

9 January 2025

Our Ref: Ltr_Cumberland_Woodville Rd_V3

Ms Janine Saab
Cumberland Council

By email: 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').¹

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 3,617 additional dwellings are proposed in the corridor, which are anticipated to accommodate around 10,187 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.

This letter contains our advice on these matters. The letter supersedes our previous letter dated 19 October 2023.

¹ Woodville Road Corridor Planning Framework AMENDED Urban Design Report – December 2024, prepared by CM+

2. Review and summary of proposed Corridor infrastructure

GLN was provided with a list of 41 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 landowners. 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 South)
- 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 (unindexed) contribution rates in the CLICP for the main residential dwelling types are between \$11,609 and \$25,903 per dwelling, as shown in Table 1.

However, the maximum contribution rate that can be levied on each new residential dwelling 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, Housing and Infrastructure (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 \$25,903 if it was calculated in accordance with the plan.

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

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	\$1,893	\$3,053	\$3,262	\$4,224
Roads	\$3,798	\$6,124	\$6,543	\$8,474
Open Space & Recreation	\$5,244	\$8,456	\$9,034	\$11,701
Public Domain	\$502	\$810	\$866	\$1,121
Plan mgmt & admin	\$172	\$277	\$296	\$383
Total	\$11,609	\$18,720	\$20,000	\$25,903

'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 approaching \$19,000 – 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 (refer section 4) and includes the assumption that the Mountford Road open space works and land acquisition would be apportioned to the Woodville Road corridor development only. The rates have been calculated using estimated costs of infrastructure indexed September 2024 using the Sydney (All Groups) CPI.

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	\$1,565	\$2,524	\$3,492
Transport management & active transport	\$4,994	\$8,052	\$11,142
Open space & recreation	\$3,297	\$5,317	\$7,357
Total	\$9,856	\$15,893	\$21,992

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)	\$1,893	\$3,053	\$4,224
Community Facilities (Woodville Road Corridor)	\$1,565	\$2,524	\$3,492
Roads (LGA)	\$3,798	\$6,124	\$8,474
Traffic management & active transport (Woodville Road)	\$4,994	\$8,052	\$11,142
Open Space & Recreation (LGA)	\$5,244	\$8,456	\$11,701
Open Space & Recreation (Woodville Road Corridor)	\$3,297	\$5,317	\$7,357
Public Domain	\$502	\$810	\$1,121
Plan mgmt & admin	\$172	\$277	\$383
Total	\$21,465	\$34,613	\$47,894

No adjustment has been made to the above rates 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, traffic and cycleway 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 (December 2024).
- 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*	\$11,609	\$18,720	\$20,000	\$25,903
Amended CLICP with revised Mountford Avenue OS costs	\$11,774	\$18,986	\$20,000	\$26,272
Increase in contributions per dwelling	\$165	\$267	\$0	\$369

* As published on Council’s website, reflecting Sydney CPI June 2024

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)	\$1,248	\$2,013	\$2,013	\$2,786	\$2,786
Open Space & Recreation (Woodville Road Corridor)	\$1,787	\$2,881	\$2,881	\$3,987	\$3,987
Community Facilities (LGA)	\$1,893	\$2,429	<i>\$3,053</i>	\$2,127	<i>\$4,224</i>
Roads (LGA)	\$3,798	\$4,872	<i>\$6,124</i>	\$4,266	<i>\$8,474</i>
Open Space & Recreation (LGA)	\$5,409	\$6,940	<i>\$8,723</i>	\$6,077	<i>\$12,070</i>
Public Domain (LGA)	\$502	\$645	<i>\$810</i>	\$564	<i>\$1,121</i>
Plan management & admin	\$172	\$220	<i>\$277</i>	\$193	<i>\$383</i>
Total	\$14,810	\$20,000	\$23,881	\$20,000	\$33,044

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 \$18,720 under the CLICP to \$20,000
- the 3 or more bedroom dwelling rate remains unchanged at \$20,000.

The uncapped rates shown in italics in Table 5 are the breakdown of category-by-category rates found in the CLICP (see Table 1). The relative share of each amount 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 (shown in the blue text).

This approach is illustrated in the following example of a 2-bed dwelling:

Total contribution per dwelling before cap applied	\$23,881
Contribution per dwelling imposed after cap applied	\$20,000
The contribution rate for Woodville Corridor infrastructure (shown in rows with blue coloured text in Table 5)	\$4,894

Contribution rate remaining after applying Woodville Corridor contribution to Woodville Corridor infrastructure			\$20,000 - \$4,894 = \$15,105		
Amount remaining is split and assigned to the various CLICP infrastructure categories based on the current split of the CLICP rates shown in Table 1, and adjusted to include Mountford Avenue open space in CLICP, i.e.					
Community Facilities	\$3,053	16.1%	\$15,105 X	16.1%	= \$2,429
Roads	\$6,124	32.3%	\$15,105 X	32.3%	= \$4,872
Open Space & Recreation	\$8,456	45.9%	\$15,105 X	45.9%	= \$6,940
Public Domain	\$810	4.3%	\$15,105 X	4.3%	= \$645
Plan mgmt & admin	\$277	1.5%	\$15,105 X	1.5%	= \$220
Total	\$18,720	100%			

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 (December 2024) 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 (December 2024).
- b. Has a maximum residential contribution 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.

IPART-reviewed contributions plan

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:

- Contributions imposed and collected from development under an IPART-reviewed contributions plan can only be applied to providing infrastructure listed in the 'essential works list
- 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.² 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. Most residential types have effectively reached the cap – e.g. 2 bedroom apartments approvals with \$19K 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.

² Refer to the Practice Note: Local Infrastructure Contributions January 2019, includes the following infrastructure as 'essential works':

- land for open space (for example, parks and sporting facilities) including base level embellishment
- land for community services (for example, childcare centres and libraries)
- land and facilities for transport (for example, roads works, traffic management and pedestrian and cyclist facilities), but not including carparking
- land and facilities for stormwater management
- the costs of plan preparation and administration.

ATTACHMENT A

MASTERPLAN FOR WOODVILLE ROAD CORRIDOR

(a) Overall Built Form Masterplan



Figure 37: Illustrative Master Plan

* Based on design parameters outlined in Chapter 8.1 of this report

(b) Masterplan showing proposed densities and planning proposal site numbers

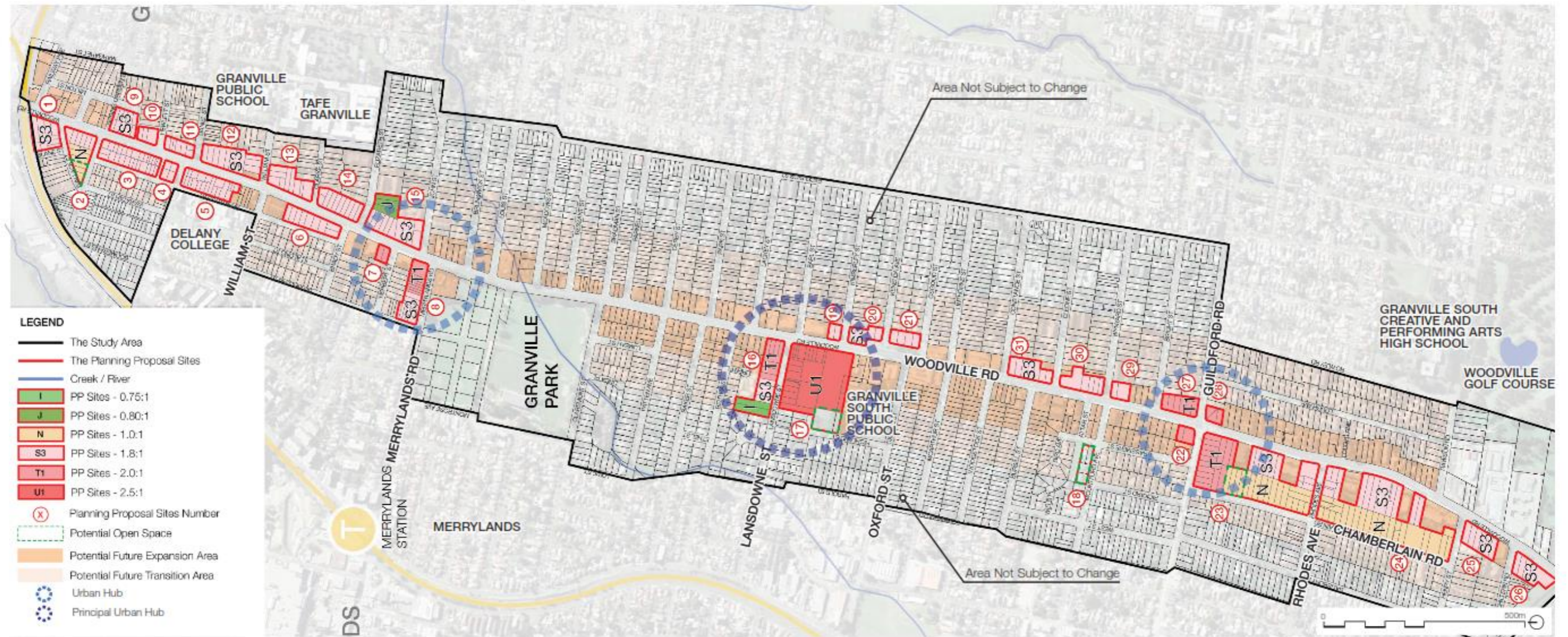


Figure 58: Proposed Density

**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	Indexation to Sept 2024	Contribution rate for draft plan (\$/resident)
1	Streetscape	Footpath widening	Fronting all developed properties	All precincts	NA	Developer works condition						\$0	
2	Streetscape	Footpath paving	Fronting all developed properties	All precincts	NA	Developer works condition						\$0	
3	Streetscape	Street furniture (seats, rubbish bins, bicycle racks, lighting)	Fronting all developed properties	All precincts	NA	Developer works condition						\$0	
4	Streetscape	Street Tree Planting and Landscaping	Fronting all developed properties	All precincts	NA	Developer works condition						\$0	
5	Traffic management & active transport	Cycleways		Woodville South	NA	Contributions / consent conditions / State funded		\$2,350,578	\$2,350,578	25%	\$587,645	\$613,080	\$60.18
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	\$152,916	\$15.01
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	\$125,931	\$12.36
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	\$210,619	\$20.68
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	\$932,532	\$91.54
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	\$1,299,964	\$127.61
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	\$1,619,111	\$158.94
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	\$346,771	\$34.04
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	\$177,652	\$17.44
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						\$0	\$0.00
16	Traffic management & active transport	New traffic signals.	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition						\$0	\$0.00
17	Traffic management & active transport	2 lane west approach.	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition						\$0	\$0.00
18	Traffic management & active transport	2 new pedestrian crossing facilities	Woodville Road/Lansdowne Street	Merrylands East	NA	Developer works condition						\$0	\$0.00
19	Traffic management & active transport	Cycleways		Woodville North	NA	Contributions / consent conditions / State funded		\$4,447,225	\$4,447,225	25%	\$1,111,806	\$1,159,929	\$113.86
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	\$359,398	\$35.28
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	\$179,901	\$17.66
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	\$681,970	\$66.95
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	\$35,530	\$3.49
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	\$53,296	\$5.23
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	\$1,705,769	\$167.45
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	\$297,336	\$29.19
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	\$464,588	\$45.61
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	\$1,705,769	\$167.45

**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	Indexation to Sept 2024	Contribution rate for draft plan (\$/resident)
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	\$1,393,762	\$136.82
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	3000m2 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	\$1,933,204	\$189.77
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	\$1,393,762	\$136.82
33	Open space & recreation	1 x multi-purpose outdoor courts	TBD	TBD	NA	Contributions	\$0	\$250,000	\$250,000	100%	\$250,000	\$260,821	\$25.60
34	Open space & recreation	1 x outdoor fitness stations	TBD	TBD	NA	Contributions	\$0	\$250,000	\$250,000	100%	\$250,000	\$260,821	\$25.60
35	Open space & recreation	1 x dog off-leash area	TBD	Merrylands East	NA	Contributions	\$0	\$400,000	\$400,000	100%	\$400,000	\$417,313	\$40.97
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	\$772,030	\$75.79
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	\$772,030	\$75.79
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%	\$0	\$0	\$0.00
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%	\$0	\$0	\$0.00
40	Community	206 places for 0 to 4 years early education and long day care	Within or adjacent to corridor	TBD	NA	Private provider	\$0	\$0	\$0	0%	\$0	\$0	\$0.00
41	Traffic management & active transport	Road widening on Chamberlain Road	Within or adjacent to corridor	Woodville South	NA	Developer works condition or planning agreement	\$0	\$0	\$0	0%	\$0	\$0	\$0.00
Total							\$12,309,800	\$47,839,708	\$60,149,508		\$18,524,019	\$19,325,805	\$1,897

Infrastructure to be included in the Woodville Corridor chapter of the amended CLICP shown in bold