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Our Ref: Ltr\_Cumberland\_Woodville Rd\_V3 final

Ms Janine Saab  
Cumberland Council  
PO BOX 42  
MERRYLANDS NSW 2160

By email: [Janine.Saab@cumberland.nsw.gov.au](mailto:Janine.Saab@cumberland.nsw.gov.au)

Dear Janine,

## **WOODVILLE ROAD CORRIDOR INFRASTRUCTURE CONTRIBUTIONS ADVICE**

### **1. Background**

Cumberland City Council has prepared a draft master plan for the Woodville Road Corridor (the 'Corridor').<sup>1</sup>

The master plan is to enable redevelopment of various sites in the corridor in Granville, Merrylands, and Guildford for mixed use and high-density residential purposes. Around 3,600 additional dwellings are proposed in the corridor, which are anticipated to accommodate around 10,350 residents.

A map showing the Corridor's draft master plan is shown in **Attachment A**.

The Corridor developments will generate an increase in demand for various infrastructure, including local infrastructure that is the responsibility of the Council and developers.

Council engaged GLN Planning to:

- Review and provide advice on appropriate funding arrangements for the local infrastructure generated by Corridor developments.
- Make recommendations on the amendments to be made to the Council's current local infrastructure contributions plan in the event that land in the Corridor is rezoned to allow the higher density development in accordance with the draft master plan.

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<sup>1</sup> Woodville Road Corridor Planning Framework Urban Design Report - Stages 1+2 Report, June 2023, prepared by CM+

## 2. Review and summary of proposed Corridor infrastructure

GLN was provided with a list of 40 proposed local infrastructure items to meet the demands generated by the corridor developments. They include streetscape, traffic management & active transport, open space and recreation and community facilities.

Council provided the estimated cost of the facilities, except for streetscape and traffic management / active transport items. Quantity surveyors Mitchell Brandtman was engaged to prepare estimated costs on the traffic and active transport items.

Some of the items required the acquisition of land from private land owners. Estimates of the cost of acquiring these lands were based on recent sales of lots within the corridor plus a contingency allowance for legal and other additional costs for possible extra costs associated with the Council potentially having to compulsorily acquire land.

The schedule of items is shown in **Attachment B**.

The schedule includes details for each item:

- the relevant precinct where the item is located (Woodville North, Merrylands East, Woodville North)
- estimated land acquisition and works costs
- recommended delivery mechanism, including whether the infrastructure item is recommended for inclusion in an amended contributions plan
- whether the item could be categorised as State infrastructure (and therefore become the responsibility of the NSW government and avoid the need for Council to fund the item)
- estimated contribution rate for items that could be included in a s7.11 contributions plan.

## 3. Infrastructure contributions impacts and findings

### Current contributions plan

Future development is subject to contributions able to be imposed under Cumberland Local Infrastructure Contributions Plan 2020 ('CLICP').

The current (indexed) contribution rates in the CLICP for the main residential dwelling types are between \$11,000 and \$25,000 per dwelling, as shown in Table 1.

However, the maximum contribution rate that can be levied on residential development is \$20,000. This is due to a Minister's direction that applies to all land in the Cumberland LGA (except land in the Neil Street Precinct in Merrylands). A consent authority may only impose a rate higher than \$20,000 if the Department of Planning and Environment (the 'Department') authorises a higher rate following an IPART review of the draft contributions plan. The rate for three or more bedroom dwellings is therefore \$20,000 per dwelling, not \$24,958 if it was calculated in accordance with the plan.

Table 1 Current contribution rates - Cumberland Local Infrastructure Contributions Plan 2020

Cumberland LICP infrastructure category	per 0-1 bedroom dwelling	per 2 bedroom dwelling	CAPPED	UNCAPPED
			per 3 or more bedroom dwelling	per 3 or more bedroom dwelling
Community Facilities	\$1,824	\$2,941	\$3,262	\$4,070
Roads	\$3,659	\$5,901	\$6,543	\$8,165
Open Space & Recreation	\$5,053	\$8,148	\$9,034	\$11,274
Public Domain	\$484	\$781	\$866	\$1,080
Plan management & administration	\$165	\$267	\$296	\$369
<b>Total</b>	<b>\$11,186</b>	<b>\$18,034</b>	<b>\$20,000</b>	<b>\$24,958</b>

'CAPPED' rates reflect the maximum section 7.11 contribution that can be imposed on the particular type of development. 'UNCAPPED' rates reflect the maximum section 7.11 contribution that would apply to the particular type of development if there was no Minister's direction

The predominate dwelling size likely to be constructed in the Corridor is a two-bedroom dwelling. As shown in Table 1, the current contribution rate for this dwelling type is just over \$18,000 – just below the maximum \$20,000 allowed under the Minister's direction.

While the contributions plan rate is able to be indexed (in this case, to Sydney CPI), the Minister's maximum rate cannot be indexed.

**This has major implications for the funding of infrastructure specifically generated by future development in the Corridor** and is further discussed on the following pages.

### Corridor infrastructure contributions

Table 2 shows the estimated s7.11 contribution rates for Corridor local infrastructure. The estimate assumes that the infrastructure need is generated only by the development expected under the Corridor's draft master plan, and not development located outside the Corridor.

The rates in Table 2 are based on the initial works schedule provided to GLN Planning prior to refinement of the works schedule, and includes the assumption that the Mountford Road open space works and land acquisition would be apportioned to the Woodville Road corridor development only

Table 2 Estimated contribution rates - Woodville Road Corridor developments (for Corridor infrastructure only)

Corridor infrastructure category	per 0-1 bedroom dwelling	per 2 bedroom dwelling	per 3 or more bedroom dwelling
Community facilities	\$1,477	\$2,381	\$3,295
Transport management & active transport	\$4,712	\$7,598	\$10,513
Open space & recreation	\$3,111	\$5,017	\$6,942
<b>Total</b>	<b>\$9,300</b>	<b>\$14,996</b>	<b>\$20,750</b>

No adjustment has been made to reflect the Minister's s7.11 \$20,000 per dwelling cap

Table 3 shows the combined contribution rate for Corridor developments to meet the cost of Corridor infrastructure as well as the apportioned cost of LGA-wide infrastructure included in the CLICP. Table 3 is simply the result of adding the rates in Table 1 and 2 together.

Table 3 Estimated contribution rates - Woodville Road Corridor developments (for both Corridor infrastructure and CLICP infrastructure)

Category	UNCAPPED	UNCAPPED	UNCAPPED
	per 0-1 bedroom dwelling	per 2 bedroom dwelling	per 3 or more bedroom dwelling
Community Facilities (LGA)	\$1,824	\$2,941	\$4,070
Community Facilities (Woodville Road Corridor)	\$1,477	\$2,381	\$3,295
Roads (LGA)	\$3,659	\$5,901	\$8,165
Traffic management & active transport (Woodville Road)	\$4,712	\$7,598	\$10,513
Open Space & Recreation (LGA)	\$5,053	\$8,148	\$11,274
Open Space & Recreation (Woodville Road Corridor)	\$3,111	\$5,017	\$6,942
Public Domain	\$484	\$781	\$1,080
Plan management & admin	\$165	\$267	\$369
<b>Total</b>	<b>\$20,485</b>	<b>\$33,032</b>	<b>\$45,707</b>

No adjustment has been made to reflect the Minister's s7.11 \$20,000 per dwelling cap

#### 4. Refinement of the Woodville Road infrastructure to be included in the contributions plan

At least 75% of the anticipated residential development in the corridor is likely to be apartments with two bedrooms or more. Contribution rates for these developments under the CLICP are already at or approaching \$20,000 (Table 1).

Combining the CLICP and Woodville Road Corridor infrastructure obligations leads to contribution rates for ALL residential dwellings to be above \$20,000 (Table 3).

The government's s7.11 cap means that the contributions from Corridor developments cannot fund all the reasonable apportioned costs of *both* CLICP infrastructure and the Corridor-generated infrastructure. GLN Planning identified options that Council could pursue to follow a more financially sustainable path for the provision of infrastructure generated by Corridor developments:

- A. Require developers to directly provide the infrastructure via incentive planning provisions in LEPs or by imposing a condition of development consent for a developer to provide works, if reasonable.
- B. Assume a high percentage of the roads and traffic items in the Corridor schedule will be either provided by adjacent developers or funded by the State government.
- C. Remove the obligation for Corridor developments to contribute to facilities or facility types that are replicated in both the CLICP or Corridor infrastructure schedules.
- D. Remove the Mountford Avenue open space works and land acquisition from the Corridor schedule and update the CLICP infrastructure schedule to reflect the higher cost of works of \$1,417,000 for Item POS010 and higher land acquisition cost of \$7,800,000 for Item LA012 as identified through land acquisition and QS cost estimates.
- E. Submit an amended draft CLICP including the Corridor infrastructure to IPART for review to seek approval for contribution rates above \$20,000 per dwelling.

#### 5. Options evaluation and recommendations

Options A to C do not lead to a higher contributions fund pool, but rather free-up the capped s7.11 contributions that are available for infrastructure that Council cannot avoid responsibility for. Further evaluation would be needed to determine whether Option E would result in a higher contributions fund pool.

In Option B, after consulting with Council staff, we have in our analysis assumed that 75% of the total cost of roads and traffic items will be provided by either:

- the developer of land adjacent to the road works through the Council or Transport for NSW imposing a condition of development consent requiring the developer to undertake the works; or
- the State government, due to many of the items involving intersection upgrades along Woodville Road, which is a State road.

**Recommendation 1:** Council to consult with Transport for NSW to:

- a. More accurately assess the land required and works needed to support the development anticipated by the draft Woodville Road Corridor Planning Framework (June 2023).
- b. Identify the works to be undertaken by developers of land adjacent or proximate to the works, and include those works in the Corridor’s Development Control Plan.
- c. Identify the works to be funded by the NSW Government because of Woodville Road’s designation as a State Road.

Option D involves the removal of the Mountford Avenue open space works and land acquisition from the Corridor infrastructure schedule, and updating the CLICP infrastructure schedule to reflect the higher cost of works for the Mountford Avenue open space works (\$1,417,000 for works item POS010 and \$7,800,000 for land acquisition item LA012).

This approach results in the apportionment of the increased costs to all of the anticipated growth under the CLICP, including the Woodville Corridor growth and other growth within the LGA. This is a reasonable and equitable approach which is consistent with the underlying assumptions of the CLICP for the Mountford Avenue open space, whilst also ensuring that the Woodville Corridor growth contributes to the delivery of this infrastructure.

We estimate that the changes to the Mountford Avenue open space costs will increase the contribution rate per dwelling under the CLICP as shown in Table 4.

**Table 4** Estimated change to CLICP contribution rates due to revised Mountford Avenue open space works and land acquisition costs

Contribution rate	per 0-1 bedroom dwelling	per 2 bedroom dwelling	CAPPED	UNCAPPED
			per 3 or more bedroom dwelling	per 3 or more bedroom dwelling
Current CLICP	\$11,186	\$18,034	\$20,000	\$24,958
Amended CLICP with revised Mountford Avenue OS costs	\$11,344	\$18,292	\$20,000	\$25,311
<b>Increase in contributions per dwelling</b>	<b>\$158</b>	<b>\$258</b>	<b>\$0</b>	<b>\$353</b>

**Recommendation 2:** Council omit the Mountford Avenue open space works and land acquisition from the Corridor schedule and update the CLICP infrastructure schedule to reflect a higher cost of works of \$1,417,000 for Item POS010 and higher land acquisition cost of \$7,800,000 for Item LA012 with corresponding adjustments to contribution rates.

We have considered and incorporated the opportunities for Option A to D into our refinement of the infrastructure scope to be funded by a s7.11 contributions plan. The results are shown in Table 5.

**Table 5 Refined contributions plan schedule contribution rates - Woodville Road Corridor developments (for both Corridor infrastructure and CLICP infrastructure)**

Category	per 0-1 bedroom dwelling	CAPPED	UNCAPPED	CAPPED	UNCAPPED
		per 2 bedroom dwelling		per 3 or more bedroom dwelling	
Traffic management & active transport (Woodville Road Corridor)	\$294	\$475	<i>\$475</i>	\$657	<i>\$657</i>
Open Space & Recreation (Woodville Road Corridor)	\$1,686	\$2,719	<i>\$2,719</i>	\$3,672	<i>\$3,672</i>
Community Facilities (LGA)	\$1,824	\$2,366	<i>\$2,941</i>	\$2,022	<i>\$4,070</i>
Roads (LGA)	\$3,659	\$4,746	<i>\$5,901</i>	\$4,057	<i>\$8,165</i>
Open Space & Recreation (LGA)	\$5,212	\$7,721	<i>\$8,404</i>	\$7,158	<i>\$11,628</i>
Public Domain	\$484	\$628	<i>\$781</i>	\$537	<i>\$1,080</i>
Plan management & admin	\$165	\$245	<i>\$267</i>	\$227	<i>\$369</i>
<b>Total</b>	<b>\$13,325</b>	<b>\$20,000</b>	<b>\$21,487</b>	<b>\$20,000</b>	<b>\$29,731</b>

Table 5 shows under the refined contributions plan schedule that, for development undertaken in the Corridor:

- the 0-1 bedroom dwelling rates remain below \$20,000
- the 2 bedroom dwelling rate increases from \$18,034 under the CLICP to \$20,000
- the 3 or more bedroom dwelling rate remains unchanged at \$20,000.

The uncapped rates columns in Table 5 are shown here (in italics) because the breakdown of category-by-category rates found in the CLICP (see Table 1) provides a sound basis for disbursing the remainder of the \$20,000 contribution from 2 and 3+ bedroom dwellings after payment to the Woodville Road infrastructure. This method of assigning the funds under a new contributions plan should be explained in the plan.

**Recommendation 3:** Future developments carried out under the draft Woodville Road Corridor Planning Framework (June 2023) are to be subject to s7.11 contributions toward the local infrastructure listed in Attachment B, as well as the local infrastructure throughout the Cumberland LGA and included in the works schedule to Cumberland Local Infrastructure Contributions Plan 2020 (CLICP).

**Recommendation 4:** Recommendation 3 is to be implemented via an amendment to the CLICP that:

- a. Includes a new catchment and contribution rates schedule called 'Woodville Road Corridor' and the Corridor catchment boundary will align with land that has been rezoned in accordance with the draft Woodville Road Corridor Planning Framework (June 2023).
- b. Has a maximum residential contribution be set at \$20,000 per dwelling reflecting the Minister's caps direction on s7.11 contributions.
- c. Includes details that Council will prioritise the allocation of contribution funds received from Woodville Road Corridor developments to providing Woodville Road Corridor infrastructure. The balance of monies paid will be allocated to the CLICP LGA-wide infrastructure categories according to their proportional share of the total LGA wide contribution.

Option E – an IPART-reviewed contributions plan – may result in above-cap contributions being able to be imposed on developers and an increase to the infrastructure funding pool.

Few infill councils pursue higher s7.11 contributions using the IPART route. In our experience with advising and listening to these councils there are two main reasons for this.

- Often a large portion of a typical infill area s7.11 contributions plan includes items that are not 'essential works'. Essential works include all community facilities and recreation buildings and public domain that is not considered open space. GLN has not assessed the CLICP's works schedule to estimate the proportion of the plan's contribution rates are attributable to non essential works, but it is likely to be significant.
- IPART contributions plan reviews are time-consuming and involve forensic-like examination of the proposed infrastructure costs, nexus and apportionment assumptions. The review will involve examination of both the LICP 2020 Plan and the add-on Woodville Road corridor infrastructure component. If considering the IPART review path it should review the strength of the reasonableness arguments in the plan.

However it is appropriate for Council to keep Option E a 'live' option for Council to be ready to act on. That is, the Department has stated that it has no plans to alter the current policy settings for s7.11 contributions. That means no change to the 'essential works' considerations and, most importantly, the \$20,000 rate ceiling – which has been in place for over a decade and has never been indexed. With most residential types having effectively reached the cap (2 bedroom apartments approvals with \$18K contributions will through indexing likely reach the \$20,000 cap by the time payment falls due.



**Recommendation 5:** Council should not at this stage apply to IPART to seek approval to impose residential s7.11 contributions above \$20,000 per dwelling, but continue to monitor the situation and any changes to State Government policy that provide an avenue for Council to increase the overall pool of contributions funds.

None of the options however address the broader fundamental problem faced by all councils trying to ensure infrastructure keeps pace with population growth. There is insufficient funding available for growth infrastructure using conventional mechanisms, and Council should pro-actively evaluate the merits of strategies that will increase the overall pool of funds.

**Recommendation 6:** Council to actively seek out opportunities for infrastructure co-funding sources, for example:

- a. Imposing a local area special rate on land in the corridor.
- b. Entrepreneurial activities such as the buying and selling of land in the corridor to increase the pool of funds for infrastructure.
- c. Establishing a well-resourced infrastructure lobbying and grant-seeking capability.


## 6. Conclusion

Thank you for the opportunity to provide this advice.

If you require any further information about this advice, please do not hesitate to contact Greg New on 0419 257 177 or [greg@glnplanning.com.au](mailto:greg@glnplanning.com.au).

Yours faithfully

**GLN PLANNING PTY LTD**



**GREG NEW**  
**INFRASTRUCTURE FUNDING & DELIVERY CONSULTANT**

Attachment A: Draft Masterplan

Attachment B: Corridor infrastructure analysis

# ATTACHMENT A

## DRAFT MASTERPLAN FOR WOODVILLE ROAD CORRIDOR



Figure 25: Illustrative Master Plan

**ATTACHMENT B  
CORRIDOR INFRASTRUCTURE ANALYSIS**



**Woodville Road Corridor Infrastructure Schedule**

Item ref	Category	Description 1	Description 2	Precinct	Recommended delivery method (land)	Recommended delivery method (works)	Land acquisition cost	Works cost	Total Cost (land and works)	Apportionment	Total cost apportioned to Plan	Cost apportioned to Woodville Corridor	Contribution rate for draft plan (\$/resident)
1	Streetscape	Footpath widening	Fronting all developed properties	All precincts	NA	Developer works condition							
2	Streetscape	Footpath paving	Fronting all developed properties	All precincts	NA	Developer works condition							
3	Streetscape	Street furniture (seats, rubbish bins, bicycle racks, lighting)	Fronting all developed properties	All precincts	NA	Developer works condition							
4	Streetscape	Street Tree Planting and Landscaping	Fronting all developed properties	All precincts	NA	Developer works condition							
5	Traffic management & active transport	Cycleways		Woodville South	NA	Contributions / consent conditions / State funded		\$2,350,578	\$2,350,578	25%	\$587,645	\$146,911	\$14.20
6	Traffic management & active transport	1 new pedestrian crossing facilities on Woodville Road	Woodville / Guildford Roads intersection Woodville / Rawson Roads intersection Mid block, between Rawson and Guildford Roads	Woodville South	NA	Contributions / consent conditions / State funded		\$586,288	\$586,288	25%	\$146,572	\$36,643	\$3.54
7	Traffic management & active transport	Upgrade of 2 existing signalised pedestrian crossings		Woodville South	NA	Contributions / consent conditions / State funded		\$482,825	\$482,825	25%	\$120,706	\$30,177	\$2.92
8	Traffic management & active transport	A new right turn lane, or changed lane allocations (shared through-right lane)	Woodville Road/Rawson Road	Woodville South	Land reservation acquisition zone for any minor widening required	Contributions / consent conditions / State funded	\$671,300	\$136,225	\$807,525	25%	\$201,881	\$50,470	\$4.88
9	Traffic management & active transport	Add a new short right turn bay on the north approach.	Woodville Road/Guildford Road	Woodville South	Land reservation acquisition zone for any minor widening required	Contributions / consent conditions / State funded	\$420,000	\$3,155,373	\$3,575,373	25%	\$893,843	\$223,461	\$21.59
10	Traffic management & active transport	Change lane allocations on both the east and west approaches to permit two through lanes	Woodville Road/Guildford Road	Woodville South	Land reservation acquisition zone for any minor widening required	Contributions / consent conditions / State funded	\$2,923,500	\$2,060,626	\$4,984,126	25%	\$1,246,032	\$311,508	\$30.10
11	Traffic management & active transport	Upgrade Guildford Road / Chamberlain Road to a seagull intersection or roundabout.	Guildford Road/Chamberlain Road	Woodville South	NA	Contributions / consent conditions / State funded		\$6,207,750	\$6,207,750	25%	\$1,551,938	\$387,984	\$37.49
12	Traffic management & active transport	New auxiliary lane for a dedicated left turn movement on the western approach	Guildford Road/Chamberlain Road	Woodville South	Included in item 11	NA							
13	Traffic management & active transport	Cycleways		Merrylands East	NA	Contributions / consent conditions / State funded		\$1,329,536	\$1,329,536	25%	\$332,384	\$83,096	\$8.03
14	Traffic management & active transport	Utilise road space on the north departure to facilitate three departure lanes	Woodville Road/Oxford Street	Merrylands East	NA	Contributions / consent conditions / State funded		\$681,125	\$681,125	25%	\$170,281	\$42,570	\$4.11
15	Traffic management & active transport	Change lane allocations on the south movement to permit a total of three through lanes.	Woodville Road/Oxford Street	Merrylands East	Included in item 14	NA							
16	Traffic management & active transport	New traffic signals.	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition							
17	Traffic management & active transport	2 lane west approach.	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition							
18	Traffic management & active transport	2 new pedestrian crossing facilities	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition							
19	Traffic management & active transport	Cycleways		Woodville North	NA	Contributions / consent conditions / State funded		\$4,447,225	\$4,447,225	25%	\$1,111,806	\$277,952	\$26.86
20	Traffic management & active transport	5 new pedestrian crossing facilities		Woodville North	NA	Contributions / consent conditions / State funded		\$1,377,948	\$1,377,948	25%	\$344,487	\$86,122	\$8.32
21	Traffic management & active transport	Upgrade of 1 existing crossing facility		Woodville North	NA	Contributions / consent conditions / State funded		\$689,750	\$689,750	25%	\$172,438	\$43,109	\$4.17
22	Traffic management & active transport	New short auxiliary lane on the east approach	Woodville Road/William Street	Woodville North	Land reservation acquisition zone for any minor widening required	Contributions / consent conditions / State funded	\$495,000	\$2,119,707	\$2,614,707	25%	\$653,677	\$163,419	\$15.79
23	Traffic management & active transport	Changed lane allocations on the west approach	Woodville Road/William Street	Woodville North	NA	Contributions / consent conditions / State funded		\$136,225	\$136,225	25%	\$34,056	\$8,514	\$0.82
24	Traffic management & active transport	Upgrading both eastern and western departures to 2 lanes	Woodville Road/William Street	Woodville North	NA	Contributions / consent conditions / State funded		\$204,338	\$204,338	25%	\$51,085	\$12,771	\$1.23
25	Open space & recreation	3000m2 Local Park, Park No. 1.	Union Street and Wallace Street	Woodville North	Road closure Dedication of private land through planning agreement	Contributions / embellishment of land through planning agreement	\$0	\$1,635,000	\$1,635,000	100%	\$1,635,000	\$1,635,000	\$157.99
26	Open space & recreation	640m2 Road Closure/Pocket Park, Park No. 2	Daniel Street	Woodville North	Road closure	Contributions	\$0	\$285,000	\$285,000	100%	\$285,000	\$285,000	\$27.54
27	Open space & recreation	1000m2 Road Closure/Pocket Park, Park No. 3	Brady Street	Woodville North	Road closure	Contributions	\$0	\$445,313	\$445,313	100%	\$445,313	\$445,313	\$43.03
28	Open space & recreation	3000m2 Local Park, Park No. 4	John Cootes Highland Street	Merrylands East	Planning agreement	Planning agreement or contributions	\$0	\$1,635,000	\$1,635,000	100%	\$1,635,000	\$1,635,000	\$157.99
29	Open space & recreation	3000m2 Park/Road Closure, Park No 5.	Kenelda Ave and Woodville Road	Merrylands East	Road closure Dedication of private land through planning agreement	Contributions	\$0	\$1,335,938	\$1,335,938	100%	\$1,335,938	\$1,335,938	\$129.09

**ATTACHMENT B  
CORRIDOR INFRASTRUCTURE ANALYSIS**



Item ref	Category	Description 1	Description 2	Precinct	Recommended delivery method (land)	Recommended delivery method (works)	Land acquisition cost	Works cost	Total Cost (land and works)	Apportionment	Total cost apportioned to Plan	Cost apportioned to Woodville Corridor	Contribution rate for draft plan (\$/resident)
30	Open space & recreation	2600m2 Local Park, Park No. 6	Mountford Avenue	Merrylands East	Land dedication/acquisition to be levied only through CLICP	Contributions levied only through CLICP	\$7,800,000	\$1,417,000	\$9,217,000	0%	\$0	\$0	\$0.00
31	Open space & recreation	3400m2 Local Park, Park No. 7	Chamberlain Road	Woodville South	Dedication of land through planning agreement	Contributions / embellishment of land through planning agreement	\$0	\$1,853,000	\$1,853,000	100%	\$1,853,000	\$1,853,000	\$179.05
32	Open space & recreation	3000m2 Local Park, Park No. 8	Rhodes Avenue	Woodville South	Road closure	Contributions	\$0	\$1,335,938	\$1,335,938	100%	\$1,335,938	\$1,335,938	\$129.09
33	Open space & recreation	1 x multi-purpose outdoor courts	TBD	TBD	NA	Contributions	\$0	\$250,000	\$250,000	100%	\$250,000	\$250,000	\$24.16
34	Open space & recreation	1 x outdoor fitness stations	TBD	TBD	NA	Contributions	\$0	\$250,000	\$250,000	100%	\$250,000	\$250,000	\$24.16
35	Open space & recreation	1 x dog off-leash area	TBD	Merrylands East	NA	Contributions	\$0	\$400,000	\$400,000	100%	\$400,000	\$400,000	\$38.65
36	Open space & recreation	2 x 0 to 4-year-old playground	Within corridor location TBD	TBD	NA	Contributions	\$0	\$740,000	\$740,000	100%	\$740,000	\$740,000	\$71.51
37	Open space & recreation	2 x 5 to 11-year-old playground	Within corridor location TBD	TBD	NA	Contributions	\$0	\$740,000	\$740,000	100%	\$740,000	\$740,000	\$71.51
38	Community	Additional 828m2 of community floor space	Extension of Tom Collins Meeting Room outside the corridor, or	TBD	Levy only through CLICP	Contributions	\$0	\$4,554,000	\$4,554,000	0%			
39	Community	Additional 714m2 of library floor space	Extension of Guildford Library outside the corridor, or smaller	TBD	Levy only through CLICP	Contributions	\$0	\$4,998,000	\$4,998,000	0%			
40	Community	206 places for 0 to 4 years early education and long day care	Within or adjacent to corridor	TBD	NA	Private provider							
<b>Total</b>							<b>\$12,309,800</b>	<b>\$47,839,708</b>	<b>\$60,149,508</b>		<b>\$18,524,019</b>	<b>\$12,809,896</b>	<b>\$1,238</b>

Infrastructure to be included in amended CLICP shown in bold