklist (“Checklist”) that is required as part of the Parramatta Road Corridor Urban Transformation Strategy (“PRCUTS”) because the site is not in the Stage 1 release area. It is important to note that, if the Planning Proposal proceeds to public exhibition, rezoning of the site would not occur until 2023, and any development would be delivered beyond 2023 as envisaged under the Implementation Plan. The Planning Proposal is therefore no longer out of sequence. Notwithstanding the proposal can comply with the PRCUTS out of sequence checklist.

This IIDP sets out the consultations and other discussions and investigations that have occurred to ensure that satisfactory Infrastructure is available for the development, and the State and Local Contributions that may be required as part of the development process, to provide additional infrastructure, where required.

This IIDP:

- seeks to provide a transparent methodology to calculate an infrastructure contribution that adequately addresses Criteria 2 of the Checklist;
- seeks to determine a local infrastructure contribution for the development utilising the PRCUTS guidelines, interrogation of the Infrastructure schedules presented Part 6 PRCUTS – Infrastructure Schedule. The methodology is based upon principles of “reasonableness” and “apportionment” as used for the basis of determination of Section 7.11 calculations by local government.
- Calculates local infrastructure contributions via Section 7.11 in accordance with the Draft Inner West Local Infrastructure Contributions Plan 2022.
- provides calculation of contributions to state infrastructure via the draft Region Infrastructure Contributions (RIC) mechanism;
- Provide details of a minimum of 5% of residential floor space as Affordable Housing to a community housing provider into perpetuity as outlined in the PRCUTS Strategic actions.

For this proposal, calculated on the indicative scheme provided by SJB, we have estimated the contributions as follows:

State Infrastructure Contributions via the draft Regional Infrastructure Contribution mechanism of *\$2,247,080*

Local Infrastructure Contributions via Section 7.11 contribution of \$4,002,372

The calculations to establish these amounts are detailed in this report.

Note: The higher of the two contributions has been proposed, ensuring sufficient funding for Local Infrastructure in the PRCUTS Taverners Hill Precinct and consistency with the most relevant Section 7.11 Draft 2022 Contribution Plan.

2 BACKGROUND

The site owner, Lord Sixty Seven Pty Ltd intends to lodge a Planning Proposal, to rezone the site at 67-75 Lords Rd Leichhardt (“The site”) taking into account the Parramatta Road Corridor Urban Transformation Strategy (PCRUTS),

The site is 10,691m² and located in the suburb of Leichhardt, and in close proximity to neighbouring suburb Haberfield, in the Inner West Local Government Area (LGA) (Figure 1). The site is within 4 minutes walking distance of light rail station Marion and Taverners Hill, giving access to Sydney CBD within 30 minutes, and 15 minutes walking distance of Lewisham and Summer Hill train station, serviced by the Main South Line. The site is adjacent to Lambert Park football field, and a 5-minute walk from Leichhardt Marketplace shopping centre.

It is located adjacent to the light rail embankment, with Lords Road pedestrian and cyclist tunnel leading under the embankment and offering access to the GreenWay, a 5.8km environmental and active transport corridor linking the Cooks River with the Parramatta River. It falls within the PRCUTS as identified by Landcom (formerly Urban Growth NSW). The Parramatta Road Corridor is an urban renewal corridor that will be transformed over the next 30 years. Although the PRCUTS does not rezone lands, it does set out the NSW Government’s vision for the area and is given statutory force through a ministerial direction under the NSW Environmental Planning and Assessment Act.

The subject Planning Proposal has been developed in accordance with the PCRUTS, the Greater Sydney Commission District Plans (Eastern City District) and other relevant Government planning Strategies and Policies. The following information derived from the PRCUTS is relevant to the subject Proposal.

The PCRUTS and associated suite of documents, including the Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023 (the Implementation Plan) are supported by a Section 9.1 Ministerial Direction. This means the Implementation Plan has statutory force, and land use and development in the Corridor must be consistent with the PRCUTS suite of documents including the PRCUTS ‘Out of Sequence Checklist’ (p12 and p15 of the PRCUTS Implementation Plan).

It is important to note that, if the Planning Proposal proceeds to public exhibition, rezoning of the site would not occur until 2023, and any development would be delivered beyond 2023 as envisaged under the Implementation Plan. The Planning Proposal is therefore no longer out of sequence. Notwithstanding the proposal can comply with the PRCUTS out of sequence checklist.

The Checklist sets out 6 key Criteria for the assessment of a Proposal. PRCUTS notes:

Six key considerations have been identified as issues of greatest interest and concern to the community and government stakeholders relating to the Corridor’s urban transformation. Each of these issues is supported by a threshold or benchmark that must be met in order to progress to redevelopment of land.

The Checklist Criteria are:

1. Strategic objectives, Land Use and Development
2. Integrated Infrastructure Delivery Plan
3. Stakeholder Engagement
4. Sustainability
5. Feasibility
6. Market Viability

This Report addresses Criteria 2.

Urban renewal projects create demand for new or upgraded infrastructure and services to meet the needs of an increased residential and/or worker population. Some of this infrastructure would be at a regional scale, including open space and community facilities to be used by a wide catchment of people outside the immediate boundaries of the Taverners Hill Precinct. Other infrastructure would be required at a local scale to meet the needs of the adjacent population.

The PRCUTS proposes a combination of State and local contributions in the Taverners Hill Precinct and wider corridor.

The subject Proposal contributes to the following State and Local Infrastructure such that a development outcome is in line with the funding component of Principle 7: Delivery of the PRCUTS. The following state and local infrastructure upgrades have been identified in relation to the Taverners Hill precinct.

State Funded Infrastructure	Transport, Buses, Light Rail Trains etc
	Major (i.e. non-local) Roads
	Education Facilities
	Health Facilities
Council Funded Infrastructure	Footpaths and Cycleways
	Local Roads
	Local Stormwater Infrastructure
	Recreational Facilities
	Cultural Facilities

Table 1.1 State and Local Infrastructure

3 PLANNING PROPOSAL

Statutory Outline

The proposal is consistent with the PRCUTS, in terms of FSR and height. Additional employment uses in the R3 zone, as preferred by Council and the community but inconsistent with PRCUT have been provided.

Control	Existing	Proposed
Zone	IN2 Light Industrial	R3 Medium Density Residential with additional uses allowed
Height	n/a	30m
FSR	1:1	2.4:1
GFA	N/A	Taverners Hill Precinct GFA = 205,000 m ² (Residential + Employment GFA)

Table 2.1 Planning Controls

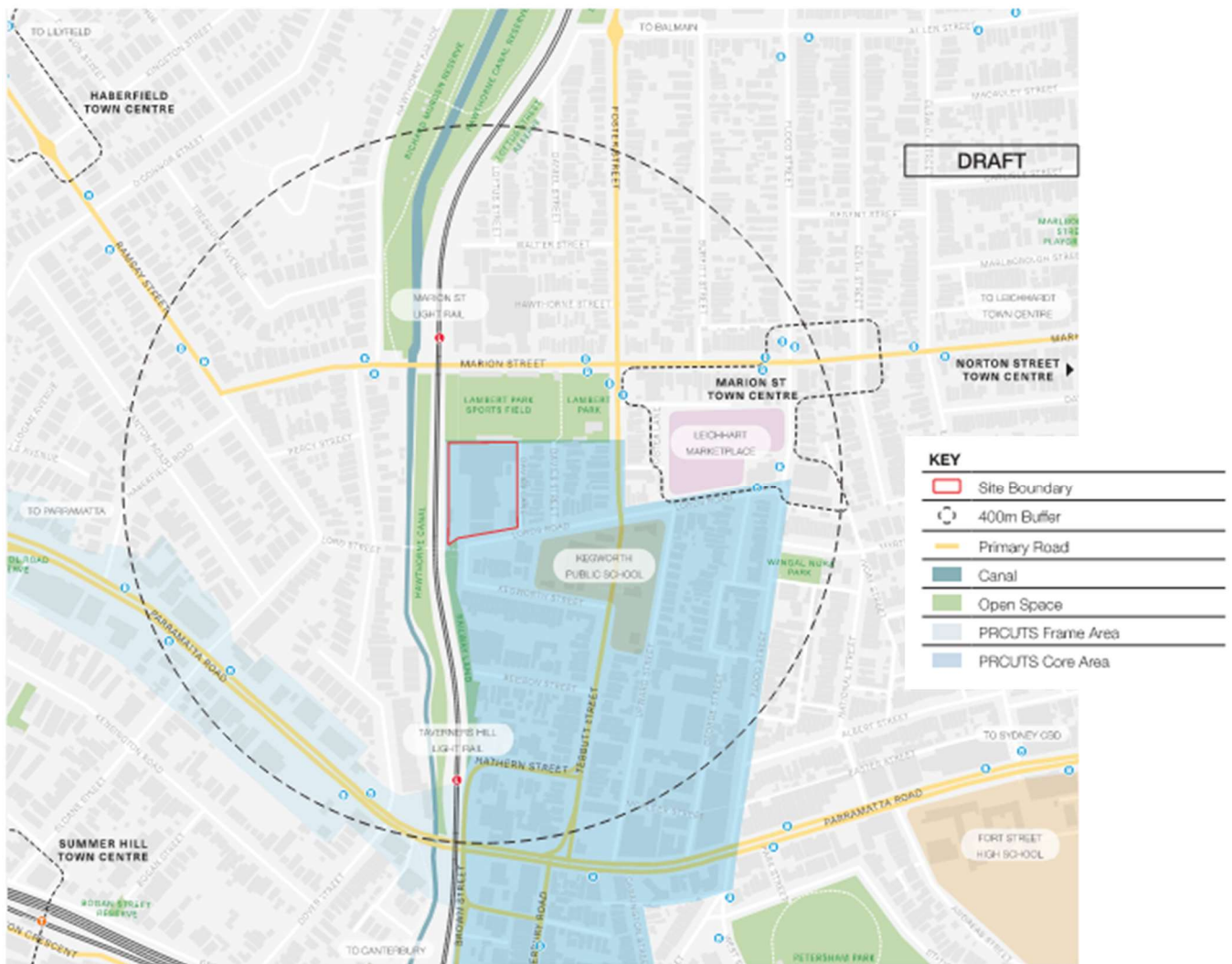


Figure 1 Location Plan

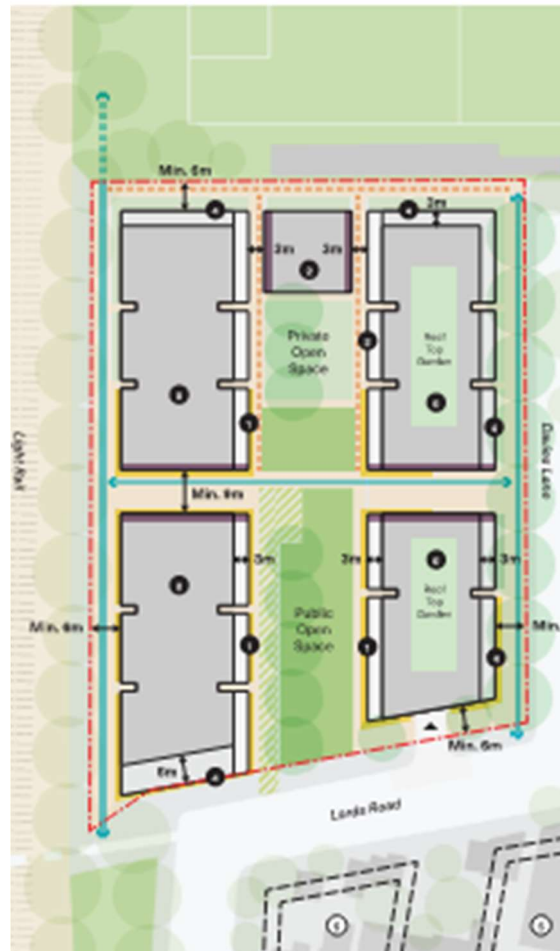


Figure 2 Proposed Masterplan

Outline of planning proposal

The proposal seeks to directly align with the recommendations of PRCUTS and would seek to amend the Leichhardt LEP as follows:

- Rezone the site from IN2 Light Industrial to R3 Medium Density Residential
- Increase the maximum FSR from 1:1 to 2.4
- Apply a maximum height of buildings of 30m.

Introduce a site specific provision which would require:

- a minimum of 2,000sqm as non-residential uses
- allow a number of commercial uses as additional permitted uses

The indicative land use mix is as follows:

- Total of approximately 220 dwellings including:
 - Residential apartments including affordable housing: approximately 160 dwellings
 - Seniors independent living units: approximately 60 dwellings
- Non-residential: minimum 2,000sqm
- Total floor space: approximately 25,500sqm

The proposal will also deliver:

- 1,000sqm of public open space is to be provided as a public benefit in the Community / Public Benefit section
- a public through site link and a secondary GreenWay connection to the Marion light rail stop, and
- Platino to provide a minimum of 5% of residential floorspace as affordable housing into perpetuity to a community housing provider (Project Independence)

The proposal presents a multi-use scheme with careful vertical integration of uses including active and non-residential at ground level. While not required by the PRCUTS the addition of a non-residential component has arisen from stakeholder feedback and retain a component of local employment, services and amenity.

In the context of the Taverners Hill Precinct the following table shows the scale of the Proposal and associated uplift:

	PRCUTS Taverners Precinct	Subject Site Existing Controls	Subject Site Proposed Controls	Proposed Site vs. Precinct
	A	B	C	C vs A
Site Area (m2)	270,000*	10,691	10,691	4%
Additional GFA (m2)	205,000	N/A	25,273	12.3%
Employment GFA (m2)	70,000	9,979	2,236	3.2%
Employment Jobs FTE on Site	4,100	147	105	2.5%
Residential GFA (m2)	170,000	Nil	23,037	13.5%
Residential Dwellings – No	1350	Nil	218	16.1%
Population	3265	nil	392**	12%

* Site area for the Precinct inclusive of Roads and Open Space as mapped below. This is an approximate figure only. It does not include the Frame area. Additional Area is based on Frame and Precinct, short and long term.

** Allows for 1.8 persons per apartment dwelling

Table 2.2 Site Uplift



Figure 3 PRCUTS Precinct Area Measurement

4 INFRASTRUCTURE CONTRIBUTION CALCULATION METHODOLOGY

Infrastructure needs to support the PRCUTS vary along the corridor making it necessary to break the corridor in precincts.

It would be unreasonable to assume that the development has a significant influence on infrastructure requirements beyond the Taverners Hill Precinct. Simply, the increase in population resulting from the development is quite small when compared to the projected population uplift of the entire corridor. Comparing the site uplift to the targeted growth in the PRCUTS Taverners Hill Precinct, the Proposal represents 13% of the total proposed increase in floor space, and 13.5% of the proposed increase in residential floor space in the Taverners Hill Precinct (refer table 2.1 above).

Principal 7 of the PRCUTS document acknowledges the risk to development viability due to unreasonable infrastructure costs. It implies that a contribution towards future infrastructure costs is an appropriate way to address funding.

This report seeks to determine an infrastructure contribution for the development utilising the PRCUTS guidelines, stakeholder engagement, gap analysis and interrogation of the Infrastructure schedules presented Part 6 PRCUTS – Infrastructure Schedule. The methodology is based upon principles of “reasonableness” and “apportionment” as used for the basis of determination of Section 7.11 calculations by local government.

5 TAVERNERS HILL PRECINCT LOCAL INFRASTRUCTURE CONTRIBUTIONS

5.1 METHODOLOGY 1: PRCUTS INFRASTRUCTURE SCHEDULE (REFER APPENDIX B)

The infrastructure schedule for the Taverners Hill Precinct presented in the PRCUTS Infrastructure Schedule Implementation Tool Kit is used as the basis of the determining total infrastructure cost for the precinct. For the purpose of this analysis the total long term infrastructure cost has been considered. The completed Infrastructure schedule is included in Appendix A.

To allocate cost to the un-costed infrastructure elements in the Taverners Hill Precinct these items were compared to similar elements in other precincts. A base unit rate (either per \$ / m² or \$ / item) was calculated for these items and applied to the Taverners Hill precinct. Typically the schedule provided total quantities for each un-costed element. Thus by applying the unit rate to this element a cost for an infrastructure element could be calculated.

Adopting the total infrastructure costs from the schedule the following costing options can be calculated.

The items listed on the infrastructure schedule have been further assessed to identify if they are either state or local infrastructure allowing contributions payable to the Department of Planning and Inner West Council to be proposed.

Infrastructure Cost Summary is presented below which summarises the costs of regional, local and Section 7.11 contributions. The detailed calculations are presented in Appendix A and Appendix B.

Stakeholder	Calculated Cost
Local Infrastructure	\$ 26,840,997.20

Table 5.1 Local Infrastructure Summary – PRCUTS

Infrastructure contributions have been calculated by comparison of the total site GFA proposed under the planning proposal and comparing that to the total GFA uplift for the Taverners Hill precinct. The site under the planning proposal represents 12.3% of the total GFA uplift proposed for the Taverners Hill precinct. This percentage was checked against population growth and number of dwellings. The planning proposal represents 12% of precinct populations and 16.1% of precinct dwellings.

Apportionment of infrastructure costs by GFA is reasonable as this aligns with similar proportions of population and dwellings as well as accounting for both commercial and residential uplift.

Local Infrastructure Contributions

Total Local Infrastructure Cost = \$ 26,840,997.20

Taverners Hill Precinct GFA = 205,000 m²

Planning Proposal GFA = 25273 m²

Local Infrastructure Cost per m² GFA = \$ 26,840,997.20 / 205,000 = \$ 130.93 / m²

Total planning proposal local infrastructure contribution = 25273 x \$130.93 = \$ 3,309,036.69

5.2 METHODOLOGY 3 SECTION 7.11 CONTRIBUTIONS USING DRAFT 2022 PLAN (ASSUMING REZONING AND INDICATIVE SCHEME)

Council has undertaken three local infrastructure needs studies to examine the local infrastructure demands generated from anticipated future population and worker growth to 2036. These studies included consideration of the Parramatta Road Corridor Urban Transformation Strategy. The recommendations from these studies have informed Council’s Draft Inner West Local Infrastructure Contribution Plan 2022. The draft Contributions Plan seeks to harmonise the 9 existing contribution plans, including the Leichhardt Developer Contributions Plans, into a single new integrated and consolidated Draft Inner West Section 7.11 and 7.12 Development Contribution Plan.

The Draft Inner West Local Infrastructure Contributions Plan 2022 was reported to Council in May 2022 and was publicly exhibited until 17 July 2022. As such, this draft Plan is relevant for consideration with regards to the local contributions applicable for future development on the subject site.

Commercial premises – retail premises	
Specialised retail premises, garden centres and local distribution premises	1 worker / 113 m ²
Shops (Type A) – neighbourhood shops	1 worker / 57 m ²
Shops (Type B) – supermarkets, grocery stores	1 worker/46 m ²
Kiosks	1 worker/26 m ²
Food & drink premises (Type A) – restaurants, cafes & take away (food focused)	1 worker/34 m ²
Food & drink premises (Type B) – including pubs, nightclubs, bars, small bars, artisan food and drink premises (drink focused)	1 worker/45 m ²
Vehicle sales or vehicle hire premises	1 worker/224 m ²
Commercial premises – other	

Figure 5.2.1 – Extract of Table 2 from Draft 2022 Contribution Plan

Table 4 Section 7.11 contribution rates, as at October 2021¹⁶

Development type	Rate	Rate while Minister's direction in place ¹⁷
Residential development		
Dwellings ¹⁸		
Per 1-bed dwelling, studio, or bedsit	\$17,065	\$17,065
Per 2-bed dwelling ³	\$25,096	\$20,000
Per 3 or more bed dwelling ³	\$36,138	\$20,000
Other residential uses - per resident, per occupancy rates in s2.1	\$10,038	\$10,038
Non-residential development		
Per worker – refer worker occupancy rates in section 2.1	\$3,204	\$3,204
Tourist and visitor accommodation		
Per overnight visitor – refer visitor occupancy rates in section 2.1	\$5,317	\$5,317

Figure 5.2.2 – Extract of Table 4 from Draft 2022 Contribution Plan

A.5: Worked example 5 – mixed-use development (s7.11)

Development description: Demolition of an existing 10 storey building containing 8,000m² of commercial office space, 350 m² of ground floor retail, and basement parking. Erection of a new mixed-use building containing a 250m² ground floor restaurant, 5,000m² of new office floorspace, and a new residential flat building containing 45 x 2-bedroom apartments. The estimated development cost is \$60 million.

Net increase in residents		
Net resident increase	=	future resident – existing residents
	=	(45 x 2.5) – (0) = 112.5 residents
Residential contribution	=	112.5 x \$10,038 for 45 units
	=	\$1,129,315 (or \$25,096/dwelling)
	=	This is above the cap of \$20,000 per dwelling
	=	45 x \$20,000/dwelling
	=	\$900,000
Net increase in workers		
Net worker increase	=	future workers – existing workers
Future workers	=	(250 ÷ 34m ² /worker) + (5,000 ÷ 20m ² /worker)
	=	7.35 + 250 = 257.4 workers
Existing workers	=	(8,000 ÷ 20) + (350 ÷ 57) = 406.14 workers
Net worker increase	=	257.4 – 406.14 = -148.74 workers
Worker contribution	=	-148.74 workers x \$3,204/worker
	=	-\$476,617
Total contribution		
Total contribution	=	resident contribution + worker contribution
	=	(\$900,000) + (-\$476,617)
	=	\$423,383 unindexed ¹⁶

Figure 5.2.3 – Extract of relevant worked example Draft 2022 Contribution Plan

Contribution Assessment Criteria	Unit	Quantity	Rate / Unit	Contribution
1 Bed or Studio	Dwelling	76	\$17,065	\$ 1,296,940
2 Bed Apartment	Dwelling	65	\$20,000	\$ 1,300,000
3 Bed Apartment	Dwelling	77	\$20,000	\$ 1,540,000
Commercial – Retail (Type A)	Worker *	42	3204.00	\$134,568
However development results in a net decrease in worker population from non-residential GFA being of 42 (147-105)) therefore contribution to non-residential GFA not payable.				
Total Contribution Payable (Unindexed)				\$4,002,372

Table 5.2.1 Contribution Payable under Draft 2022 Plan

*Refer Table 2.2 Site Uplift, Employment Jobs FTE on site, extracted from Economic Report

We note under Section 2.4 of the Draft 2022 Plan, Indexation will be applied to the calculated contribution amount. It is noted that this will be calculated at the time of the development approval in addition to the final dwelling composition and commercial sqm (to determine the net workers component)

5.3 LOCAL INFRASTRUCTURE CONTRIBUTION SUMMARY

The Proposal is to provide a contribution for the higher of the two local contribution methodologies, ensuring that: 1. Local Infrastructure Contribution is sufficient to pay for Local Infrastructure costs included in the attached PRCUTS Infrastructure Schedule (as populated, refer Appendix B); and 2. The Local Infrastructure Contribution is consistent with the current Section 7.11 Contribution Plan.

Methodology	Description	Calculated Contribution
1 (Section 5.1 of report)	PRCUTS Local Infrastructure Schedule	\$ 3,309,036
2 (Section 5.2 of Report)	Draft 2022 Plan assuming rezoning	\$ 4,002,372

A contribution of **\$ 4,002,372** based on the Draft 2022 Plan is proposed for the development. This can be adjusted to take into account indexation, final mix and any changes to the draft plan at the time of development approval.

The Draft Inner West Contributions Plan identifies infrastructure required to support growth under Council's LSPS to 2036, including within the Parramatta Road Corridor. In preparing the draft plan infrastructure needs analysis has been prepared which has included a review of the PRCUTS infrastructure schedule. It is noted that contributions are to be paid under the draft Plan rather than based on PRCUTS for this reason in addition to the Draft plan being the higher of the two amounts.

6 REGIONAL INFRASTRUCTURE CONTRIBUTIONS (RIC)

Regional Infrastructure Contributions (RIC) is a broad-based state government charge that will apply to certain regions within NSW. The development site falls within the Greater Sydney Region. The RIC will provide funds for state-based infrastructure (such as educational facilities, community health facilities, regional open space, transport infrastructure state or regional roads) in the same region as the development. The RIC applies to all new residential and non-residential development for which a development consent is required.

6.1 RIC CONTRIBUTION CALCULATION (GREATER SYDNEY REGION)

Component	Land use	Contribution Rate	Quantity	Contribution
Regional Infrastructure	Residential flat building and units	\$10,000 per dwelling	218 dwellings	\$2,180,000
Regional Infrastructure	Commercial	\$30 per m ² of new GFA	2236m ²	\$ 67,080
Strategic Biodiversity Component	All	Not applicable as the site does not fall within the Cumberland Plain Conservation Plan		\$ 0
Transport Project Component	All	Not Applied as no guidance from NSW Government available		\$ 0
Total RIC				\$2,247,080

Table 6.1 RIC Calculation

A discount can be applied to the RIC depending on when development consent is achieved. If development consent is gained between 1 July 2022 and 30 June 2023 then a 50% discount will apply. If development consent is gained between 1 July 2023 and 30 June 2024 then a 25% discount will apply. After 1 July 2024 not discount will be available.

7 AFFORDABLE HOUSING

A minimum of five percent (5%) of residential floorspace is to be provided as affordable housing in perpetuity to a community housing provider, independent to Lord Sixty Seven Pty Ltd. We are advised that the current commercial arrangements (to provide this housing into perpetuity) is with Community Housing Provider Project Independence who provide affordable housing to women over 60 approaching homelessness and younger people with an intellectual disability.

This is consistent with current Government policy and consistent with the PRCUTS requirement to provide a minimum of 5% of new housing as Affordable Housing. The Greater Sydney Commission and the Department of Planning target is between 5% to 10% of the increase in residential GFA to be allocated to affordable housing.

The affordable housing contribution in this Proposal is being offered in addition to the Regional and Local Infrastructure Contributions outlined in this IIDP.

8 ADDITIONAL PUBLIC BENEFITS

The proposal seeks to enhance character and amenity of the local area, deliver employment and residential outcomes on the site, and make a wider contribution to the local community.

There are a range of public benefits that will result from the redevelopment of the proposed site. These benefits are provided within the site and will have benefits for the wider community. These include:

- Publicly Accessible Open Space of approx. 1,000sqm
- East west through site link and secondary GreenWay Pathway along rail corridor.

Furthermore, we are advised the proponent is amenable to pursuing the opportunities for certain works to be undertaken in the vicinity of the site, should this be of interest to Council, TNSW and the community. Such works could include the following:

- Widening of the footpath along Lords Road
- Provision of a footpath on the western side of Davies Lane
- Landscape regeneration of the light rail embankment to the west of the site
- An option for landscaping works including children's play area at the NW corner of Lords Road / Kegworth Street intersection

8.1 UTILITY SERVICES

The site is currently serviced by all utility services, water, sewer, power etc. The utility authorities that would service this site are, Sydney Water, Ausgrid, Telstra and NBN.

The cost of provision of these services will be applied directly by the relevant authority, which will be agreed once the development consent has been granted. The mechanism for utility authority to recoup cost for infrastructure upgrade works is already in place and would be activated by the submission of a development application.

Nevertheless, as per supporting documentation attached in Appendix D the existing utility capacity, indicates spare capacity within the existing infrastructure external to the site can accommodate the demands of the proposal.

To facilitate the proposed development the existing electrical substation located on the property will need to be decommissioned and replaced with two new substations but does not require electrical infrastructure upgrades external to the site.

9 OUTCOMES

- Contributions are provided through the Regional Infrastructure Contribution (RIC) mechanism.
- Section 7.11 contributions for the planning proposal are significantly greater than if the site remained zoned IN2 light industrial.
- Section 7.11 contributions as proposed by the draft Inner West Contributions Plan 2022 are recommended, indexed to the time of development approval.
- A minimum of 5% of residential floor space as affordable housing is to be provided consistent with PRCUTS strategy, into perpetuity with ownership of via a Community Housing provider
- A number of community benefits to the public provided on the site with the option for a number of benefits certain works to be undertaken in the vicinity of the site should this be of interest to Council, TNSW and the community.
- Contributions for utility service infrastructure should not be incorporated into the IIDP as robust mechanisms to recoup infrastructure cost for utility services exist and can be applied when development consent is granted. However, it is noted that the existing infrastructure is capable of meeting the demands of the proposal as per the documents provided.

10 RECOMMENDATIONS

- Acknowledgement that upgrades in existing infrastructure are not required to support the demand created by this specific development;

- This report clarifies that:
 - Local infrastructure contributions are as proposed by the draft Inner West Contributions Plan 2022 are recommended, indexed to the time of development approval.

 - State Infrastructure Contributions are to be made in accordance with the Regional Infrastructure Contribution (RIC) mechanism; and

 - Infrastructure Contributions provides a fair, reasonable and equitable methodology to apportion infrastructure to contribute to infrastructure costs as a result of density uplift. The LIC and RIC contributions, alone total \$ 6,249,452 which are significantly higher than contributions under the existing use.

 - The Planning proposal provides a number of public benefits within the site as outlined and potential benefit (subject to the interest of Council, TNSW and the community) outside of the site as proposed

 - A minimum of 5% of residential floorspace as affordable housing, with ownership transferred to a Community Housing Provider (Project Independence) into perpetuity

11 APPENDIX A SECTION 7.11 METHODOLOGY 1 CONTRIBUTION CALCULATIONS

TAVERNERS HILL PRECINCT													
Item	Description	Responsibility	Hierarchy	Mechanism	Measure	Unit	Rate	Cost	Source	Total	Local	State	
ACTIVE TRANSPORT NETWORK													
SHORT (2016-2023)	Prioritised Cycling Link* costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage - without kerb separation	Nestor Lane between Carrington Street and Brown Street	Inner West Council	Local	Developer Contributions Plan	210	m	\$ 350.00	\$ 73,500.00	IPART ITEM 1.18	\$ 73,500.00	\$ 73,500.00	\$ -
	Prioritised Walking Link* costing applied to both sides of road	Tebbutt Street between Parramatta Road and Lords Road	Inner West Council	Local	Developer Contributions Plan	450	m	\$ 350.00	\$ 157,500.00	IPART ITEM 1.11 + ITEM 3.19	\$ 157,500.00	\$ 157,500.00	\$ -
		Parramatta Road between Tebbutt Street and Carrington Street	Inner West Council	Local	Developer Contributions Plan	100	m	\$ 350.00	\$ 35,000.00	IPART ITEM 1.11 + ITEM 3.19	\$ 35,000.00	\$ 35,000.00	\$ -
	Desired Through Site Link	Tebbutt Street to George Street	Council	Local	Opportunity through development	150	m	\$ 350.00	\$ 52,500.00	Rate Applied as per above	\$ 52,500.00	\$ 52,500.00	\$ -
								SUBTOTAL	\$ 318,500.00		\$ 318,500.00	\$ 318,500.00	\$ -
MEDIUM TO LONG TERM (2024-2054)	Prioritised Walking Link* costing applied to both sides of road	Lords Road between light rail line and Flood Street	Inner West Council	Local	Developer Contributions Plan	410	m	\$ 350.00	\$ 143,500.00	IPART ITEM 1.11 + ITEM 3.19	\$ 143,500.00	\$ 143,500.00	\$ -
		Flood Street between Parramatta Road and Lords Road	Inner West Council	Local	Developer Contributions Plan	460	m	\$ 350.00	\$ 161,000.00	IPART ITEM 1.11 + ITEM 3.19	\$ 161,000.00	\$ 161,000.00	\$ -
		Carrington Street	Inner West Council	Local	Developer Contributions Plan	150	m	\$ 350.00	\$ 52,500.00	IPART ITEM 1.11 + ITEM 3.19	\$ 52,500.00	\$ 52,500.00	\$ -
								SUBTOTAL	\$ 357,000.00		\$ 357,000.00	\$ 357,000.00	\$ -
								TOTAL	\$ 675,500.00		\$ 675,500.00	\$ 675,500.00	\$ -
COMMUNITY INFRASTRUCTURE/FACILITIES													
SHORT (2016-2023)	Meeting and cultural spaces	Embellishment of existing community centres	Inner West Council	Local	Developer Contributions Plan	1	Item	\$ 1,500,000.00	\$ 1,500,000.00	400m2 single story community building	\$ 1,500,000.00	\$ 1,500,000.00	\$ -
	Library	Expansion of existing library (Ashfield or Haberfield) to allow for an additional 47m2 of floor space	Inner West Council	Local	Developer Contributions Plan	47	m2	\$ 4,572.36	\$ 214,900.92	IPART4.2	\$ 214,900.92	\$ 214,900.92	\$ -
	Childcare	Support the provision of 36 places	Private/Not for profit sector	Local	Private / Not for profit sector	36	Each	\$ -	\$ -	Not provided by Local or State Government	\$ -	\$ -	\$ -
	Outside of school hours (OOSH)	Support the provision of : 4 Before School Care Places, 14 After School Care Places, 10 Vacation Care Places	Private/Not for profit sector	Local	Private / Not for profit sector	28	Each	\$ -	\$ -	Not provided by Local or State Government	\$ -	\$ -	\$ -
								SUBTOTAL	\$ 1,714,900.92		\$ 1,714,900.92	\$ 1,714,900.92	\$ -
MEDIUM TO LONG TERM (2024-2054)	Childcare	Support the provision of 114 places	Private/Not for profit sector	Local	Private / Not for profit sector	114	Each	\$ 60,000.00	\$ -	Not provided by Local or State Government	\$ -	\$ -	\$ -
	Outside of school hours (OOSH)	Support the provision of: 15 Before School Care Places, 52 After School Care Places, 37 Vacation Care Places	Private/Not for profit sector	Local	Private / Not for profit sector	104	Each	\$ 60,000.00	\$ -	Not provided by Local or State Government	\$ -	\$ -	\$ -
	Meeting space	Additional meeting room with a minimum size of 60m2 to be included within relocation of Leichhardt Library and Marketplace Community Room	Inner West Council	Local	Developer Contributions Plan	60	m2	\$ 3,644.11	\$ 218,646.60	IPART 4.1	\$ 218,646.60	\$ 218,646.60	\$ -
	Library	Support expansion or relocation of Leichhardt Library to accommodate an additional 61m2 of floor space	Inner West Council	Local	Developer Contributions Plan	61	m2	\$ 4,572.36	\$ 278,913.96	IPART 4.2	\$ 278,913.96	\$ 278,913.96	\$ -
Library	Cultural space within an existing facility within the relocated Leichhardt Community Centre	Inner West Council	Local	Developer Contributions Plan	1	item	\$ 1,000,000.00	\$ 1,000,000.00	-	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	
								SUBTOTAL	\$ 1,497,560.56		\$ 1,497,560.56	\$ 1,497,560.56	\$ -
								TOTAL	\$ 3,212,461.48		\$ 3,212,461.48	\$ 3,212,461.48	\$ -
ROAD/INTERSECTION UPGRADE													
SHORT (2016-2023)	Road	The Flood Street / Parramatta Road intersection has been identified as a focus for facilitating better north-south movements across Parramatta Road for all road users, as well as improving access into the Precinct. The opportunity exists to investigate reprioritisation of the signals to allow additional green time post implementation for WestConnex Stage 3 (M4-M5 Link)	Inner West Council	Local	RMS	1	Item	\$ 1,000,000.00	\$ 1,000,000.00	Based on typical high volume intersection	\$ 1,000,000.00	\$ 1,000,000.00	\$ -
								TOTAL	\$ 1,000,000.00		\$ 1,000,000.00	\$ 1,000,000.00	\$ -
OPEN SPACE AND RECREATION													
SHORT (2016-2023)	Outdoor sportsground	Support development of hockey facilities with Lambert Park	Inner West Council	Local	Developer Contributions Plan	1	Item	\$ 100,000.00	\$ 100,000.00	Amount based on Linemarking and Goal Posts only	\$ 100,000.00	\$ 100,000.00	\$ -
								SUBTOTAL	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00	\$ -
MEDIUM TO LONG TERM (2024-2054)	Sportsground	Embellishment of existing facilities	Inner West Council	Local	Developer Contributions Plan	2500	m2	\$ 220.00	\$ 550,000.00	-	\$ 550,000.00	\$ 550,000.00	\$ -
	Outdoor sportsground	Embellishment of existing. To be determined based on audit	Inner West Council	Local	Developer Contributions Plan	2500	m2	\$ 220.00	\$ 550,000.00	-	\$ 550,000.00	\$ 550,000.00	\$ -
	New Passive Open Space	New linear park - Tebbutt Street to Upward Street	Inner West Council	Local	Developer Contributions Plan	450	m2	\$ 240.00	\$ 108,000.00	Industry Advice	\$ 108,000.00	\$ 108,000.00	\$ -
								SUBTOTAL	\$ 1,208,000.00		\$ 1,208,000.00	\$ 1,208,000.00	\$ -
								TOTAL	\$ 1,308,000.00		\$ 1,308,000.00	\$ 1,308,000.00	\$ -
								CONTRIBUTION TOTAL	\$ 6,195,961.48		\$ 6,195,961.48	\$ 6,195,961.48	\$ -
TAVERNERS HILL PRECINCT													
PUBLIC TRANSPORT NETWORK													
MEDIUM TO LONG TERM (2024-2054)	Rail and Light Rail	Investigate improved frequencies at Lewisham rail station and Taverners Hill Light Rail stop to support growth in the precinct	TfNSW	Regional	TfNSW	1	item	\$ 592,000.00	\$ 592,000.00	-	\$ 592,000.00	\$ -	\$ 592,000.00
								SUBTOTAL	\$ 592,000.00		\$ 592,000.00	\$ -	\$ 592,000.00
								TOTAL	\$ 592,000.00		\$ 592,000.00	\$ -	\$ 592,000.00
								CONTRIBUTION TOTAL	\$ 592,000.00		\$ 592,000.00	\$ -	\$ 592,000.00
TAVERNERS HILL PRECINCT - URBAN AMENITY IMPROVEMENTS PROGRAM (UAIP)													
SHORT (2016-2023)	Prioritised Walking and Cycling Link	Greenway connection under Parramatta Road	Council	Local	UAIP	100	m	\$ 8,000.00	\$ 800,000.00	Approximate measurement, applied rates above	\$ 800,000.00	\$ 800,000.00	\$ -
	Prioritised Walking and Cycling Link	Greenway connection under Longport Street	Council	Local	UAIP	270	m	\$ 8,000.00	\$ 2,160,000.00	Approximate measurement, applied rates above	\$ 2,160,000.00	\$ 2,160,000.00	\$ -
								SUBTOTAL	\$ 2,960,000.00		\$ 2,960,000.00	\$ 2,960,000.00	\$ -
								TOTAL	\$ 2,960,000.00		\$ 2,960,000.00	\$ 2,960,000.00	\$ -
								CONTRIBUTION TOTAL	\$ 2,960,000.00		\$ 2,960,000.00	\$ 2,960,000.00	\$ -
TAVERNERS HILL PRECINCT - REGIONAL / STATE INFRASTRUCTURE													
Item	Description	Responsibility	Hierarchy	Mechanism	Measure	Unit	Rate	Cost	Source	Total	Local	State	

Term	Category	Description	Authority	Level	Notes	Units	Rate	Value	Source	Value 1	Value 2	Value 3		
SHORT (2016-2023)	Bus	Enhanced bus priority measures. 50% of total attributable cost to be paid by development	TfNSW	Regional	Satisfactory arrangements (monetary contributions, works in kind)	519623	m2	\$ 58.26	\$ 30,273,235.98	Based on TfNSW figures	\$ 30,273,235.98	\$ -	\$ 30,273,235.98	
	MEDIUM TO LONG TERM (2024-2054)	Primary Schools	New school/classroom provision. 50% of total attributable cost to be paid by development	DEC	Local	Satisfactory arrangements (monetary contributions, works in kind)	1351	Per Dwelling	\$ 7,151.00	\$ 9,661,001.00	Based on DEC figures	\$ 15,572,301.50	\$ 15,572,301.50	\$ -
	MEDIUM TO LONG TERM (2024-2054)	Hospital	Hospital beds and services at Royal Prince Alfred Hospital and Canterbury Hospital	Sydney Local Health District	Regional	On the capital works program for NSW for Royal Prince Alfred	Hospital beds and services - additional at Prince Alfred and Canterbury Hospitals as per the established flow patterns. The SLHD have undertaken detailed planning for these hospital redevelopments. The component of these developments which relate to the Parramatta Road Urban Transformation Project should be discussed with the Ministry of Health				Based on info from SLHD	\$ 45,845,537.48	\$ 15,572,301.50	\$ 30,273,235.98
CONTRIBUTION TOTAL										\$ 45,845,537.48	\$ 15,572,301.50	\$ 30,273,235.98		
CONTRIBUTION GRAND TOTAL										\$ 55,593,498.96	\$ 24,728,262.98	\$ 30,865,235.98		
Adjusted for CPI (Dec 2018 - Mar 2022)										\$ -	\$ -	\$ 26,840,997.20	\$ 33,502,301.12	

12 APPENDIX B UTILITY SERVICING REVIEW

7/06/2022

Platino Properties
Suite 11, 20 Young St
Neutral Bay NSW 2089

Att: Sarkis Elia

REF: 67-69 Lords Rd, Leichhardt

Dear Sarkis,

In response to Platino Properties request to re-assess the electricity infrastructure, AAPE have investigated power availability to the proposed development site at 67-69 Lords Rd, Leichhardt.

AAPE as an accredited Level 3 Designer (NSW Trade & Investment Resources & Energy Accreditation Number 3712) accredited to complete designs on the Ausgrid network, have assessed the proposed development site and surrounding Ausgrid network, regarding future power requirements, to accommodate a 218-unit development with 2236m² non-residential space.

AAPE can confirm there is an existing Ausgrid substation located on the property, which currently services both the existing site and the low voltage network in the surrounding area.

To facilitate the proposed development, the existing substation located on site would be required to be decommissioned/removed, followed by the installation of two new substations. The proposed substations are required to maintain the existing services to the Ausgrid network and supply the development at 67-69 Lords Rd. Ausgrid high voltage feeders are located along the duration of the property boundary on Lords Rd, which is the current connection point for substation S.2386 (located on site) and the most likely connection point for the proposed substations.

AAPE can confirm power will be available to the development site, subject to the installation of new substations.

If you have any questions or inquiries, please don't hesitate to contact me on (02) 9553 1857.

Regards,



Ali Alaouie

67-75LordsRdLeichhardtSWJust19Jul22

19 July 2022

Mr Sarkis Elia
Platino Properties
11/20 Young
Street
Neutral Bay NSW 2089

Dear Sarkis

**RE : PROPOSED DEVELOPMENT AT 67 to 75 LORDS ROAD LEICHHARDT NSW 2040 -
STORMWATER INFRASTRUCTURE**

1. We understand that a Planning proposal has been lodged to rezone the site to allow for redevelopment to accommodate approximately 220 dwellings and a minimum of 2,000 m² of non residential space.
2. We have been asked to comment on whether there is at present sufficient stormwater drainage infrastructure to adequately drain runoff from the above development.
3. Reference is also made to the letter by Tooker & Associates dated 16 June 2022 which we were advised had been submitted with the Planning Proposal.
4. We note that the site has an area of 10,617m² and that 96% of the site is covered by impervious surfaces :- being either roof, concrete or bitumen.
5. With appropriate engineering design, the site is capable of accommodating the requirements of the proposed development.
6. We confirm that there will be no requirements for Council or any other authority to provide any additional infrastructure or services to adequately manage the surface runoff and stormwater discharge from the proposed development.

Yours faithfully

ING CONSULTING ENGINEERS PTY LTD



Kenneth Ng (Principal)
MIEAust CPEng NER APEC Engineer
IntPE(Aus) RPEQ
Registered Design Practitioner (Drainage and Civil
Engineering) & Professional Engineer (Civil)
NSW Fair Trading



17647
25/07/2022

Platino Properties
Suite 11
20 Young St
Neutral Bay NSW 2089
Email: sarkis@platino.com.au

Dear Sarkis

Proposed Development at 67-69 Lords Road, Leichhardt

We understand that a planning proposal has been lodged to redevelop the above property into 218 apartments, 2,236m² of non-residential space and 254 car space basement carpark.

We have been asked to comment on whether there is at present capacity in Sydney Water's systems to allow the development to be serviced by sewer and water.

Attached is a copy of the Sydney Water diagram depicting the site and the adjacent water and sewer services in Lords Road and the laneway.

We confirm that there is sufficient capacity in Sydney Water's system to allow the proposed development to be serviced by amplification of the existing sewer and water mains by Sydney Water.

The cost of these works would be borne by the developer.

Trusting the above meets your immediate requirements.

Yours sincerely,

A handwritten signature in black ink, appearing to read "George Floth".

George Floth
gfloth@floth.com.au

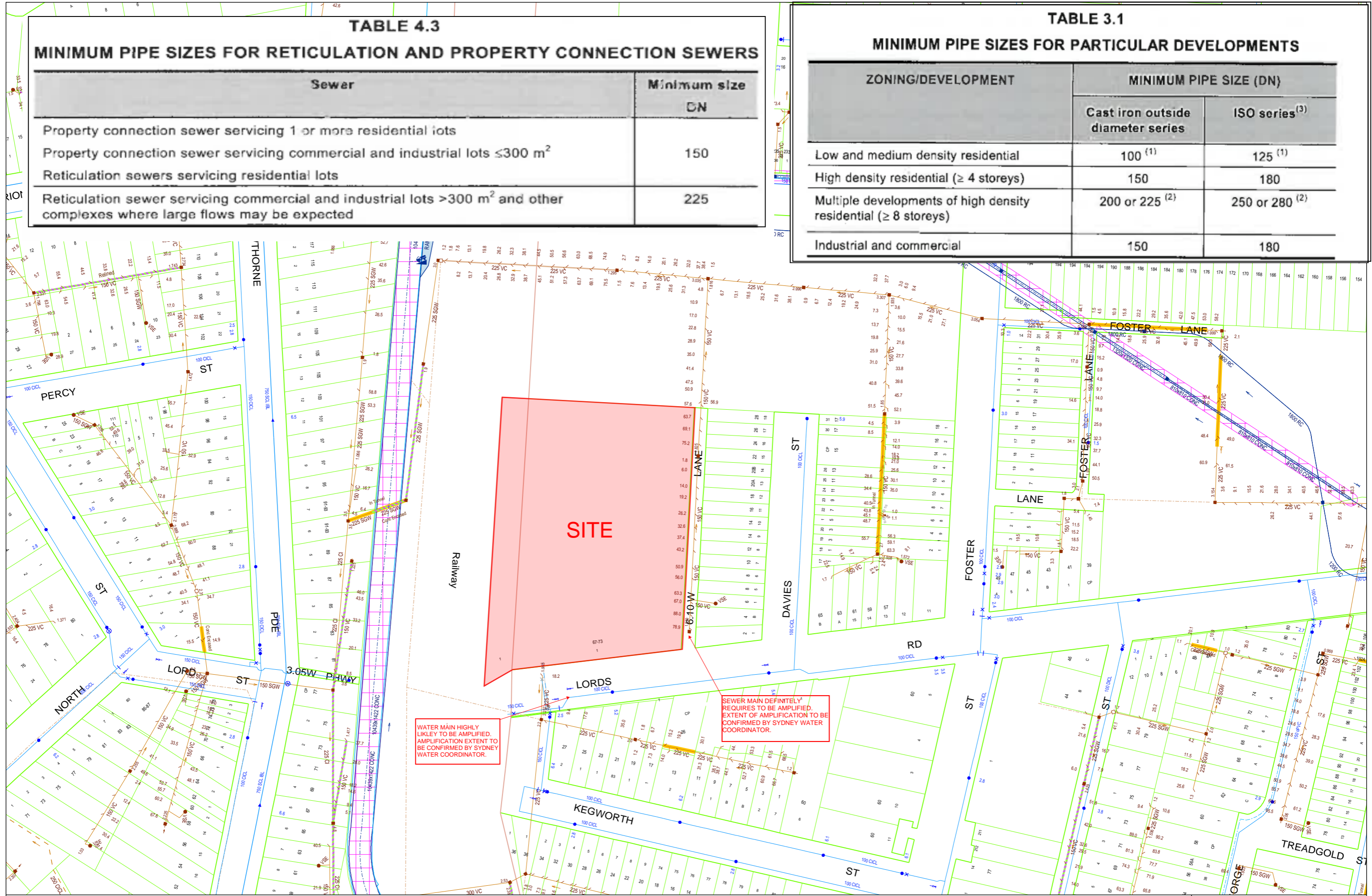
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ABN 23 808 082 432

**TABLE 4.3
MINIMUM PIPE SIZES FOR RETICULATION AND PROPERTY CONNECTION SEWERS**

Sewer	Minimum size DN
Property connection sewer servicing 1 or more residential lots	150
Property connection sewer servicing commercial and industrial lots $\leq 300 \text{ m}^2$	
Reticulation sewers servicing residential lots	225
Reticulation sewer servicing commercial and industrial lots $> 300 \text{ m}^2$ and other complexes where large flows may be expected	

**TABLE 3.1
MINIMUM PIPE SIZES FOR PARTICULAR DEVELOPMENTS**

ZONING/DEVELOPMENT	MINIMUM PIPE SIZE (DN)	
	Cast iron outside diameter series	ISO series ⁽³⁾
Low and medium density residential	100 ⁽¹⁾	125 ⁽¹⁾
High density residential (≥ 4 storeys)	150	180
Multiple developments of high density residential (≥ 8 storeys)	200 or 225 ⁽²⁾	250 or 280 ⁽²⁾
Industrial and commercial	150	180



WATER MAIN HIGHLY LIKELY TO BE AMPLIFIED. EXTENT OF AMPLIFICATION TO BE CONFIRMED BY SYDNEY WATER COORDINATOR.

SEWER MAIN DEFINITELY REQUIRES TO BE AMPLIFIED. EXTENT OF AMPLIFICATION TO BE CONFIRMED BY SYDNEY WATER COORDINATOR.

13 APPENDIX C REGIONAL INFRASTRUCTURE CONTRIBUTION

Regional infrastructure contributions

This document answers frequently asked questions regarding the proposed regional infrastructure contributions

Regional infrastructure contribution

Where does the RIC apply?

The regional infrastructure contribution (RIC) will apply to four regions of NSW – Greater Sydney, Lower Hunter, Illawarra–Shoalhaven, and Central Coast (see Figure 1). We will refer to these regions as the RIC regions. For administrative simplicity, the boundaries align with local government area boundaries (see Figure 2). The proposed state environmental planning policy will define the regions and may be amended to include additional regions in the future as required.



Figure 1. RIC regions

Region	LGAs Included
1 Lower Hunter	Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens
2 Central Coast	Central Coast
3 Greater Sydney	Bayside, City of Blacktown, City of Blue Mountains, Burwood, Camden, City of Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, City of Fairfield, Georges River, City of Hawkesbury, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, City of Liverpool, Mosman, North Sydney, Northern Beaches, City of Parramatta, City of Penrith, City of Randwick, City of Ryde, Strathfield, Sutherland Shire, City of Sydney, The Hills Shire, Waverley, City of Willoughby, Wollondilly and Woollahra.
4 Illawarra Shoalhaven	Kiama, Shellharbour City, Shoalhaven City and Wollongong City

Figure 2 RIC regions and local government areas (LGAs)

What is the RIC?

The RIC is a standard, broad-based, state government charge that will apply to new development in the RIC regions. The RIC will fund the timely delivery of regional infrastructure to unlock new development and support forecast housing and employment growth. RIC funds will be used to deliver infrastructure within the same region they are collected.

The RIC comprises three components as illustrated in Figure 3.




Component	What is it	Development this applies to	What it funds
 Regional Infrastructure Contribution (Base Contribution)	Standard broad-based charge	All new development in RIC regions	State and regional infrastructure within RIC region as defined in the <i>Environmental Planning and Assessment Act 1979</i> (section 7.23)
 Strategic Biodiversity Component	Variable charge rate for biodiversity offsets in relation to certified areas	Only new development in biodiversity certified areas in RIC region, replaces site specific offsetting under the NSW Biodiversity Offsets Scheme	Conservation measures approved under State and Commonwealth legislation
 Transport Project Component	Variable charge for developments that benefit from Government investment in major transport projects	Only new development in defined service catchments of major transport projects in RIC regions	Cost recovery for specific major transport project in a RIC region

Figure 3. Regional infrastructure contributions components

What types of development does the RIC apply to?

The RIC will apply to all new residential and non-residential (commercial, retail, and industrial) development for which development consent or complying development certificate is required. Exempt development will not be required to pay a RIC. Exempt development includes, but is not

limited to, public housing, seniors housing or affordable housing carried out by or on behalf of a social housing provider.

What are the proposed contribution rates?

The RIC comprises three components – a base contribution, strategic biodiversity component and transport project component. The contribution rates for each component are outlined below.

The RIC (base contribution) will be determined by the development type and the region in which the development is located. It will apply to all new residential, commercial, retail and industrial development within a RIC region. The proposed base contribution rates are outlined in Figure 4.











Greater Sydney Region		Illawarra-Shoalhaven, Central Coast and Lower Hunter Regions	
Land use	Contribution rate	Land use	Contribution rate
 Houses (detached, semi-detached and townhouses)	\$12,000 per dwelling \$12,000 per lot for greenfield residential subdivision	 Houses (detached, semi-detached and townhouses)	\$8,000 per dwelling \$8,000 per lot for greenfield residential subdivision
 All other residential accommodation (residential flat buildings and units)	\$10,000 per dwelling	 All other residential accommodation (residential flat buildings and units)	\$6,000 per dwelling
 Industrial	\$15 per m ² of new GFA	 Industrial	\$15 per m ² of new GFA
 Commercial	\$30 per m ² of new GFA	 Commercial	\$30 per m ² of new GFA
 Retail	\$30 per m ² of new GFA	 Retail	\$30 per m ² of new GFA

Figure 4 RIC (base contribution) rates

The contribution rates for the **transport project component** (TPC) will be determined for each applicable transport project considering the project objectives, the level of nexus between the project and the development, and the ‘capacity to pay’ a contribution.

The contribution rate for the **strategic biodiversity component** (SBC) will be determined as part of the strategic biodiversity certification process. An SBC is proposed to apply to land covered by the Cumberland Plain Conservation Plan. The proposed SBC rates are outlined in Figure 5.

Development type	Proposed rate
 Residential Development	\$5,000 per dwelling
 Retail	\$30 m ² of new gross floor area
 Commercial	\$30 m ² of new gross floor area
 Industrial	\$15 m ² of new gross floor area

Figure 5 Proposed SBC rates for Cumberland Plain Conservation Area

What does the RIC pay for?

Contributions will be made to the RIC Fund, which will provide funding to plan and deliver infrastructure in the regions where revenue is collected. Contributions will go towards growth enabling state and regional infrastructure, including:

- Education facilities
- Community health facilities
- Regional open space
- Emergency services
- Transport infrastructure
- State or regional roads
- Measures to conserve or enhance the natural environment

The process for prioritising and allocating RIC funding to state agencies and councils will be subject to a rigorous prioritisation process. The process will involve three key stages including a growth needs assessment, capital planning integration and project evaluation and approvals process.

Further information on the prioritisation process and governance of the RIC Fund is provided in the Guidelines for RIC Fund Investment Prioritisation.

When does the RIC need to be paid?

The development consent will specify when the RIC must be paid. The RIC must be paid before the first occupation certificate relating to the development is issued, except where greenfield residential subdivision is involved. In that case, it will need to be paid before the issue of the subdivision certificate.

Development for the purposes of a new dwelling in greenfield residential areas will not pay a RIC if it has already been paid as part of the subdivision.

What are the ways of making a contribution?

A RIC is generally made as a monetary contribution via a condition of development consent. Developers can also seek to partner with the Government to deliver State or regional infrastructure and/or dedicate land to support new development through an Infrastructure Delivery Agreement (IDA). IDAs are the method by which a developer and the Minister for Planning and Public Spaces will confirm the arrangements, obligations and entitlements in these situations.

Further information is provided in the Guidelines for Infrastructure Delivery Agreements.

Will areas outside the RIC regions be affected?

Development outside a RIC region will not be affected by the proposed regional infrastructure contribution reforms as no changes are proposed to infrastructure funding sources outside of those regions.

Transitional arrangements

Will existing special infrastructure contribution areas be impacted?

The RIC will not apply where an implemented Special Infrastructure Contribution (SIC) determination is in place. However, to realise the benefits of a simple and consistent system, existing SIC determinations will be transitioned into the new RIC framework over time.

The timing of transition for each SIC determination is currently being considered. The key principles underlying the proposed transitional arrangements are to:

- minimise impact on existing infrastructure commitments
- manage the transfer of existing credits
- minimise impact on development feasibility and stakeholder expectations.

Will existing state infrastructure agreements be affected?

It is proposed that SIC works-in-kind agreements and state planning agreements executed prior to 1 July 2022 will continue to operate as per the entitlements granted under the agreement. This means:

- a RIC is not applied to development that has already made state infrastructure contributions under existing SPAs. Similarly, where an existing SPA remains in place when the proposed RIC SEPP is implemented, a RIC charge will not be imposed on development subject to the SPA.
- where work or the dedication of land is yet to be completed, the terms of that works-in-kind agreement will be honoured, including works completed or land dedicated after 1 July 2022
- where an agreement permits, the ability to generate, draw down on or transfer accumulated offset credits will continue, with established offset credits to be carried over into the RIC framework.

To ensure there is no double-charging, development subject to an existing agreement will not be charged a RIC.

Can I transfer credit offsets to the new RIC framework?

It is proposed that offsets accrued through Special Infrastructure Contribution works-in-kind agreements will be recognised and transferred to the RIC Framework. Offset holders will be able to satisfy RIC obligations through a drawdown of these credits.

When does the new RIC framework commence?

The RIC SEPP is proposed to commence on 1 July 2022. To minimise the potential for adverse impacts on current development supply, and in light of ongoing impacts of the COVID-19 pandemic, we propose to phase-in the RIC to allow industry stakeholders, councils and consent authorities to adapt to the new charge.

A discount to the base contribution rate will be available for the first two years after the SEPP is introduced. From the third year, no discount will be applied, and the full RIC will come into effect (see Figure 6).

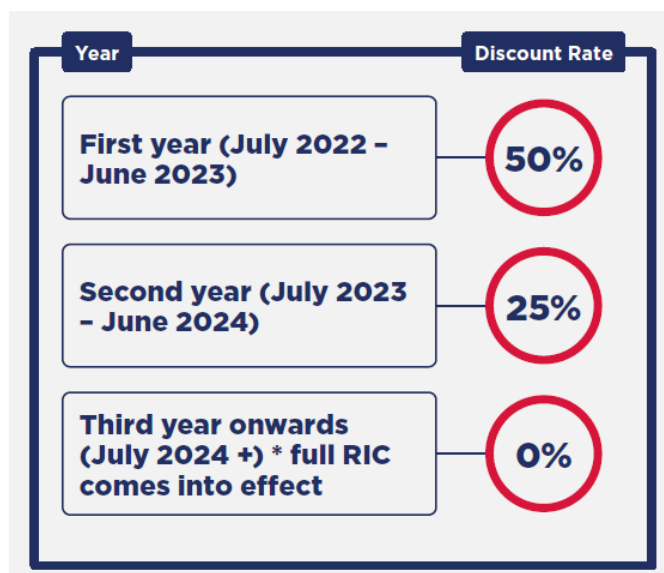


Figure 5 Phasing-in discounts